

SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

CADDER AND GREENHILL RESIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

C.L. Rowbury, Movements Manager.

December, 1971 GLASGOW,

SIGNALLING RECORD SOCIETY

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CADDER AND GREENHILL RESIGNALLING

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 02 30 on Monday 6 December, 1971.

Stage 2 at approximately 02 30 on Monday 13 December, 1971.

DESCRIPTION OF SCHEME

Stage 1 (6.12.71)

Roughcastle box will be closed and the area of control of Greenhill Upper Junction box extended to cover that formerly controlled by Roughcastle box.

The Track Circuit Block Regulations will apply on the Up and Down main lines between Polmont Junction, Greenhill Upper Junction and Dullatur and on the Up and Down branch lines between Greenhill Upper Junction and Greenhill Lower Junction. All points and signals shown on sheet 2 of the diagram will be brought into use together with Up main line signals GJ272, GJ274 and GJ276 shown on Sheet 1.

Stage 2 (13.12.71.)

Dullatur, Gartshore, Bairds Siding and Lenzie boxes will be closed and the area of control of Greenhill Upper Junction and Cadder boxes extended to cover the area formerly controlled by these boxes.

The Track Circuit Block Regulations will apply between Greenhill Upper Jn. and Cadder.

The remaining points and signals shown on Sheet 1 of the diagram will be brought into use.

SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on Sheets 1 and 2 of the diagram sis as follows :-

Signals prefixed by the letters CR are controlled from Cadder box.

Signals prefixed by the letters GJ. are controlled from Greenhill Upper Junction box.

Signals prefixed by the letter GL are controlled from Greenhill Lower Junction box.

The application of all running signals with the exception of those detailed below, are to the next signal.

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application	
Cadder	1.3.1		ripprioution	
Up Main line CR 208	Main			
CR 212	Main		To CR.228	
CR 214	Main	-	To CR.228	
	Main	-	To CR.228	
CR 244	Main		To CR.252	
CD 240	Main	Junction indicator	To CR.248	
CR 248	Main	-	To CR.254	
CR 252	Main	-	To CR.254	

RUNNING SIGNALS-continued

Signal	Aspect	Route Indication where provided	Application
Cadder-continued	1	I State - Alberto	
Down Main line			
CR 253	Main Main	- Junction indicator	To CR.245 To CR.247
CR 245	Main		To CR.243
CR 247	Main		To CR.243
CR 227	Main		To existing signal C96
01 227	Main	Junction indicator	To Down goods line
	Sub	Junction indicator	Towards Down goods line.
	Sub	'R'	Towards No.1 Reception siding
		n	Towards No. 1 neception siding
Greenhill Upper Jun	iction		
Up Main line GJ 336	Main		
GJ 330		-	To GJ.354
	Main	Upper Junction indicator	To GL. 60
	Main	Lower Junction indicator	To GJ.342
	Sub	Lower Junction indicator	Towards Up goods loop.
Up goods loop GJ 342			
GJ 342	Main	'B'	To Up branch line
	Main	'M'	To Up Main line
Down Main line			
GJ 353	Main	-	To GJ.337
	Sub	-	Towards Down goods loop
Down branch line			
GJ 349	Main	-	To GJ.337
GJ 351	Main	-	To GJ.337
Up branch line			
GL 60	Main	-	To Down Perth line
			to bowit retui title

SHUNTING SIGNALS

No.	Indication	Application
Cadder	and the second	
CR 218	'Uʻ	Towards Up main line.
	'X'	Towards Down main line limit of shunt.
CR 222	'U'	Towards Up main line
	'X'	Towards Down main line limit of shunt.
CR 224	'U'	Towards Up main line.
and a start was an end	'X'	Towards Down main line limit of shunt.

