

B.R. 31015/5



For information of Railway Staff only

SPECIAL NOTICE

**PERMANENT WAY & SIGNALLING
ARRANGEMENTS**

HIGH STREET JN.—KELVINHAUGH

INTRODUCTION OF ADDITIONAL SIGNALS

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 5th September, 1960.

G. L. NICHOLSON, Traffic Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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HIGH STREET JUNCTION AND KELVINHAUGH SIGNAL BOXES.

SATURDAY AND SUNDAY, 10th and 11th SEPTEMBER.

Commencing at 11-30 p.m. on Saturday, 10th September, all signals between High Street Station and Kelvinhaugh signal box will be disconnected and drivers will be hand signalled as necessary until completion of the work about 12 noon on Sunday, 11th September.

On completion of the work the new and altered signalling shown on the accompanying diagram and described below will be brought into use.

SIGNALLING ARRANGEMENTS.

For the period while steam services continue to operate, in order to avoid a steam train being brought to a stand at any of the stop signals within the tunnels, except in case of emergency, the Down platform starting signal at High Street, Up and Down platform starting signals at Queen Street and the Up platform starting signal at Charing Cross will be maintained at danger until the previous train has departed from the station ahead, and the Down platform starting signal at Charing Cross will be maintained at danger until the previous train has passed Kelvinhaugh box. These arrangements will not absolve trainmen from observing the signals within the tunnels as these signals may, in case of emergency, be placed to the danger position.

A description of the application of all new and altered signals shown on the accompanying diagram is as follows :—

Up Main Line.

Kelvinhaugh.

<i>No.</i>	<i>Application.</i>
K.53 (existing signal)	To signal HS.132A.

High Street Junction.

HS.132A (automatic signal)	To signal HS.132.
HS.132R	Inner distant for signal HS.132 (also acting as outer distant for signal HS.131).
HS.132 (existing automatic signal)	To signal HS.131.
HS.131 (existing distant signal converted to automatic stop signal and renumbered)	To signal HS.130.
HS.130R	Inner distant for signal HS.130 (also acting as outer distant for signal HS.129).
HS.130 (semi-auto signal)	To signal HS.129.

<i>No.</i>	<i>Application.</i>
HS.129 (existing signal converted to semi-auto signal)	To signal HS.128.
HS.128 (semi-auto signal)	To signal HS.127.
HS.127R existing signal renumbered)	Inner distant for signal HS.127 (also acting as outer distant for signal HS.126).
HS.127 (semi-auto signal)	To signal HS.126.

Down Main Line.

High Street Junction.

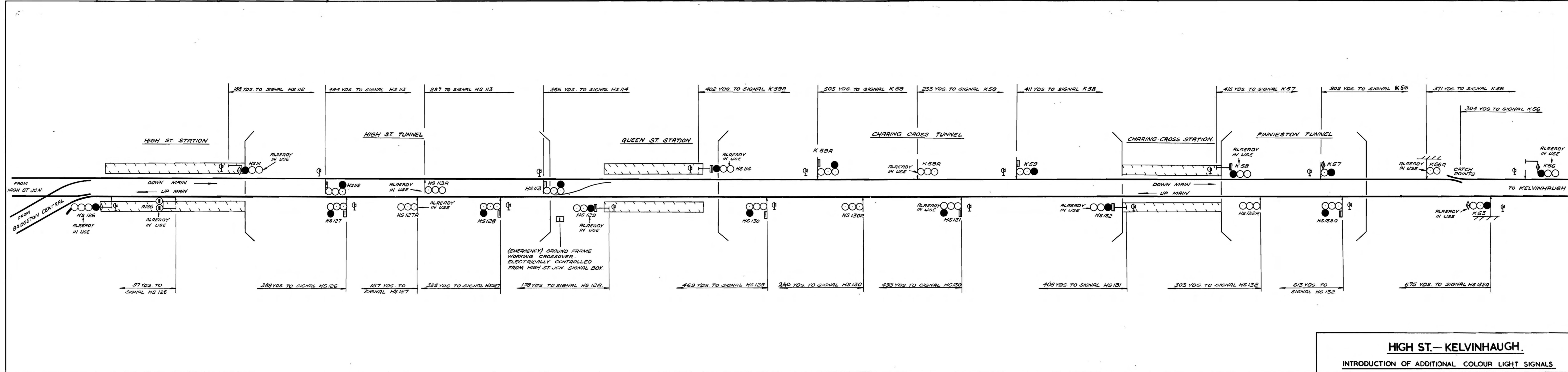
HS.111 (existing signal)	To signal HS.112.
HS.112 (semi-auto signal)	To signal HS.113.
HS.113R (existing signal)	Inner distant for signal HS.113 (also acting as outer distant for signal HS.114).
HS.113 (semi-auto signal)	To signal HS.114.
HS.114 (existing automatic signal)	To signal K.59A.

Kelvinhaugh.

K.59A (automatic signal)	To signal K.59.
K.59R (existing signal renumbered)	Inner distant for signal K.59 (also acting as outer distant for signal K.58).
K.59 (automatic signal)	To signal K.58.
K.58 (existing signal converted to automatic signal)	To signal K.57.
K.57	To signal K.56.

GROUND FRAME ARRANGEMENTS.

A new crossover between the Up and Down lines will be brought into use at the east end of Queen Street (L.L.) station worked by a two-lever ground frame electrically controlled from High Street Junction box.



HIGH ST.—KELVINHAUGH.
 INTRODUCTION OF ADDITIONAL COLOUR LIGHT SIGNALS

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNALS

2 ASPECT SIGNALS

WALL MOUNTED YELLOW ASPECT:

GROUND COLOUR LIGHT SIGNAL RED ASPECT:

CAPABLE OF SHOWING YELLOW OR GREEN ASPECTS

CAPABLE OF SHOWING RED OR GREEN ASPECTS

3 ASPECT SIGNALS

GROUND COLOUR LIGHT SIGNAL YELLOW ASPECT:

WALL MOUNTED RED ASPECT:

CAPABLE OF SHOWING YELLOW, DOUBLE YELLOW OR GREEN ASPECTS

CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS

4 ASPECT SIGNALS

GROUND COLOUR LIGHT SIGNAL RED ASPECT:

WALL MOUNTED RED ASPECT:

CAPABLE OF SHOWING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECTS

POINTS

JUNCTION ROUTE INDICATOR:

BANNER TYPE REPEATER SIGNAL:

CATCH POINTS:

CONTROLLED POINTS:

RULE 55 SIGNS

COMBINED DIAMOND & T SIGN:

OTHER SYMBOLS

DENOTES SEMI-AUTOMATIC SIGNAL:

DENOTES AUTOMATIC SIGNAL:

TELEPHONE: