

**BRITISH RAILWAYS**

**SCOTTISH REGION**

**For information of Railway Staff only**

## **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING ARRANGEMENTS**

**PAISLEY**

**RESIGNALLING**

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**THIS NOTICE NEED NOT BE ACKNOWLEDGED**

GLASGOW, 7th November, 1966.

**J.G. URQUHART.**  
Divisional Manager.

# SIGNALLING RECORD SOCIETY

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## PAISLEY - RESIGNALLING

### OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use in three stages. The details of each stage will be shown in Section B of the appropriate notice and introduced as follows:—

Stage 1 at approximately 04 30 on Monday 14th. November, 1966.

Stage 2 at approximately 09 30 on Sunday 27th. November, 1966.

Stage 3 at a date to be published later.

### DESCRIPTION OF SCHEME

#### Stage 1 (14.11.66)

Arkleston Junction, Paisley Goods, Wallneuk Junction and Stoneybrae signalboxes will be dispensed with as well as the intermediate block sections between Arkleston Junction and Cardonald Junction boxes and a new signalbox named Paisley will be brought into use which will control all points and signals in the area formerly covered by these boxes.

The altered block sections and methods of working will be as follows:—

Cardonald Junction/Paisley	—	Track Circuit Block
Paisley/Elderslie No. 1	—	Track Circuit Block
Paisley/Paisley St James	—	Track Circuit Block
Paisley/Paisley Abercorn	—	Absolute Block (Non-token)

A new facing crossover will be provided between the Up and Down slow lines immediately on the Glasgow side of the connection to Greenlaw goods yard. The crossover on the Ayrshire lines at Stoneybrae will be removed.

With the exception of main signals P44, P45 and P46, and subsidiary signals P38, P39, P41 and P43, the signals on sheet 1 of the diagram will be brought into use at this stage.

Paisley St James box will temporarily control signals P37 and P42 and the existing semaphore Down home 1, Down starting, Up home 2 and Up starting signals at that box will be removed.

Cardonald Junction Down semaphore starting signal will be replaced by a four aspect colour light signal.

A semaphore distant for signal P14 is provided below the Down starting signal at Paisley Abercorn.

#### Stage 2 (27.11.66)

Paisley St James, Blackstone, Bishopton Station, Bishopton Tunnel, Langbank and Parklee signalboxes will be dispensed with and the area of control of Paisley signalbox extended to cover the area formerly controlled by these boxes.

The altered section will then be Paisley/Port Glasgow Junction and the Track Circuit Block Regulations will apply.

The main line crossover at Blackstone will be repositioned as shown on the diagram.

The remaining signals on sheet 1 of the diagram will be brought into use together with the signals on sheet 2 with the exception of Up line signals P63 and P66. Down line auto signals P64 and P65 will be temporarily operated from Port Glasgow Junction box as controlled signals.

The semaphore Up starting signal and all Down line semaphore signals at Port Glasgow Junction box will be removed.

#### Stage 3 ( - )

The following signalboxes will be dispensed with:—

Port Glasgow Junction, Wemyss Bay Junction, Carttsyke Station,  
Greenock Central, Greenock West, Carttsyke Junction, Upper Greenock,  
Dunrod, Wemyss Bay, Berryards

The area of control of Paisley box will be extended to cover that formerly controlled by Port Glasgow Junction and Wemyss Bay Junction boxes and the boxes on the Wemyss Bay branch.

Ladyburn box will be temporarily retained to control the area at present covered by that box together with the area formerly covered by Carttsyke Station, Carttsyke Junction, Greenock Central and Greenock West boxes.

The sections will then be Paisley/Ladyburn and Ladyburn/Gourock and the Track Circuit Block Regulations will apply on the lines between these boxes.

A new facing connection will be provided to the former No.1 Down siding at Ladyburn to form the Down goods loop. The trailing crossover at Carttsyke station will be removed.

