

BRITISH RAILWAYS

SCOTTISH REGION

For Information of Railway Staff only

SPECIAL NOTICE

PERMANENT WAY & SIGNALLING ARRANGEMENTS

GLASGOW CENTRAL EXTENSION OF AREA OF CONTROL

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

GLASGOW, 11th March, 1967

D. BEATTIE
Divisional Manager.

SIGNALLING RECORD SOCIETY

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GLASGOW CENTRAL-EXTENSION OF AREA OF CONTROL

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 I at approximately 06 45 on Sunday 19th March, 1967

Stage 2 at approximately 24 00 on Sunday 2nd April, 1967.

Stage 3 at a date to be published later.

DESCRIPTION OF SCHEME

Stage I (19-3-67)

The signals shown on sheet 2 of the diagram will be brought into use controlled from Ibrox Junction and Cardonald Junction signal boxes which will continue to operate their present layouts.

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

Shields Junction No.2/Ibrox Junction—Sykes Lock and Block

Ibrox Junction/Cardonald Junction-Track Circuit Block

Cardonald Junction/Paisley-Track Circuit Block.

Signal G.551 will continue to be controlled by Shields Junction No.2 signal box. Position light signal G.554 will not come into operation until Stage 3.

Stage 2 (2-4-67)

Shields Junction No.1, Shields Junction No.2, Bellahouston No.3, Pollok Junction and Port Eglinton Junction signal boxes will be dispensed with and all points and signals within the area formerly covered by these signal boxes will be controlled from Glasgow Central signal box.

The block sections will be as follows and the Track Circuit Block Regulations will apply:

Glasgow Central/Ibrox Junction

Glasgow Central/Corkerhill No.1

Glasgow Central/St. Enoch

Glasgow Central/Terminus Junction (Clydesdale lines)

The Up slow line between the former Shields Junction No.2 and Shields Junction No.1 signal boxes will be redesignated Up goods loop.

A new trailing crossover will be brought into use between the Up and Down Canal lines immediately in rear of signals G.518 and G.519 and a new facing connection will be provided from the Up Canal line to Shields Electric Traction Depot.

The Electric Traction Depot will be fully commissioned at a later date.

The facing trap points in the Up Clydesdale line will be removed.

Stage 3 (-)

lbrox Junction and Cardonald Junction signal boxes will be dispensed with and the signals controlled therefrom will then be controlled from Glasgow Central signal box. St. Enoch and St. John's signal boxes will also be eliminated and the remaining area formerly controlled from these signal boxes will be controlled from High Street Junction signal box.

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

Glasgow Central/Paisley-Track Circuit Block

Glasgow Central/High Street Junction-Track Circuit Block

High Street Junction/Langside Junction-Track Circuit Block

With the exception of the junction to Langside all connections at St. Enoch will be removed.

No.12 siding at St. John's will be removed and No.11 siding redesignated Down loop.

The following alterations will be carried out at Langside Junction signal box:-

The facing and trailing overcrossings between the Up main line and South side sidings and the trailing connection between the Down main line and South side sidings together with all relative signals, will be removed.

SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on the diagram is as shown below. All signals controlled from Glasgow Central are prefixed by letter G. While Ibrox Junction and Cardonald Junction boxes remain in operation the signals will bear the numbers shown but will also be temporarily prefixed I and C respectively. The signals controlled from High Street Junction are prefixed HS and from Terminus Junction TJ.

RUNNING SIGNALS (Sheet 1)

Down main line

No. G.509

G.511

G.541 Up main line

G.548 G.547

G.536

City Union line (from High Street Jn.)

HS.141 HS.150R HS.150

G.502R G.502 G.507

City Union line (To High Street Jn.)

