



For information of Railway Staff only

# **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING  
ARRANGEMENTS**

# **CATHCART**

# **RESIGNALLING**

**STAGES 1 and 2**

---

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 25th September, 1961

G. L. NICHOLSON,  
*Traffic Manager.*

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Peter Barlow, Phil Deaves, Robert Dey, David Ingham, Simon Lowe, Richard Maund, John McCrickard, John Midcalf, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## CATHCART—RESIGNALLING.

### OPENING ARRANGEMENTS.

The new signalling arrangements shown on the accompanying diagram and described herein will be brought into use in two stages as described below.

Stage 1 will be brought into use in accordance with details which will be shown in Section B of S.W. Notice No. 39 and will be introduced at approximately 5.0 a.m. on Monday, 2nd October, 1961. This stage will include Stage 2 of Muirhouse Junction resignalling described in the special notice for that box, dated 31st July, 1961.

Stage 2 will be brought into use in accordance with details which will be shown in Section B of S.W. Notice No. 41 and will be introduced at approximately 5.0 a.m. on Monday, 16th October, 1961. This stage will include Stage 3 of Muirhouse Junction resignalling described in the special notice for that box, dated 31st July, 1961.

### DESCRIPTION OF SCHEME.

#### Stage 1.

A new signal box to be known as Cathcart situated between the Up north curve and the Up goods loop, 33 yards on the Cathcart station side of the present Cathcart North Junction box 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.

King's Park.  
Cathcart West Junction.  
Cathcart North Junction.  
Crosshill.  
Queen's Park.

The new block sections will be :—

Muirhouse Jn.—Cathcart via Queen's Park—Track Circuit Block.  
Cathcart—Burnside—Absolute Block.  
Cathcart—Muirhead—Track Circuit Block.  
Cathcart—Pollokshaws East—Absolute Block.

The new signalling shown on the diagram will be brought into use with the exception of Down inner circle signals C.56 to C.62 inclusive on the Maxwell Park line and the ground frame at Maxwell Park station.

Until Stage 2 of the scheme is carried out the red aspect of signal C.64 at Langside station will be blanked out and this signal will act as inner distant for signal C.66 and outer distant for signal C.68.

Muirhouse Junction Down inner circle signals MJ.73D to MJ.74 inclusive will be brought into use in this stage.

#### Stage 2.

Maxwell Park and Pollokshaws East signal boxes will be dispensed with and the inner and outer circle lines between Muirhouse Junction and the new box at Cathcart via Maxwell Park will be worked by Track Circuit Block.

Down inner circle signals C.56 to C.62 inclusive and Muirhouse Junction Up outer circle signals MJ. 65E to MJ.65 inclusive, together with the new ground frame at Maxwell Park, will be brought into use in this stage.

### General.

All running signals will be of the colour light type and the subsidiary signals will be of the position light type.

Ground shunting signals will also be of the position light type.

The subsidiary calling on and warning aspects of signals C.55, C.61 and C.69 will only operate on special traffic occasions.

### PERMANENT WAY ALTERATIONS (Catch Points).

#### Stage 1.

The Up outer circle catch points situated 328 yards before reaching Crosshill home signal and 347 yards before reaching Crosshill Up 1B home signal, will be removed.

The existing catch points in the Up Neilston line 445 yards before reaching signal ME.15 will also be removed and new catch points provided in that line 348 yards before reaching signal ME.16.

New catch points will also be provided in the Up Kirkhill line 425 yards after passing signal C.20.

#### Stage 2.

New catch points will be provided in the Down inner circle line 506 yards before reaching signal C.62B, and in the Up outer circle line 429 yards before reaching signal MJ.65E.

