

BRITISH RAILWAYS

For information of Railway Staff only

SPECIAL NOTICE

**PERMANENT WAY & SIGNALLING
ARRANGEMENTS**

GLASGOW CENTRAL RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 16th September, 1960.

G. L. NICHOLSON,
Traffic Manager.

SIGNALLING RECORD SOCIETY

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GLASGOW CENTRAL — RESIGNALLING.

OPENING ARRANGEMENTS.

In accordance with details which will be shown in Section 'B' of S.W. Notice No. 40 the altered arrangements described herein will be introduced at approximately 5.0 a.m. on Monday, 3rd October, 1960.

DESCRIPTION OF SCHEME.

A new signalbox, to be known as GLASGOW CENTRAL and situated in the V between the Eglinton Street and Paisley lines, will be brought into use to control the points and signals within the area formerly covered by the undernoted signal boxes which will be dispensed with:—

Glasgow Central.	Eglinton Street Junction.
Bridge Street Junction	Eglinton Street Station.

This notice gives full details of the application of all signals and a diagram is enclosed which gives a complete layout of all points and signals.

PERMANENT WAY ARRANGEMENTS AND LINE UTILISATION.

The old Clyde bridge will be put out of use and connections between platforms and the old bridge will be realigned to the new bridge. This realignment involves bridgework and the re-building of the ramp end of platforms 1 and 2 which work will take approximately 6 weeks following the opening of the scheme to complete. During this 6 week period, platform 1 will be out of use and platform 2 will be served only via connection 309.

Both-directional working will be introduced on a number of lines thus requiring a new system of line identification. The following is a summary of the position:—

Lines worked in both directions.

W, X, Y and Z lines over the Clyde bridge.

No. 3 line south end of bridge to Eglinton Street station (formerly 2 Up).

No. 4 line south end of bridge to Eglinton Street station (formerly 2 Down).

No. 5 line south end of bridge to Bridge Street junction (formerly 4 Up).

No. 6 line south end of bridge to Bridge Street junction (formerly 4 Down).

No. 1 branch between Glasgow Central box and Cook Street box (formerly Down line).

No. 2 branch between Glasgow Central box and Cook Street box (formerly Up line).

Lines worked in one direction.

- No. 1 Up, south end of bridge to Larkfield Junction box.
- No. 1 Down, Larkfield Junction box to south end of bridge.
- No. 7 Up, south end of bridge to Bridge Street junction (formerly 5 Up).
- No. 7 Down, Bridge Street junction to south end of bridge (formerly 5 Down).
- No. 2 Up, Eglinton Street station to Larkfield Junction box.
- No. 2 Down, Larkfield Junction box to Eglinton Street station.
- Up branch, Eglinton Street station to Pollokshields East Junction box.
- Down branch, Pollokshields East Junction box to Eglinton Street station.

SIGNALLING ARRANGEMENTS.**Route indicators.**

Where route indication is given, the eventual destination is shown but in some cases trains may travel to this destination by two or more alternative routes.

Trains not completely within signals.

Referring to the General Appendix instructions—"On platform lines when an engine is ahead of the signal controlling the starting of trains owing to the length of the train, the driver must regard that signal as controlling his movement—" To assist drivers in this connection back indications are provided on the platform starting signal.

Position light ground signals, G.16, G.41, G.49 are provided to contain shunting movements which cannot get within the platform starting signal.

Subsidiary signals.

The driver of a train conveying passengers must not pass a stop signal at danger in response to a subsidiary position light signal mounted underneath showing 2 white lights unless the calling-on indication 'C' is also given. If 2 white lights without a 'C' are displayed the driver must advise the signalman of the position, by telephone, and obtain authority to proceed.

Except when authorised to do so by the signalman, the driver of a train conveying passengers must not pass a stop signal at danger in response to a subsidiary position light signal displaying a warning—'W' indication.

On lines worked in both directions where it is necessary to have a train contained within a signal in order to free other routes in rear a number of position light ground signals have been provided. These signals are termed "holding" signals and they will be cleared for running movements to which they are facing.

When a proceed aspect is given by a main colour light stop signal any facing ground subsidiary signals, including those termed "holding" signals between this signal and the next stop signal will normally be in the clear position, but the signalman has facilities for restoring such intervening signals to the danger position and may do so in an emergency.

Position light ground signals must not be passed in the "On" position.

RUNNING SIGNALS—OUTGOING.

Signals prefixed by letter G are operated from Glasgow Central box.

Signals prefixed by letter CS are operated from Cook Street box.

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
Platform 1.				
G.2	Main	—	To G.38.	—
	Sub.	—	Towards G.38.	—
G.38	Main	W	To G.83	Off W.
	Main	X	To G.84.	Off X.
	Sub.	W	Towards G.41.	Sub. W.
Platform 2.				
G.4	Main	2	To G.39.	Off 2.
	Main	W	To G.83 (via 309 reverse).	Off W.
	Main	X	To G.84 (via 309 reverse).	Off X.
	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Sub.	2	Towards G.39.	Sub. 2.
	Sub.	✓	Towards G.28.	Sub. ▶.
G.39	Main	W	To G.83.	Off W.
	Main	X	To G.84.	Off X.
	Sub.	W	Toward G.41.	Sub. W.
Platforms 3 and 4.				
G.6 and G.8	Main	W	To G.83.	Off W.
	Main	X	To G.84.	Off X.
	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Sub.	—	Towards G.28.	Sub.
Platforms 5 and 6.				
G.11 and G.13	Main	W	To G.83	Off W.
	Main	X	To G.84.	Off X.
	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Sub.	—	Towards G.29.	Sub.
Platform 7.				
G.15	Main	W	To G.83.	Off W.
	Main	X	To G.84.	Off X.
	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Min. yellow	—	To Engine siding.	—
	Sub.	▶	Towards G.16 (via 304 normal).	Sub. ▶.
	Sub.	✓	Towards G.16 (via 304 reverse).	Sub. ▶.

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
Platform 8.				
G.18	Main	W	To G.83.	Off W.
	Main	X	To G.84.	Off X.
	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Min. yellow	—	To Engine siding.	—
	Sub.	▶	Towards G.29.	Sub. ▶.
	Sub.	◀	Towards G.31.	Sub. ▶.
Platform 9.				
G.21	Main	X	To G.84.	Off X.
	Main	Y	To G.85 (via 310 reverse).	Off Y.
	Main	Z	To G.86 (via 310 reverse).	Off Z.
	Main	9	To G.43.	Off 9.
	Sub.	▶	Towards G.31.	Sub. ▶.
	Sub.	9	Towards G.43.	Sub. 9.
G.43	Main	—	To G.44.	—
	Sub.	—	Towards G.44.	—
G.44	Main	Y	To G.85.	Off Y.
	Main	Z	To G.86.	Off Z.
	Sub.	Y	Towards G.49.	Sub. Y.
Platform 10.				
G.35	Main	—	To G.45.	—
	Sub.	—	Towards G.45.	—
G.45	Main	Y	To G.85.	Off Y.
	Main	Z	To G.54 or G.86.	Off Z.
	Sub.	Y	Towards G.49.	Sub. Y.
	Sub.	Z	Towards G.54.	Sub. Z.
Platform 11.				
G.37	Main	—	To G.46.	—
	Sub.	—	Towards G.46.	—
G.46	Main	—	To G.54.	—
	Sub.	—	Towards G.54.	—
G.54	Main	—	To G.86.	—
	Sub.	—	Towards G.86.	—
Platform 12.				
G.63	Main	—	To G.64.	—
	Sub.	—	Towards G.64.	—
G.64	Main	7U	To G.78.	—
	Main	7D	To G.79.	—
	Sub.	7U	Towards G.78.	—
	Sub.	7D	Towards G.79.	—

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application
Platform 13.			
G.66	Main	—	To G.67.
	Sub.	—	Towards G.67.
G.67	Main	7U	To G.78.
	Main	7D	To G.79.
	Sub.	7U	Towards G.78.
	Sub.	7D	Towards G.79.
Gantry 'A' outgoing.			
G.83	Main	1	To G.117.
	Main	3	To G.118.
	Sub.	1	Towards G.117.
	Sub.	3	Towards G.118.
	Min. yellow	—	To No. 3 Carriage siding.
G.84	Main	3	To G.118.
	Main	4	To G.119.
	Sub.	3	Towards G.118.
	Sub.	4	Towards G.94.
	Min. yellow	4S	To No. 4 Carriage siding.
	Min. yellow	5S	To No. 5 Carriage siding.
G.85	Min. yellow	6S	To No. 6 Carriage siding.
	Main	3	To G.118.
	Main	4	To G.119.
	Main	5	To G.121.
	Sub.	3	Towards G.118.
	Sub.	4	Towards G.94.
	Sub.	ES	Towards G. 100 Engine siding.
	Sub.	5	Towards G.121.
	Min. yellow	4S	To No. 4 Carriage siding.
	Min. yellow	5S	To No. 5 Carriage siding.
G.86	Min. yellow	6S	To No. 6 Carriage siding.
	Min. yellow	ES	To Engine siding.
	Main	4	To G.119.
	Main	5	To G.121.
	Main	6	To G.122.
	Main	7	To G.127.
	Sub.	4	Towards G.94.
	Sub.	ES	Towards G.100 Engine siding.
	Sub.	5	Towards G.121.
	Sub.	6	Towards G.122.
Sub.	7	Towards G.98 or G.127.	
Left-hand min. yellow	4S	To No. 4 Carriage siding.	