G.505

G.506

HS.153R HS.R.153 HS.153 HS.149R HS.149

HS.75

Down G.B. & K. line

HS.152R HS.152

Down Clydesdale line

TJ.31 G.512 Application

To signal G.511

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)

To signal G.551

Main or subsidiary signal—to signal G.547

Main signal—to signal G.536

Subsidiary signal with route indicator reading: -

 $\mathsf{T}-\mathsf{to}$ Through siding

L - to Up loop

U - towards signal G.536

Main signal—to signal G.209 (no indicator) Main or subsidiary signal—to signal G.506

(right hand junction indicator I)

Main or subsidiary signal - to signal TJ16

(right hand junction indicator 2)

Subsidiary signal with route indicator reading:-

U - towards signal G.209

Main or subsidiary signal—to signal HS.150

Distant for signal HS.150

Main signal—to signal G.502 (no indicator)
Main signal—to Langside Junction (left hand junction indicator)

Distant for Signal G.502

To signal G.507

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)

Main signal—to signal HS. 153

Subsidiary signal—to Through siding.

Main signal—to signal HS.153

Subsidiary signal-to Through siding.

Distant for signal HS.153

Banner repeater for signal HS. 153

To signal HS.149

Distant for signal HS.149 Main signal—to signal HS.75

Subsidiary signal with route indicator reading:-

S- to sidings

L - to loop.

High Street Jn. home signal.

Distant for signal HS.152 To signal HS.149

To signal G.512

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)



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The Electric Traction Depot will be fully commissioned at a later date.

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Stage 3 (-)

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G.511

G.541 Up main line

G.548

G.547

G.536

HS.141 HS.150R HS.150

G.502R G.502 G.507

City Union line (To High Street Jn.)

City Union line (from High Street Jn.)

G.505

G.506

HS. 153R HS. R. 153 HS. 153 HS. 149R HS. 149

HS.75

Down G.B. & K. line

HS.152R HS.152

Down Clydesdale line

TJ.31 G.512 Application

To signal G.511

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)

To signal G.551

Main or subsidiary signal-to signal G.547

Main signal-to signal G.536

Subsidiary signal with route indicator reading:-

T — to Through siding L — to Up loop

U - towards signal G.536

Main signal—to signal G.209 (no indicator)

Main or subsidiary signal—to signal G.506

(right hand junction indicator I)
Main or subsidiary signal — to signal TJ16

(right hand junction indicator 2)

Subsidiary signal with route indicator reading:—

U - towards signal G.209

Main or subsidiary signal—to signal HS.150

Distant for signal HS.150

Main signal—to signal G.502 (no indicator)
Main signal—to Langside Junction (left hand junction indicator)

Distant for Signal G.502

To signal G.507

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)

Main signal—to signal HS. 153

Subsidiary signal-to Through siding.

Main signal-to signal HS.153

Subsidiary signal—to Through siding.

Distant for signal HS.153

Banner repeater for signal HS. 153

To signal HS.149

Distant for signal HS.149 Main signal-to signal HS.75

Subsidiary signal with route indicator reading:-

S - to sidings L - to loop.

High Street Jn. home signal.

Distant for signal HS.152 To signal HS.149

To signal G.512

To signal G.541 (no indicator)

To signal G.523 (left hand junction indicator)

Control of the second	RUNNING SIGNALS (Sheet 1)—continued
Down Canal line	and the along the second
No.	Application
G.534R	Distant for signal G.534
G.534	Main signal—to signal G.519 (no indicator)
anibia deu	Main signal—to signal G.518 (right hand junction
rouge indicaçor reading.	indicator)
99	Subsidiary signal—to Shields Electric Traction Depot
G.519	Main signal to signal G 209 (no indicator)
(also applies from	Main or subsidiary signal—to signal G.506 (right hand
Up Canal line via	junction indicator I)
the trailing	Main or subsidiary signal—to signal TJ.16 (right hand
crossover)	junction indicator 2)
	Subsidiary signal with route indicator reading:—
A street controller	U — to Up main
Up Canal line	Main aland with route indiants andian
G.518	Main signal with route indicator reading:— B — to Up City Union
co Depot ricas sidings age sidings ngs with route indepotential side	X — to Down City Union
	C – to Up Clydesdale
	Subsidiary signal with route indicator reading:—
	↑ — towards signal G.514
G.523	M-1111 C F3F
	Subsidiary signal with route indicator reading:-
	H — to No.1 head shunt
	C — towards signal G.535
	S — to carriage sidings.
G.535	Starting signal, also distant for Corkerhill No.1
Up loop	
G.537	Main or subsidiary signal with route indicator
	reading:—
AND STATE OF STATE OF STATE OF	U — to Up main B — to Up City Union
	C - to Un Clydesdale
	Subsidiary signal with route indicator reading:—
A CONTRACTOR OF THE PARTY OF TH	
	I — to Through Siding
	atom awould be member of the state of the main flavoures to the
	piem nwo i de gradi ni i e na sa
	is risuarif of astrona strate of the res
-regibest foresting	SHUNTING SIGNALS (Sheet 1)
No.	Application
G.504	From Through siding with route indicator reading:-
	C — to Down City Union
ne and dates reading to a first	X — to Up City Union
G.508	From Up City Union with route indicator reading:
Cand long Town State of gral away	C — to Up Canal
	D – to Down Main
G.513	X — to Up main From Up Clydesdale with route indicator reading:—
G.313	C – to Up Canal
	D – to Down main
	X — to Up main

INO.	Application
G.504	From Through siding with route indicator reading:— C — to Down City Union
G.508	X — to Up City Union From Up City Union with route indicator reading:— C — to Up Canal
	D — to Down Main X — to Up main
G.513	From Up Clydesdale with route indicator reading:— C — to Up Canal
	D — to Down main X — to Up main
G.514	From connecting line with route indicator reading:— B — to Up City Union X — to Down City Union C — to Up Clydesdale