### SIGNALLING ARRANGEMENTS.

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

#### RUNNING SIGNALS.

##### Up outer circle (Queen's Park line).

<i>No.</i>	<i>Application.</i>
*C.35C.	To signal C.35B.
(existing Muirhouse Jn. signal MJ.84 renumbered and now converted to automatic signal).	
*C.35B	To signal C.35A
*C.35A	To signal C.35
*C.35	To signal C.37.
CR.37	Banner repeater for signal C.37.
*C.37	To signal C.39.
C.39	To signal C.41.
C.41	To signal C.43.
C.43	Main signal (no indicator)—to signal C.45 (outer circle). Main signal (left hand junction indicator)—to signal C.28 (north curve). Left hand miniature yellow—to Up goods loop.
C.45	To signal C.47.
C.47	Main signal (no indicator)—Up outer circle starting signal. Main signal (left hand junction indicator)—to signal ME.16 (Neilston line).
	* Automatic signals.

**Down inner circle (Maxwell Park line).**

<i>No.</i>	<i>Application.</i>
*C.56	To signal C.58.
†C.58	To signal C.60.
†C.60	To signal C.62B.
*C.62B	To signal C.62A.
*C.62A	To signal C.62.
*C.62	To signal C.64.
*C.64	To signal C.66.
C.66	To signal C.68.
C.68	Main signal (no indicator)—to signal C.59 (inner circle).
	Main signal (right hand junction indicator)—to signal C.26 (west curve).

\* Automatic signals.

† Semi-automatic signals.

**Down inner circle (Cathcart—Mount Florida).**

C.59	To signal C.55.
C.55	Main signal—to signal C.53.
	Subsidiary signal (with letter C)—calling on signal.
C.53	To signal C.51.
C.51	Down inner circle starting signal.

**Up north curve.**

C. 28	To signal C.24.
C.24	Main signal—to signal C.22.
	Left hand miniature yellow—to Up goods loop.

**Up west curve.**

C.26	Main signal—to signal C.22.
	Left hand miniature yellow—to Up goods loop.

**Up Kirkhill.**

C.22	To signal C.20.
C.20R	Distant for signal C.20.
C.20	Up Kirkhill starting signal.

**Down Kirkhill.**

C.21R	Distant for signal C.21.
C.21	To signal C.23.
C.23R	Distant for signal C.23.
C.23	Main signal (no indicator)—to signal C.27 (north curve).
	Main signal (left hand junction indicator) to signal C.69 (west curve).
C.25	Main signal (indication N)—to signal C.27 (north curve).
	Main signal (indication W)—to signal C.69 (west curve).

**Down north curve.**

C.27	To signal C.57.
C.57	To signal C.53.

**Down west curve.**

<i>No.</i>	<i>Application.</i>
C.69	Main signal (no indicator)—Down west curve starting signal. Main signal (left hand junction indicator)—to signal ME.16 (Neilston line). Subsidiary signal (with letter W and left-hand junction indicator)—warning signal to Up Neilston line.

**Up Neilston.**

ME.16 (controlled from Muirend box.)	To signal ME.15.
---	------------------

**Down Neilston.**

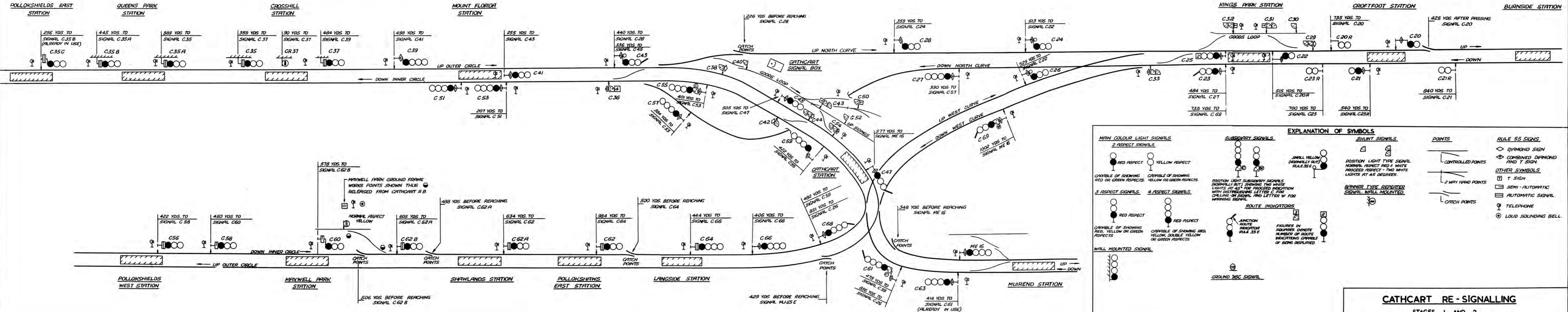
C.63 (existing Muirend signal ME.7 renumbered and now controlled from Cathcart and Muirend boxes).	To signal C.61.
C.61	Main signal (no indicator)—to signal C.59 (inner circle). Main signal (right-hand junction indicator)—to signal C.26 (west curve). Subsidiary signal (with letter C and right-hand junction indicator)—calling on to Up west curve.