Signal	Aspect, main subsidiary or miniature yellow	Route indication, where provided	Application
G.86 (contd.)	Left-hand min. yellow	5S	To No. 5 Carriage siding.
	Left-hand min. yellow	6S	To No. 6 Carriage siding.
	Left-hand min. yellow	ES	To Engine siding.
	Right-hand min. yellow	—	To No. 7 Carriage siding.
G.78	Main	5	To G.121.
	Main	6	To G.122.
	Main	7	To G.127.
	Sub.	5	Towards G.121.
	Sub.	6	Towards G.122.
	Sub.	7	Towards G.127.
G.79	Main	—	To G.127.
	Sub.	—	Towards G.92.
	Min. yellow	—	To No. 8 Carriage siding.
Gantry ' B ' outgoing.			
G.121	Main	—	To G.132.
	Min. yellow	—	To Engine siding.
G.122	Main	—	To G.133.
Gantry ' C ' outgoing.			
G.117	Main	—	To G.148.
G.118	Main	—	To G.149.
G.119	Main	—	To G.151.
Gantry ' D ' outgoing.			
G.127	Main	—	To G.134.
	Sub.	—	Towards G.134.
Gantry ' E ' outgoing.			
G.132	Main	3	To G.212.
	Main	B1	To G.186.
G.133	Main	4	To G.213.
	Main	B1	To G.186.
	Main	B2	To G.187.
G.134	Main	—	To G.186.
Gantry ' F ' outgoing.			
G.148	Main	1	To G.211.
	Main	3	To G.212.
G.149	Main	3	To G.212.
	Main	B1	To G.186.
G.151	Main	4	To G.213.
	Main	B2	To G.187.
No. 8 Carriage Siding outgoing.			
G.137	Main	—	To G.187.
	Min. yellow	—	Along Carriage siding.

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application
Gantry 'G' outgoing.			
G.211	Main	—	To G.224.
	Sub.	—	Towards G.224.
G.212	Main	Junction indicator	To G.224.
	Main	—	To G.225.
	Sub.	Junction indicator	Towards G.224.
	Sub.	—	Towards G.225.
G.213	Main	Junction indicator	To G.225.
	Main	—	To G.226.
	Sub.	Junction indicator	Towards G.225.
	Sub.	—	Towards G.226.
Gantry 'I' outgoing.			
G.224	Main	—	To G.238.
	Main	Junction indicator	To G.239.
G.225	Main	—	To G.239.
	Main	Junction indicator	To G.233 via 399 normal.
	Min. yellow	—	To G.234.
G.226	Main	—	To G.233.
	Min. yellow	—	To G.234.
Post G.238—No. 1 Up main.			
—	Main	—	To Larkfield Jn.
	Sub. 'W'	—	To Larkfield Jn. (warning signal).
Banner repeater provided 116 yards before reaching G.238.			
Post G.239—No. 2 Up main.			
—	Main	—	To Larkfield Jn.
	Sub. 'W'	—	To Larkfield Jn. (warning signal).
Banner repeater provided 180 yards before reaching G.239.			
Post G.233—Up branch at Eglinton Street.			
—	Main	—	To G.237.
Post G.237—Up branch at Eglinton Street.			
—	Main	—	To Pollokshields East Jn.
Gantry 'J'—Outgoing Cook Street lines.			
G.186	Main	—	To G.193.
	Sub.	—	Towards G.193.
G.187	Main	Junction indicator	To G.193.
	Main	—	To CS.57.
	Sub.	Junction indicator	Towards G.193.
	Sub. 'W'	—	To CS.57 (warning signal).
Post G.193—No. 1 branch.			
—	Main	—	To CS. 42.
	Sub. 'W'	—	To CS.42 (warning signal).
Gantry CS.42/57 Cook Street.			
CS.42/57	Main	—	To Cook Street Down starting.
	Sub.	—	Shunt along Down main.
	Min. yellow	S	To South shed sidings.
	Min. yellow	G	To Down goods.
	Min. yellow	C	To Carriage sidings.

RUNNING SIGNALS—INCOMING.

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application
Post G.241—No. 1 Down line.			
—	Main	—	To G.227.
Banner repeater provided 82 yards before reaching G.241.			
Post G.227—No. 1 Down line.			
—	Main	—	To G.221.
Post G.242—No. 2 Down line.			
—	Main	—	To G.232.
Banner repeater provided 88 yards before reaching G.242.			
Post G.232—No. 2 Down line.			
—	Main	—	To G.223.
	Main	Upper junction indicator	To G.222.
	Main	Lower junction indicator	To G.221.
	Sub.	—	Towards G.223.
Post G.236—Down branch at Eglinton Street.			
—	Main	Junction indicator	To G.231.
	Main	—	To G.229.
Post G.229—Down branch at Eglinton Street.			
—	Main	—	To G.223.
	Main	Junction indicator	To G.222.
	Sub.	—	Towards G.223.
	Sub.	Junction indicator	Towards G.222.
Post G.231—Down branch slow at Eglinton Street.			
—	Main	To line 4	To G.223.
	Main	To line 3	To G.222.
	Sub.	To line 4	Towards G.223.
	Sub.	To line 3	Towards G.222.
Gantry 'H' incoming.			
G.221	Main	Lower junction indicator	To G.176.
	Main	Upper junction indicator	To G.175.
	Main	—	To G.174.
G.222	Main	Junction indicator	To G.176.
	Main	—	To G.175.
G.223	Main	—	To G.176.

Signal	Aspect, main, subsidiary or min./a ture yellow	Route Indication, where provided	Applicat ⁿ
Gantry 'G' incoming.			
G.174	Main	—	To G.145.
	Sub. 'C'	—	Towards G.145 (Calling-on).
	Min. yellow	3S	To No. 3 Carriage siding.
	Min. yellow	2S	To No. 2 Carriage siding.
	Min. yellow	1S	To No. 1 Carriage siding.
G.175	Main	To line 3	To G.146.
	Main	To line 5	To G.128.
	Sub. 'C'	To line 5	Towards G.128 (Calling-on).
G.176	Min. yellow	—	To No. 6 Carriage siding.
	Main	To line 6	To G.129.
	Main	To line 4	To G.147.
	Main	To line 1	To G.145.
	Sub. 'C'	To line 6	Towards G.129 (Calling-on).
	Min. yellow	—	To Engine siding.
Signal Post CS.33—Up main at Cook Street.			
CS.33	Main	—	To CS.34.
	Min. yellow	—	To Cook Street depot.
Gantry CS.36/23—From Smithy Lye.			
CS.36	Main	B2	Down goods to CS.34.
	Main	B1	Down goods to G.189.
	Left-hand	—	Down goods to Cook Street depot.
	min. yellow		
	Right-hand	—	Along Down goods.
CS.23	min. yellow		
	Main	B2	Up goods to CS.34.
	Main	B1	Up goods to G.189.
	Left-hand	—	Up goods to Cook Street depot.
	min. yellow		
	Right-hand	—	Along Up goods.
	min. yellow		
Signal Post CS.34—No. 2 branch.			
CS.34	Main	—	To G.191.
Gantry 'K' incoming.			
G.189	Main	B2	To G.185.
	Main	B1	To G.184.
	Min. yellow	—	To Bridge Street sidings.
G.191	Main	—	To G.185.
Gantry 'J' incoming.			
G.184	Main	To line 6	To G.129 via 375 reversed.
	Main	To line 5	To G.128 via 384 reversed.
	Main	To line 3	To G.146.
	Min. yellow	—	To Engine siding.

