



**BRITISH RAILWAYS**

**SCOTTISH REGION**

**For Information of Railway Staff only**

## **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING ARRANGEMENTS**

**GLASGOW CENTRAL**

**EXTENSION OF AREA OF CONTROL**

**AND ALTERATIONS AT SHIELDS JUNCTION NO. 1**

**(THIS NOTICE NEED NOT BE ACKNOWLEDGED)**

**GLASGOW, 28th March, 1966**

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*Divisional Manager.*

# SIGNALLING RECORD SOCIETY

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## GLASGOW CENTRAL – EXTENSION OF AREA OF CONTROL AND ALTERATIONS AT SHIELDS JUNCTION NO. 1

### OPENING ARRANGEMENTS

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

- Stage 1 at approximately 5.0am on Monday 4th April, 1966  
as shown in SW Notice No.14.
- Stage 2 at approximately 8.0pm on Sunday 17th April, 1966  
as shown in SW Notice No. 16.

### DESCRIPTION OF SCHEME

#### Stage 1 (4.4.66)

Cook Street and Pollokshields boxes will be dispensed with and all points and signals within the area formerly covered by these boxes will be controlled from Glasgow Central box.

Pollok Junction box will cease to control traffic on the Up and Down main lines and the area formerly covered by that box on these lines will be controlled from Glasgow Central and Shields Junction No. 1 boxes.

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

Main lines - Glasgow Central/Shields Junction No. 1 - Track Circuit Block.  
Through siding - Glasgow Central/Pollok Junction - Goods line worked in both directions.

A new crossover will be provided immediately on the Glasgow Central side of overbridge No.3 between No.2 Branch and the Down main line and two directional working on No.2 Branch will be extended to this crossover.

All signals on the diagram controlled from Glasgow Central box will be brought into use at this stage.

All colour light signals, with the exception of S.24 will be brought into use at Shields Junction No.1 box, together with position light signal S.12.

The Up goods line from Shields Junction No.1 box to Terminus Junction box will be redesignated Up Through siding.

#### Stage 2 (17.4.66)

An additional double line junction will be provided at Shields Junction No.1 box giving access to lines which at this stage will terminate in Bellahouston carriage sidings. At a date to be published later these lines will be extended to join with the Up and Down Canal lines.

The facing and trailing points of this junction will be situated approximately 22 yards on the Shields Junction No.2 side of Shields Junction No.1 box. Switch diamonds will be provided in the trailing leg of the junction where it connects with the Down main line.

A new connecting line will be provided from the remaining portion of the former Down slow line to the new Up line. Trap points will be provided in this connecting line.

The following additional connections will be provided in the new double line:-

- From Up line to Rolling Stock Maintenance Depot.
- From Up line to Down line.
- From Down line to Bellahouston carriage sidings.

A new trailing crossover will be provided between the Up and Down City Union lines immediately in advance of the Down City Union home signals.

Signal S.24 and all semaphore and ground disc signals associated with the layout described for this stage, will be brought into use.

## SIGNALLING ARRANGEMENTS

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

Signals prefixed by letter G are operated from Glasgow Central.

Signals prefixed by letter S are operated from Shield Junction No.1.

(Semaphore signals and ground disc signals operated from Shields Junction No.1 are not prefixed and bear a number on the accompanying diagram for the purpose of this notice only).

Note:-All un-numbered semaphore and ground disc signals are existing with the exception of the distant signal for Shields Junction No.2 Box now situated below the Down Clydesdale Home Signal.

### RUNNING SIGNALS (Colour Light)

#### Up main line.

No.	Application
S.28	To signal G.209 (no indicator). To Up City Union (right-hand junction indicator (1)) also distant for Pollok Junction box. To Up Clydesdale (right-hand junction indicator (2)) also distant for Pollok Junction box.
G.209	To signal G.208.
G.208	To signal G.195.

#### No.2 Branch (Up direction)

G.195	To signal G.191.
(formerly C.33)	

#### No.1 Branch (Down direction)

G.193	Main signal - to signal G.204.
(formerly C.42)	Left hand miniature yellow with route indicator reading:- T - to Through siding S - to Carriage sidings.
G.204	To signal G.206
G.206	To signal S.51
S.51	To signal S.50
S.50	Down main to Shields Junction No.2 direction (no indicator) also distant for Shields Junction No.2 box. Down main to Up (Bellahouston) line (left-hand junction indicator).

#### No.2 Branch (Down direction)

G.194	Main signal - to signal G.205 (no indicator)
(formerly C.57)	Main signal - to signal G.204 (left-hand junction indicator) Left hand miniature yellow with route indicator reading:- T - to Through siding S - to Carriage sidings.
C.205	To signal G.207
G.207	To signal S.51

#### From Smithy Lye

G. 196 (formerly C.23) and G. 197 (formerly C.36) retain their present application with the addition of a left hand miniature yellow on G. 197 applying to U.G. Ltd siding (see Ground Frame Arrangements).

#### Up slow line

S.21	Main signal with route indicator reading:- U - to Up main line B - to Up City Union line (also distant for Pollok Jn. box). C - to Up Clydesdale line (also distant for Pollok Jn. box). Subsidiary signal with route indicator reading:- T - to Through siding.
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**Down (Bellahouston) line**

- S.24 To signal G.209 (no indicator)  
To Up City Union (right hand junction indicator (1))  
also distant for Pollok Junction box.  
To Up Clydesdale (right-hand junction indicator (2))  
also distant for Pollok Junction box.

**SHUNTING SIGNALS (Position Light)**

- G.198 From Parcels Depot with route indicator reading:-  
T - to Through siding  
S - to Carriage sidings
- G.199 From Goods line with route indicator reading:-  
T - to Through siding  
S - to Carriage sidings
- G.200 (elevated) From No.1 Group Carriage sidings to signal G.196
- G.201 (elevated) From No.2 Group Carriage sidings with route indicator reading:-  
P - to signal G.197  
L - to signal G.196
- G.202 (elevated) From Through siding to signal G.197
- S.12 From Through siding with route indicator reading:-  
T - to Through siding  
U - to Up main  
B - to Up City Union  
C - to Up Clydesdale

**RUNNING SIGNALS (Semaphore)**

- 9 Up (Bellahouston) line to carriage sidings
- 57 Up (Bellahouston) line to Up Clydesdale line
- 62 Up (Bellahouston) line to Up City Union line
- 71 Down Clydesdale line to Up (Bellahouston) line
- 73 Down City Union line to Up (Bellahouston) line
- 74 Distant for signal 73
- 82 Distant for signal 71

**SHUNTING SIGNALS (Ground Disc)**

- 1 Carriage sidings to head shunt
- 2 Head shunt to carriage sidings
- 3 Carriage sidings to Down line
- 4 Carriage sidings to Up line
- 6 Down line to carriage sidings
- 26 Down line to signal 6
- 45 Up line to signals 58/63
- 58 Connecting line to Up Clydesdale line
- 63 Connecting line to Up City Union line
- 65 Up City Union to Connecting line or Down main line.

**GROUND FRAME ARRANGEMENTS**

The connection from the Up (Bellahouston) line to the Rolling Stock Maintenance Depot will be controlled by ground frame electrically released from Shields Junction No.1 box. This ground frame will be brought into use in stage 2.

The facing connection from the Up branch to the United Glass Limited siding, at present out of use, will be re-instated at a later date controlled by ground frame electrically released from Glasgow Central box. This ground frame will control signals as follows:-

- United Glass Limited siding to Through siding.  
Through siding to United Glass Limited siding  
(Left-hand miniature yellow on signal G.197).

**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.