## RUNNING SIGNALS (Sheet 1) – continued

## Up Gourrock line.

No.	Application
P46	To signal P42
P42	To signal P36
P36	To signal P32
P32	Main signal—to signal P22 (no indicator) Main signal—to signal P19 (right-hand junction indicator) Subsidiary signal—to Up loop

## Up slow line.

P22	To signal P13
P13	Main signal—to signal P5A Subsidiary signal with route indicator reading :— H—to shunt spur X—towards Down main limit of shunt

## Up main line.

P5A	To signal P5
P5	To signal P4
P4	To signal P2 (also outer distant for Cardonald Junction box)
P2	To Cardonald Junction Up home signal (also inner distant for Cardonald Junction box)

## Down Ayrshire line

P35R	Distant for signal P35
P35	To signal P31
P31	Main signal—to signal P19 (no indicator) Main signal—to signal P22 (left-hand junction indicator) Subsidiary signal—to Up loop

## Up fast line

P19	To signal P12
P12	To signal P5A

## Renfrew branch

P14	To signal P5A
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## SHUNTING SIGNALS (Sheet 1)

No.	Application
P8	From shunt spur with route indicator reading :— D—to Down slow B—to Renfrew branch
P9	From Down loop towards Down main limit of shunt.
P11	Along Down loop
P18	From Up slow line with route indicator reading :— D—to Down slow S—to Greenlaw yard
P21	From Down slow to Up slow
P23	From Up sidings to Up slow
P26	From Up fast with route indicator reading :— A—to Up Ayrshire line G—to Down Gourrock line
P28	From Up loop with route indicator reading :— A—to Up Ayrshire line G—to Down Gourrock line X—towards Up Gourrock line limit of shunt

### Stage 3 (-) continued

The remaining signals on sheet 2 of the diagram and all signals on sheet 3 will be brought into use. Paisley box will control all points and signals to Wemyss Bay Junction inclusive plus signal P78 together with all signals on the Wemyss Bay line. The signals temporarily controlled from Ladyburn box are those on the Gourrock side of Bogston station and are so indicated under the signalling arrangements below.

At a date to be published later Ladyburn box will be dispensed with and the signals will then all be controlled by Paisley box.

On the Wemyss Bay branch, a new connection will be provided approximately 300 yards from the junction and beyond there the line will be singled to join the single line at Upper Greenock, the Up line being utilised as the single line. A sand drag facing to Down trains will be provided at the connection, double to single line and a sand drag, facing to Up trains will be provided at the commencement of the single line.

Down loop signal P133 at Dunrod is approach lit on the train approaching signal P131 when the facing points are set for the loop.

### SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on sheets 1 and 3 of the diagram is as shown below, the application of signals on sheet 2 is indicated thereon. All signals controlled from Paisley are prefixed by letter P and from Gourrock by letters GK. Whilst Ladyburn box remains in operation, signals will bear the numbers shown but will also be temporarily prefixed L.

#### RUNNING SIGNALS (Sheet 1)

##### Down Main line

No.	Application
P1	To signal P3
P3	To signal P6
P6	To signal P7
P7	Main signal - to signal P16 (no indicator) Main signal - to signal P17 (right-hand junction indicator 1) Main signal - to Paisley Abercorn (right-hand junction indicator 2) also distant for Paisley Abercorn box. Subsidiary signal - to Down loop

##### Down fast line

P16	To signal P25
P25	To signal P33 (no indicator) To signal P34 (right-hand junction indicator)

##### Up Ayrshire line

P33	To signal E20A
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##### Down slow line.

P17	Main signal - to signal P27 Subsidiary signal - to Greenlaw yard
P27	To signal P34 (no indicator) To signal P33 (left hand junction indicator)

##### Down Gourrock line

P34	To signal P37
P37	To signal P44
P44	Main signal - to signal P51 Subsidiary signal - to Chain Road branch

##### Down goods line.

P24	From Down loop with route indicator reading :- A - to signal P33 G - to signal P34
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##### Chain Road branch

P45	Main signal - to signal P36 Subsidiary signal - towards signal P41
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## RUNNING SIGNALS (Sheet 3) -- continued

## Wemyss Bay Line -- continued

No.	Application
P137	To signal P134
P138	To signal P134
P139	To signal P134
P134R	Distant for signal P134
P134	To signal P132
P132	To signal P76
P76R	Distant for signal P76
P76	To signal P74
P74	Main signal--to signal P67
	Subsidiary signal--along Up main towards signal P67
	* Temporarily controlled from Ladyburn box.