Signal	Aspect, main subsidiary or miniature yellow	Route indication, where provided	Application
G.185	Main	To line 7	To G.126.
	Main	To line 6	To G.129.
	Main	To line 4	To G.147.
	Left-hand min. yellow	—	To No. 8 Carriage siding.
	Right-hand min. yellow.	—	To No. 7 Carriage siding.
Gantry 'F' incoming.			
G.145	Main	—	To G.108.
	Sub.	—	For trains which have been rounded, commence propelling, signals G.108 and G.55 or G.56 showing a proceed aspect. A calling-on indication may however be given at G.55 or G.56. The provisions of Rule 108 will apply.
G.146	Main	—	To G.109.
G.147	Main	—	To G.111.
Gantry 'E' incoming.			
G.128	Main	—	To G.112.
	Sub.	—	Towards G.112.
	Sub. 'C'	—	Towards G.112 (Calling-on).
G.129	Main	—	To G.114.
	Sub.	—	Towards G.114.
	Sub. 'C'	—	Towards G.114 (Calling-on).
Gantry 'D' incoming.			
G.126	Main	To line 7	To G.76.
	Main	To line Z	To G.58.
	Min. yellow	WB	To West bank.
	Min. yellow	MB	To Mid bank.
	Min. yellow	EB	To East bank.
Gantry 'C' incoming.			
G.108	Main	To line X	To G.56.
	Main	To line W	To G.55.
G.109	Main	To line Y	To G.57.
	Main	To line X	To G.56.
	Main	To line W	To G.55.
G.111	Main	To line Z	To G.58.
	Main	To line Y	To G.57.
	Main	To line X	To G.56.
Gantry 'B' incoming.			
G.112	Main	To line 7	To G.74.
	Main	To line Z	To G.58.
	Main	To line Y	To G.57.
	Sub.	To line 5	Towards G.95.

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application
G.112 (contd.)	Sub.	To line Z	For trains which have been rounded, commence propelling, signal G.58 showing a proceed aspect, main or calling-on. The provisions of Rule 108 will apply.
	Sub.	To line Y	For trains which have been rounded, commence propelling, signal G.57 showing a proceed aspect, main or calling-on. The provisions of Rule 108 will apply.
G.114	Main Main Sub.	To line 7 To line Z To line Z.	To G.74. To G.58. For trains which have been rounded, commence propelling, signal G.58 showing a proceed aspect, main or calling-on. The provisions of Rule 108 will apply.

Gantry 'A' incoming.

G.55	Main Sub. 'C' Sub.	1 to 8 1 to 8 —	Platforms 1 to 8. Platforms 1 to 8 (Calling-on). Towards G.48.
G.56	Main Sub. 'C' Sub. Sub.	1 to 9 1 to 9 X W	Platforms 1 to 9. Platforms 1 to 9 (Calling-on). Towards G.53 via 323 normal. Towards G.53 via 323 reversed.
G.57	Main Sub. 'C' Sub. Sub.	2 to 10 2 to 10 Y X	Platforms 2 to 10. Platforms 2 to 10 (Calling-on). Towards G.51. Towards G.47
G.58	Main Sub. 'C' Sub. Sub. Sub.	2 to 11 2 to 11 Z Y X	Platforms 2 to 11. Platforms 2 to 11. Towards G.52. Towards G.51. Towards G.47.
G.74	Main Sub. 'C' Sub. Sub. Sub. Sub.	12 or 13 12 or 13 14 13 12 WB	Platform 12 or 13. Platform 12 or 13 (Calling-on). Towards No. 14 Dock siding (also controlled from ground frame). Towards platform 13. Towards platform 12. Towards West bank.
G.76	Main Sub. 'C' Sub. Sub. Sub.	12 or 13 12 or 13 14 13 12	Platform 12 or 13. Platform 12 or 13 (Calling-on). Towards No. 14 Dock siding (also controlled from ground frame). Towards platform 13. Towards platform 12.

SHUNTING SIGNALS.

<i>No.</i>	<i>Application.</i>
G.16	From platform 7 with route indicator reading:— Towards G.29—▶. Towards Engine siding—N. Towards G.31—◀.
G.22	Top signal—Engine siding towards platform 8. Bottom signal—Engine siding towards platform 7.
G.23	Incoming to platforms with route indicator reading:— Towards platform 4—4. Towards platform 3—3. Towards platform 2—2.
G.24	Incoming to platforms with route indicator reading:— Towards platform 8—8. Towards platform 7—7. Towards platform 6—6. Towards platform 5—5.
G.25	Incoming to platforms with route indicator reading:— Towards platform 9—9. Towards platform 8—8. Towards platform 7—7.
G.26	Incoming to platform 9.
G.27	Incoming to platform 2.
G.28	Outgoing from platforms with route indicator reading:— Towards G.41 (via 315 normal)—W. Towards G.83 (via 315 reverse)—W. Towards G.84—X. Towards G.85—Y. Towards G.86—Z.
G.29	Outgoing from platforms with route indicator reading:— Towards G.83—W. Towards G.84—X. Towards G.85 (via 320 reverse)—Y. Towards G.86 (via 320, 322 reverse)—Z. Towards G.49 (via 314 reverse)—9.
G.31	Outgoing from platforms with route indicator reading:— Towards G.84—X. Towards G.85 (via 314 normal)—Y. Towards G.86 (via 314 normal)—Z. Towards G.49 (via 314 reversed)—9.
G.41	Top signal—Towards G.83. Bottom signal—Towards G.84.
G.42	Top signal—Towards G.24. Bottom signal—Towards G.23.
G.47	Incoming to platforms with route indicator reading:— Towards G.25—▲. Towards G.24 (via 316 normal)—◀. Towards G.42—▶.

<i>No.</i>	<i>Application.</i>
G.48	Incoming to platforms with route indicator reading:— Toward G.42—▲. Towards G.23 (via 312 reversed)—◀. Towards G.27—2. Towards platform 1—1.
G.49	Top signal—Towards G.85. Bottom signal—Towards G.86.
G.51	Incoming to platforms with route indicator reading:— Towards platform 10—10. Towards G.26—9. Towards G.25—▲. Towards G.24—◀.
G.52.	Top signal—Towards platform 11. Bottom signal—Towards platform 10.
G.53	Incoming towards G.47 or G.48.
G.68	From West bank with route indicator reading:— Towards G.81—▶. Towards shunt spur—N. Towards G.78—◀.
G.69	From Mid bank.
G.71	From East bank.
G.72	Shunt spur to West bank.
G.73	Incoming to loading banks with route indicator reading:— Towards West bank—WB. Towards Mid bank—MB. Towards East bank—EB.
G.81	Top signal—From loading banks towards G.98. Bottom signal—From loading banks towards G.127.
G.87	Top signal—Towards G.58. Bottom signal—Towards G.57.
G.88	Back along No. 1 Up line towards G.55.
G.89	Incoming on No 6 line towards G.58.
G.91	Top signal—Towards G.73. Bottom signal—Towards G.58.
G.92	Outgoing on No. 7 Down line with route indicator reading:— Towards G.127—7U. Towards Shunt Limit—7X. To No. 8 Carriage siding—8S.
G.93	Incoming on No. 3 line with route indicator reading:— Towards G.57—Y. Towards G.56—X. Towards G.55—W.
G.94	Outgoing on No. 4 line with route indicator reading:— Towards G.119—4M. To No. 4 Carriage siding—4S. To No. 5 Carriage siding—5S. To No. 6 Carriage siding—6S.

<i>No.</i>	<i>Application.</i>
G.95	Incoming on No. 5 line:— Top signal—Towards G.58. Bottom signal—Towards G.87.
G.96	From Engine siding towards G.87.
G.97	From Centre sidings with route indicator reading:— Towards G.87—▶. Towards G.57—Y. Towards G.56—X.
G.98	To No. 7 Carriage siding.
G.99	No. 4 and No. 5 Carriage siding towards G.97.
G.100	To Engine siding.
G.101	No. 6 Carriage siding towards G.97.
G.102	No. 4 Carriage siding towards G.99.
G.103	No. 5 Carriage siding towards G.99.
G.104	Top signal—No. 7 Up line to No. 7 Down line. Bottom signal—Back along No. 7 Up line.
G.106	No. 8 Carriage siding to No. 7 Down line.
G.107	No. 3 Carriage siding towards G.88.
G.116	No. 7 Carriage siding towards G.91.
G.123	Top signal—Engine siding towards G.112. Bottom signal—Along Engine siding towards G.96.
G.124	Incoming on No. 5 line towards G.112.
G.125	Top signal—Back along No. 7 Up line towards G.104. Bottom signal—No. 7 Up line towards G.91.
G.131	Top signal—Engine siding towards G.213 on No. 4 line. Bottom signal—Engine siding towards G.186 on No. 1 branch.
G.135	From No. 7 Carriage siding towards G.187 on No. 2 branch.
G.138	From No. 8 Carriage siding shunt spur.
G.139	From No. 1 Carriage siding towards G.143.
G.141	From No. 2 Carriage siding towards G.143.
G.142	From No. 3 Carriage siding towards G.143.
G.143	From Nos. 1, 2 and 3 Carriage sidings to No. 1 Up line.
G.152	From No. 6 Carriage siding towards G.212 in No. 3 line.
G.153	Top signal—No. 5/3 Connecting line towards G.128. Bottom signal—No. 5/3 Connecting line to No. 6 Carriage siding.
G.154	Holding signal after a route No. 3 line to No. 5 line.
G.155	Holding signal after a route No. 4 line to No. 2 branch.
G.156	Holding signal after a route No. 2 branch to No. 4 line.
G.157	Holding signal after a route No. 4 line or No. 1 branch to No. 6 line.
G.158.	Holding signal after a route No. 1 branch to No. 3 line.
G.159	Holding signal after a route outgoing on No. 4 line.
G.161	Holding signal after a route incoming on No. 4 line.
G.162	Holding signal after a route incoming on No. 3 line.
G.163	Holding signal after a route outgoing on No. 3 line.