3

No.	Indication	Application	
Cadder - continued	and the second s		
CR 225	'R'	Towards No.1 Reception siding	
	'G'	Towards Down goods line,	
12	'M'	Towards Down main line	
. T. W. 42.6	'U'	Towards Up yard	
Greenhill Upper Junction			
GJ 315	-	Towards Up branch line.	
GJ 338	'X'	Back along Down main line	
	"L' se la constante de la const	Towards Down goods loop limit of shunt.	
GJ 339		Towards Down main line.	
GJ 344	'B'	Towards Up branch line.	
	'M'	Towards Up main line.	
GJ 345	'M'	Towards Down main line.	
10 (10 (10)) 10 (10) (10) (10) (10) (10) (10) (10) (1	"L'	Towards Up goods loop limit of shunt.	
GJ 347	'M' 'L'	Towards Down main line. Towards Up goods loop limit of	
		shunt.	
Roughcastle Sidings (controlled	from Greenhill Upper Jn.)		
GJ 364	'S'	Towards sidings	
	'M'	Towards Up main line.	
GJ 366	-	Towards Up main line.	
GJ 367	-	Towards sidings.	
GJ 369	'M'	Towards Down main line.	
and a state of the	'S'	Towards sidings.	
Lime Road Sidings (controlled fr	om Greenhill Upper Jn.)		
GJ 373	'X'	Back along Up main.	
fo Dome of the	'S'	Towards sidings.	

Δ

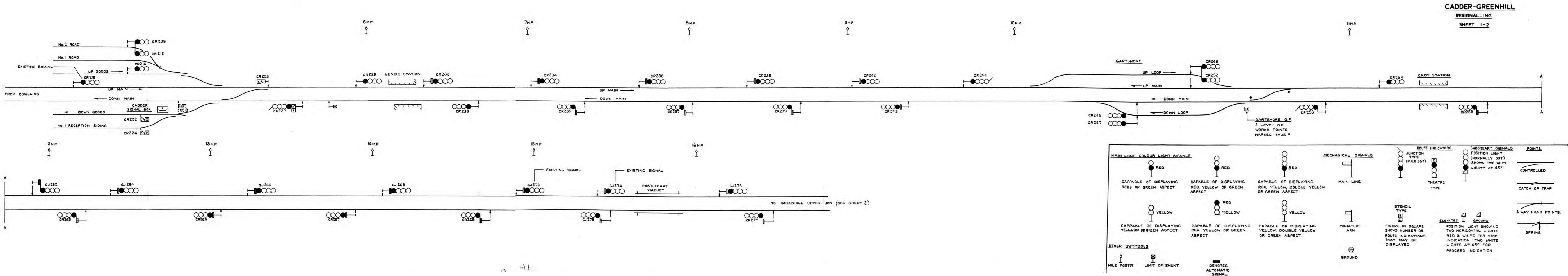
GROUND FRAME ARRANGEMENTS

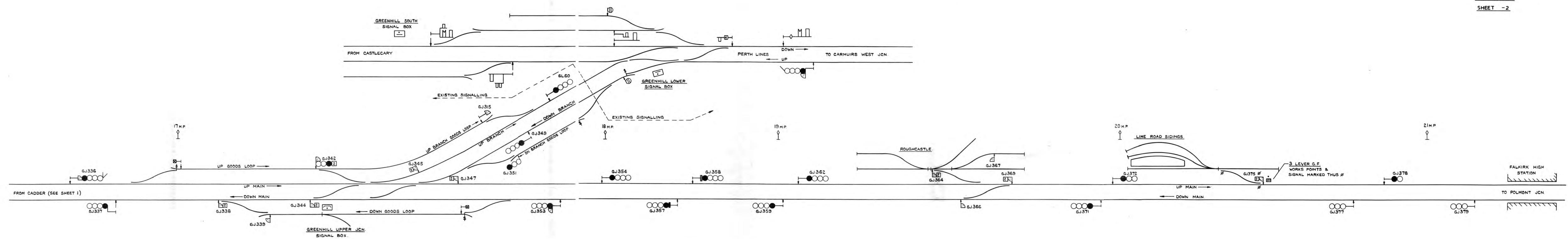
The ground frame at Lime Road sidings is electrically controlled from Greenhill Upper Junction box. The emergency ground frame at Gartshore is electrically controlled from Cadder box.

SIGNAL POST SIGNS

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

X





CADDER-GREENHILL

RESIGNALLING