**SHUNTING SIGNALS.**

C. 29	Top signal—back along Up Kirkhill to signal C.25. Bottom signal—Up Kirkhill to goods loop.
C.30	Shunt spur to goods loop.
C.31	Top signal—goods loop to shunt spur. Bottom signal—goods loop to Up Kirkhill.
C.32	Top signal—goods loop to Down west curve. Bottom signal—goods loop to Down north curve.
C.33	Top signal—Down Kirkhill to goods loop. Bottom signal—Down Kirkhill to Up Kirkhill.
C.36	From Down inner circle with route indications :— N—to Up north curve. L—to goods loop. C—to Up outer circle. X—back along Down inner circle to signal C.42.
C.38	Up outer circle to Down inner circle.
C.40	Goods loop to Down inner circle.
C.42	Down inner circle to Up outer circle.
C.44	Top signal—Up outer circle to Down inner circle. Bottom signal—back along Up outer circle to signal C.38.
C.48	Top signal—goods loop to Up siding. Bottom signal—goods loop to Up outer circle.
C.50	Goods yard to goods loop.
C.52	Up siding to goods loop.
C.54	Top signal—back along Up outer circle to signal C.44. Bottom signal—Up outer circle to goods loop.

**GROUND FRAME ARRANGEMENTS.****Maxwell Park.**

The connection between the Down sidings and the Down inner circle and associated signal will be operated from a ground frame electrically controlled from Cathcart box.



### EXPLANATION OF SYMBOLS

<b>MAIN COLOUR LIGHT SIGNALS</b> <b>2 ASPECT SIGNALS</b> RED ASPECT YELLOW ASPECT CAPABLE OF SHOWING RED OR GREEN ASPECTS.	<b>3 ASPECT SIGNALS</b> RED ASPECT CAPABLE OF SHOWING RED, YELLOW OR GREEN ASPECTS.	<b>4 ASPECT SIGNALS</b> RED ASPECT CAPABLE OF SHOWING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECTS.	<b>WALL MOUNTED SIGNAL</b> 	<b>SUBSIDIARY SIGNALS</b> POSITION LIGHT SUBSIDIARY SIGNALS (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 45° FOR PROCEED INDICATION WITH DISTINGUISHING LETTER C FOR CALLING ON SIGNAL AND LETTER W FOR WARNING SIGNAL. <b>ROUTE INDICATORS</b> JUNCTION ROUTE INDICATOR RULE 35 E. FIGURES IN SQUARES DENOTE NUMBER OF ROUTE INDICATIONS CAPABLE OF BEING DISPLAYED.	<b>SHUNT SIGNALS</b> POSITION LIGHT TYPE SIGNAL (NORMALLY ASPECT RED & WHITE) PROCEED ASPECT - TWO WHITE LIGHTS AT 45 DEGREES. <b>BANNER TYPE REPEATER SIGNAL - WALL MOUNTED</b> 	<b>POINTS</b> CONTROLLED POINTS 2 WAY HAND POINTS CATCH POINTS	<b>RULE 55 SIGNS</b> DIAMOND SIGN COMBINED DIAMOND AND T SIGN. <b>OTHER SYMBOLS</b> T SIGN SEMI-AUTOMATIC AUTOMATIC SIGNAL TELEPHONE LOUD SOUNDING BELL.
--	---	--	--------------------------------	---	--	---	--

**CATHCART RE - SIGNALLING**  
 STAGES 1 AND 2.