No.	Application.
G.164	Top signal—No. 6/4 Connecting line towards G.129. Bottom signal—No. 6/4 Connecting line to Engine siding.
G.165	Holding signal after a route No. 1 branch to No. 5 line.
G.166	Incoming on No. 5 line towards G.128.
G.167	Holding signal after a route No. 2 branch to No. 6 line.
G.168	From No. 2 branch Connecting line with route indicator reading:— To No. 8 Carriage siding—8S. Towards G.126—7D. To No. 7 Carriage siding—7S. Towards G.129—6M.
G.169	From No. 1 branch Connecting line with route indicator reading:— Towards G.129—6M. To Engine siding—ES. Towards G.146—3M.
G.171	Back No. 1 Up line with route indicator reading:— No. 3 Carriage siding—3S. To No. 2 Carriage siding—2S. To No. 1 Carriage siding—1S.
G.188	Top arm—Along Bridge Street sidings. Bottom arm—Bridge Street sidings towards G.193.
G.192	Along Bridge Street sidings.
G.214	Incoming on No. 3 line:— Top arm—Towards G.176. Bottom arm—Towards G.175.
G.215	Incoming on No. 4 line towards G.176.
G.216	Back No. 1 Up line with route indicator reading:— Towards G.175—3M. Towards G.174—1D. Towards G.171—1X.
G.228	Top arm—Down branch to Up branch. Bottom arm—Down branch to Down branch slow.
G.234	Down branch slow to Shunt Spur.
G.235	From sidings to Down branch slow.
Notice board on approach side of G.235	Stop telephone for instructions.

Signal post signs.

Although not shown on the accompanying diagrams, the following signs are provided at signals, where applicable, in accordance with Regional practice:—

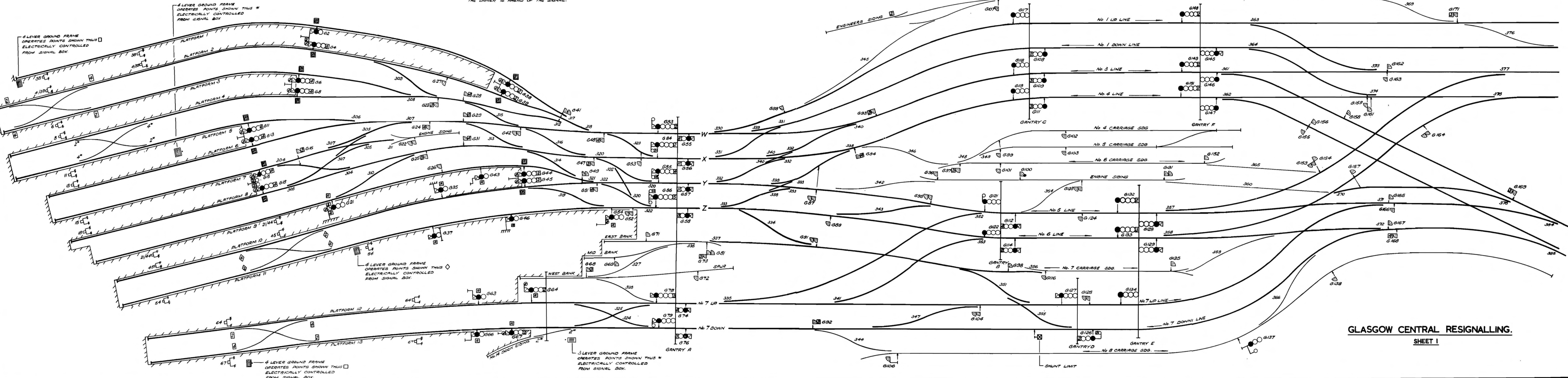


With the exception of intermediate signals on the platforms and certain ground signals, signal telephones have been provided throughout the scheme.