SHUNTING SIGNALS (Sheet 1)—continued

G.515	No	Application
C - to Up Canal CX - to Down Canal UX - back along Up main towards G.542 L - to Up loop T - to Through siding From Through siding with route indicator reading:- L - to Up loop T - to Through siding G.516 G.517 G.521 Through siding to Terminus Junction From Depot sidings with route indicator reading:- S - to sidings C - to Up Canal. G.522 From Depot connecting line to Depot sidings G.524 Back along Down Canal towards G.526 G.525 From Up Canal with route indicator reading:- D - to Down Canal X - back along Up Canal towards G.518 E - to Depot G.526 G.527 Head shunt to carriage sidings From carriage sidings From carriage sidings with route indicator reading:- H - to Head Shunt D - to Down Canal X - to Up Canal X		
G.516 G.516 G.516 G.517 G.521 G.521 G.521 G.522 From Through siding with route indicator reading:— L—to Up loop T—to Through siding G.521 G.522 G.523 G.524 G.525 G.525 From Depot sidings with route indicator reading:— S—to sidings C—to Up Canal. From Depot connecting line to Depot sidings G.524 G.525 G.525 G.526 G.527 G.527 G.528 G.528 G.528 G.529 G.520 G.520 G.520 G.520 G.521 G.520 G.521 G.522 G.523 G.523 G.524 G.525 G.526 G.527 G.527 G.528 G.528 G.528 G.528 G.528 G.529 G.529 G.529 G.529 G.529 G.529 G.529 G.529 G.520 G.520 G.520 G.520 G.520 G.521 G.521 G.522 G.523 G.523 G.523 G.524 G.525 G.525 G.526 G.527 G.527 G.528 G.528 G.528 G.528 G.528 G.529 G.529 G.529 G.529 G.529 G.520	And the state of the course of the state of the section	C – to Up Canal
G.516 G.516 T - to Through siding From Through siding with route indicator reading:— L - to Up loop T - to Through siding G.517 G.521 From Depot sidings with route indicator reading:— S - to sidings C - to Up Canal. G.522 G.524 G.525 From Depot connecting line to Depot sidings G.525 G.525 From Depot connecting line to Depot sidings G.526 G.527 G.528 G.528 G.528 G.529 G.529 G.529 G.529 From Depot connecting line to Depot sidings G.529 G.529 G.529 G.529 From Depot connecting line to Depot sidings From Canal towards G.526 G.527 Head shunt to carriage sidings Head shunt to carriage sidings From carriage sidings with route indicator reading:— H - to Head Shunt D - to Down Canal X - to Up Canal E - to Depot G.529 From Depot connecting line with route indicator reading:— 2 - to No. 2 head shunt 1 - to No. 1 head shunt 1 - to No. 1 head shunt 1 - to No. 1 head shunt 1 - to Up Canal C - to Up Canal towards G.525 From Through siding with route indicator reading:— T - along through siding towards G.517 U - to Up main B - to Up City Union C - to Up City Union From Down main North sidings to Through siding From Down main North sidings to Through siding From Down main North sidings to Through siding From Down main From sidings to Through siding From Up City Union From Down City Union From Up City Union From Up City Union From Down City Union From Up City Union From Down City Union From Up City Union		CX – to Down Canal
G.516 From Through siding with route indicator reading:— L — to Up loop T — to Through siding G.517 G.521 From Depot sidings with route indicator reading:— S — to sidings C — to Up Canal. G.522 From Depot connecting line to Depot sidings G.524 G.525 From Up Canal with route indicator reading:— D — to Down Canal X — back along Up Canal towards G.526 G.527 G.528 G.528 G.529 Down Canal to carriage sidings Head shunt to Depot From Depot connecting line with route indicator reading:— D — to Down Canal X — to Up Canal E — to Depot From Depot connecting line with route indicator reading:— 2 — to No. 2 head shunt D — to Down Canal X — to Up Canal E — to Up Canal E — to Up Canal From No. 1 head shunt with route indicator reading:— X — to Up Canal S — to Up Canal S — to Up Canal S — to Up Canal C — to Up Canal C — to Up Cly Union C — to Up Clydesdale Up main to Down main B — to Up City Union C — to Up Clydesdale Up main to Down main North sidings to Through siding T — to Up Ioop T — to Down City Union From Sidings to Up City Union From Up City Union From Up City Union From Up City Union From Sidings to Up City Union S — bo Nos. 8, 9 and 10 sidings L — to Down City Union S — bo Down City Union S — bo Down City Union		UX - back along Up main towards G.542
G.516 G.517 G.517 G.521 G.521 G.522 G.524 G.524 G.525 G.525 G.525 G.525 G.526 G.526 G.527 G.527 G.527 G.528 G.528 G.528 G.528 G.529 G.520 G.531 G.532 G.533 G.533 G.533 G.533 G.533 G.533 G.534 G.534 G.534 G.535 G.535 G.535 G.536 G.537 From Depot connecting line with route indicator reading:— 2 to No.2 head shunt D to Down Canal E to Depot From Depot connecting line with route indicator reading:— 2 to No.2 head shunt G.531 G.533 G.533 G.533 G.533 G.534 G.534 G.534 G.534 G.535 G.535 G.535 G.536 G.536 G.537 G.538	(non-tien) en) etc. 3 lang e	
G.517 G.521 Through siding to Terminus Junction From Depot sidings with route indicator reading:— See to sidings C - to Up Canal. G.522 From Depot connecting line to Depot sidings Back along Down Canal towards G.526 G.525 From Up Canal with route indicator reading:— Det Down Canal X - back along Up Canal towards G.518 E - to Depot G.526 G.527 G.528 G.527 G.528 From Carriage sidings Head shunt to carriage sidings From carriage sidings with route indicator reading:— H - to Head Shunt D - to Down Canal X - to Up Canal E - to Depot G.529 From Depot connecting line with route indicator reading:— 2 - to No. 2 head shunt 1 - to No. 1 head shunt 1 - to No. 1 head shunt No. 2 head shunt to Depot G.531 No. 2 head shunt to Depot G.532 From No. 1 head shunt with route indicator reading:— X - to Up Canal S - to Depot G.533 G.538 From Through siding with route indicator reading:— T - along through siding towards G.517 U - to Up main B - to Up City Union C - to Up Clydesdale Up main to Down main North sidings to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Through siding From Down main with route indicator reading:— T - to Down Down Main From Down Main with route indicator reading:— T - to Through siding From Down Main Poly City Union From Up City Union From Up City Uni	es protonic trust their 812.0 leads	
G.517 Through siding to Terminus Junction G.521 From Depot sidings with route indicator reading:— S — to sidings C — to Up Canal. G.522 From Depot connecting line to Depot sidings G.524 Back along Down Canal towards G.526 G.525 From Up Canal with route indicator reading:— D — to Down Canal X — back along Up Canal towards G.518 E — to Depot Dewn Canal to carriage sidings G.527 Head shunt to carriage sidings G.528 From Carriage sidings Head shunt to carriage sidings From carriage sidings Head shunt to carriage sidings From Carriage sidings Head shunt to tout indicator reading:— H — to Head Shunt D — to Down Canal X — to Up Canal E — to Depot From Depot connecting line with route indicator reading:— 2 — to No. 1 head shunt D — to No. 1 head shunt D — to Down Canal S — to Depot From No. 1 head shunt with route indicator reading:— X — to Up Canal S — to Depot From No. 1 head shunt with route indicator reading:— T — along through siding towards G.517 U — to Up main D — to Up Clydesdale Up main to Down main C — to Up Clydesdale Up main to Down main North sidings to Through siding D — to Up loop D — to Down Capal D — to Down Capal D — to Up main From Up City Union From Up City Union with route indicator reading:— From Sidings to Up City Union From Up City Union with route indicator reading:— From Down main with route indicator reading:— From Down main with route indicator reading:— From Down main with route indicator reading:— From Down Capal D — to Down City Union From Up City Union with route indicator reading:— From Down Capal D — to Down City Union	G.516	
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(1994) Produced Produ		
RUNNING SIGNALS (Sheet 2)		X — back along Up City Union
RUNNING SIGNALS (Sheet 2)	and the second s	of the Authority