## SHUNTING SIGNALS (Sheet 3)

No	Application
P73	From Up main with route indicator reading :- B--to Wemyss Bay line M--to Down main
P81	From Up main with route indicator reading :- L--to Down Loop D--to Down main Y--to Up yard
P82	From Bogston sidings to Up yard
P83	From Down loop to Up main
P84	From Down main to Up main
P86	From Up yard with route indicator reading :- S--to Bogston sidings U--to Up main
P87	From Down yard to Down loop
P88	Along Down loop towards signal P89
P89	From Down loop with route indicator reading :- H--to shunt spur D--to Down main
P91	From Down main with route indicator reading :- X--back along Down main towards signal P84 L--to Down loop
P93	From Victoria Harbour branch to Down main (also controlled from ground frame)
P95	From Baker Street sidings to Regent Street sidings
P97	From Up main with route indicator reading:- S - to Down sidings D - to Down main X - back along Up main towards limit of shunt
P98	From Regent Street sidings with route indicator reading:- U - to Up main S - to Baker Street sidings
P99	From Down main to Up main

All the above shunting signals will be temporarily controlled from Ladyburn box.

## GROUND FRAME ARRANGEMENTS

Ground frames controlling points and signals will be provided as described on the diagram, controlled from Paisley box.

## SIGNAL POST SIGNS

Although not shown on the accompanying diagram, the following signs are provided, where applicable, in accordance with Regional practice.



With certain exceptions, signal telephones have been provided throughout the scheme.

## SHUNTING SIGNALS (Sheet 1) – continued

No.	Application
P29	From Up Ayrshire line with route indicator reading :- L—to Up loop S—to Up slow F—to Up fast X—to Down loop
P38	From Up Gourrock line with route indicator reading :- D—to Down Gourrock line S—to St. James yard.
P39	From sidings to goods yard
P41	Down Gourrock line to Up Gourrock line
P43	From Up sidings with route indicator reading :- S—to sidings U—to Up Gourrock line.

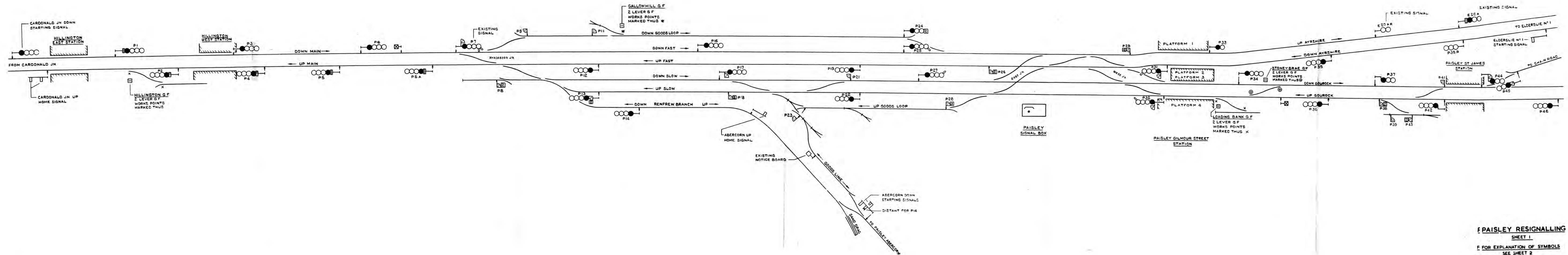
## RUNNING SIGNALS (Sheet 3)

## Down main line

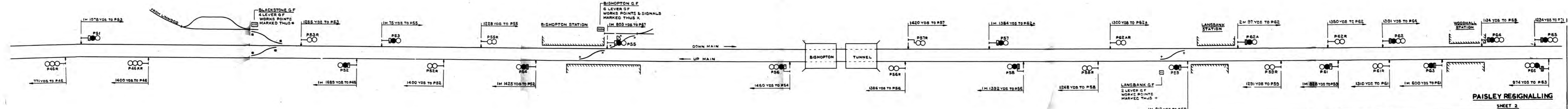
No.	Application
P71	To signal P72
P72	To signal P79 (no indicator) To signal P75 (left hand junction indicator)
*P79	Main signal—to signal P92 Subsidiary signal with route indicator reading :- L—to Down loop D—along Down main towards signal P92
*P92	Main signal—to signal P96 Subsidiary signal—to Victoria Harbour branch (controlled from ground frame)
*P96	Main signal—to signal P102 Subsidiary signal—to Down sidings
*P102 GK 10BR	To signal GK 10B Distant for signal GK 10B

## Up main line

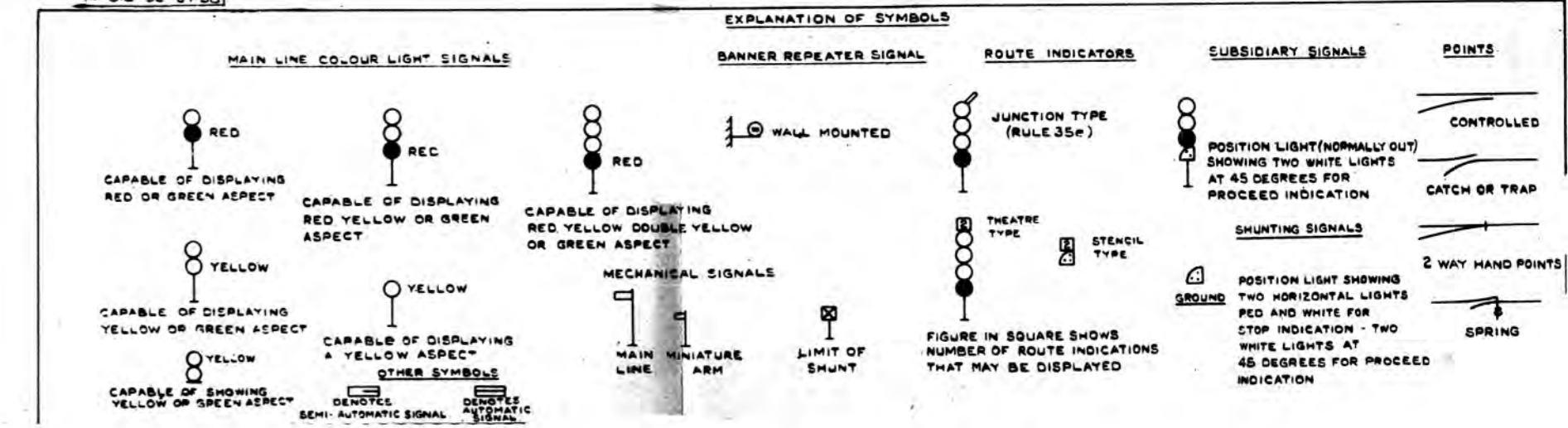
*P104R	Distant for signal P104
*P104	To signal P103
*P103R	Distant for signal P103
*PR103	Banner repeater for signal P103
*P103	To signal P101
*P101	To signal P94
*P94R	Distant for signal P94
*P94	To signal P85
*P85R	Distant for signal P85
*P85	Main signal—to signal P78 Subsidiary signal—along Up main towards signal P78
P78	Main signal—to signal P67 Subsidiary signal—along Up main towards signal P67
PR67	Banner repeater for signal P67
P67	To signal P66
Wemyss Bay line	
P75	To signal P131
PI31R	Distant for signal P131
P131	To signal P136 (no indicator) To signal P133 (left-hand junction indicator)
P133	To signal P136
PI36R	Distant for signal P136
P136	Main or subsidiary signal with route indicator reading :- 1—to platform 1 2—to platform 2 3—to platform 3

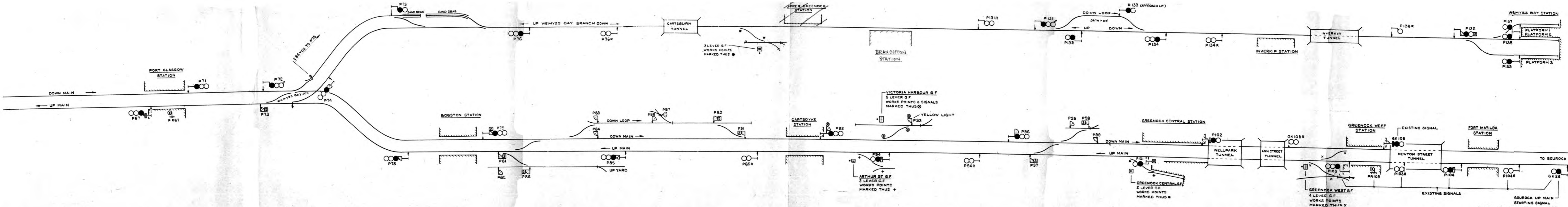






**PAISLEY RESIGNALLING**  
SHEET 2





**PAISLEY RESIGNALLING**  
**SHEET 3**  
 FOR EXPLANATION OF SYMBOLS  
 SEE SHEET 2.