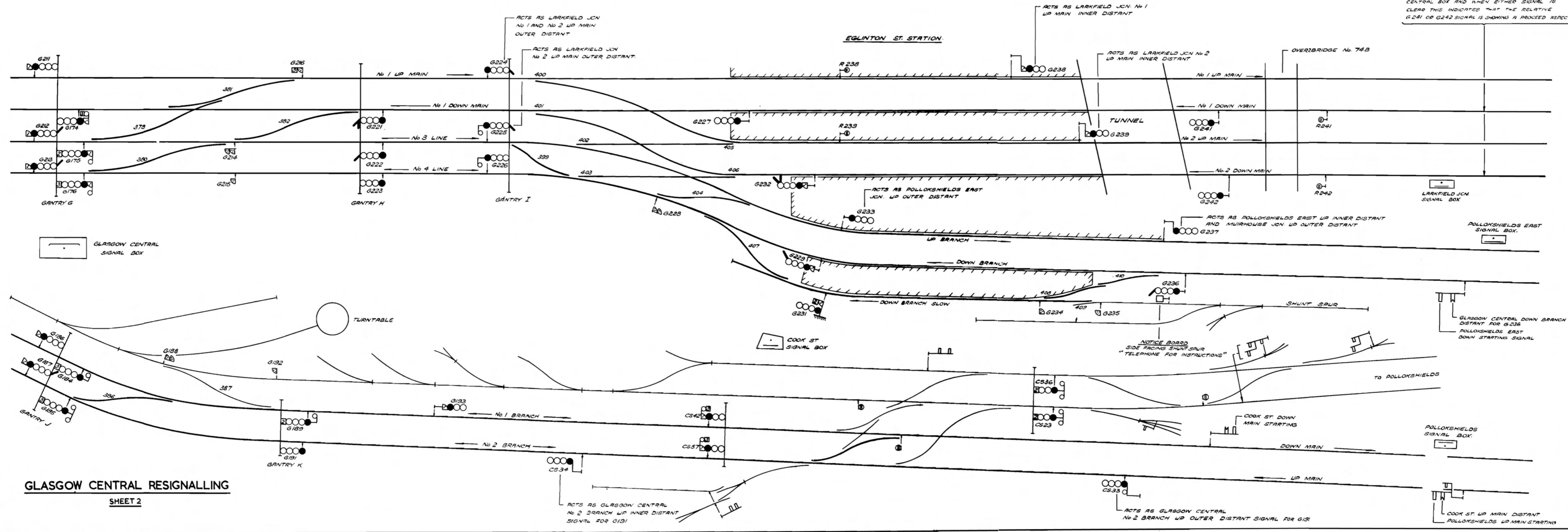
NOTE - [A] AT THESE PLATFORM STARTING SIGNALS A STENCIL INDICATION NORMAL OUT IS PROVIDED. THE ILLUMINATED [A] WILL BE EXHIBITED TO INDICATE TO THE DRIVER THAT THE GUARDS SIGNAL TO START HAS BEEN GIVEN.

NOTE - [B] IN THESE CASES THE INDICATORS ARE DOUBLE SIDED TO GIVE AN INDICATION WHEN THE DRIVER IS AHEAD OF THE SIGNAL.

2 LEVER GROUND FRAME OPERATES POINTS SHOWN THIS [C] ELECTRICALLY CONTROLLED FROM SIGNAL BOX.



LARKFIELD No 1 & No 2 DOWN MAIN LINE DISTANT SIGNALS ARE CONTROLLED ALSO BY GLASGOW CENTRAL BOX AND WHEN EITHER SIGNAL IS CLEAR THIS INDICATES THAT THE RELATIVE G.241 OR G.242 SIGNAL IS SHOWING A PROCEED ASPECT.



GLASGOW CENTRAL RESIGNALLING
SHEET 2

ACTS AS GLASGOW CENTRAL No 2 BRANCH UP INNER DISTANT SIGNAL FOR G191

ACTS AS GLASGOW CENTRAL No 2 BRANCH UP OUTER DISTANT SIGNAL FOR G191

COOK ST UP MAIN DISTANT POLLOKSHIELDS UP MAIN STARTING