RUNNING SIGNALS (Sheet 2)

Down	main	lina

No.

*G.551

Application

To signal G.552

RUNNING SIGNALS (Sheet 2)-continued

RU	NNING SIGNALS (Sheet 2)—continued
Down main line-continued	
No.	Application
*G.552	Main signal—to signal G.566A Subsidiary signal with route indicator reading:— G—to Govan P—to Princes Dock
† G.566A † G.566 † G.567	To signal G.566 To signal G.567 Main signal-to signal G.578 Subsidiary signal-to Down branch
†G.578	To signal P.I
Up main line	
+G.574 +G.573 +G.564 *G.563 *G,555	To signal G.573 To signal G.564 To signal G.563 To signal G.555 Main or subsidiary signal—to signal G.548
Govan and Princes Dock branch	For through the state of the season of the s
*G.561 *G.562 *G.556	To signal G.556 To signal G.556 Main or subsidiary signal—to signal G.548
Up Shieldhall Branch	
†G.576	To signal G.564
	SHUNTING SIGNALS (Sheet 2)
No.	Application
*G,553	From Up main with route indicator reading:— D — to Down main X — to Up branch
*G.554 *G.557 *G.558	Down main to Up main Up branch to Down branch Down branch to Up branch
*G.559	From Down branch with route indicator reading:— G — to Govan P — to Princes Dock
†G.569	From Up main with route indicator reading:— D — to Down main X — back along Up main towards G.571
†G.571 †G.572 †G.575	Up main to Down branch Down main to Up main Down branch to Up main

* Temporarily controlled from Ibrox Junction box

† Temporarily controlled from Cardonald Junction box

From Down branch with route indicator reading:

D - to Deanside
S - to Shieldhall
From Deanside to Down branch

SIGNAL POST SIGNS

+G.579

+G.581

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.

Rep.U.96/McCorquodale, Glasgow.





