



SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

GLASGOW CENTRAL SIGNALLING CENTRE

EXTENSION OF AREA OF CONTROL

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**12 February, 1973
GLASGOW,**

**C.L. Rowbury,
Movements Manager.**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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GLASGOW CENTRAL SIGNALLING CENTRE**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 accordance with the details shown in S.W. Notice No.8 and will be introduced at approximately 18 30 on Sunday 25 February, 1973.

DESCRIPTION OF SCHEME

Polmadie and Larkfield Junction boxes will be closed and the area of control of Glasgow Central Signalling Centre extended to cover the area formerly controlled by these boxes.

The following lines will be redesignated:-

Old designation	New designation
No.1 Up and Down lines	Up and Down slow lines
No.2 Up and Down lines	Up and Down fast lines
Up and Down branch lines	Up and Down Larkfield curve lines
No.1 Up slow (goods)	Down slow
No.2 Up slow (goods)	Up slow
Up loop between Polmadie and Shawfield	"Up and Down" goods line

The Track Circuit Block Regulations will apply on the lines between Glasgow Central and Shawfield box with the exception of the "Up and Down" goods line between Polmadie and Shawfield box.

The Absolute Block Regulations will apply on the Up and Down Larkfield curve lines.

The "Up and Down" goods line between Polmadie and Shawfield box is worked in accordance with the instructions "Goods lines worked in both directions" as contained in the Sectional Appendix.

SIGNALLING ARRANGEMENTS

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

Signal Prefix Letter	Signal box controlling
G	Glasgow Central
S	Shawfield

All colour light signals shown on the diagram as existing, were previously prefixed L and controlled from Larkfield Junction box with the exception of:-

G732, G734 previously numbered G238 and G239 respectively.

S806, S808, S812 and S815 controlled from Shawfield box.

RUNNING SIGNALS

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
Up Fast/Up Main			
G734	Main	—	To G738
G738	Main	—	To G756
G756	Main	—	To G784
	Main	left hand junction indicator	To G782
	Main	right hand junction indicator	To G786
	draw ahead	—	Towards G784
	draw ahead	X	Towards G766

SIGNALLING ARRANGEMENTS – continued

RUNNING SIGNALS – continued

Signal	Aspect, main or Draw ahead	Route indication where provided	Application
Up Fast/Up Main – continued			
G784	Main	–	To S804
S804	Main	–	To Up main
Up Slow			
G732	Main	–	To G736
	draw ahead	C	Towards G736
G736	Main	–	To G752
	Main	junction indicator	To G756
	draw ahead	S	Towards G752
	draw ahead	X	Towards G754
G752	Main	–	To G782
	draw ahead	C	Towards G782
	draw ahead	–	Towards G776
G782	Main	(capable of displaying a red aspect only)	
	draw ahead	–	Towards Up sidings
Up Clydesdale			
G742	Main	–	To G758
	Main	junction indicator	To G756
	draw ahead	–	Towards G758
G758	Main	–	To G786
	draw ahead	–	Towards G774
G786	Main	–	To S806
	draw ahead	C	Towards S806
S806	Main	–	To Up main
Up Larkfield curve			
G726	Main	–	To G742
Down main/Down fast			
S815	Main	–	To G785
	Main	junction indicator	To G789
	draw ahead	C	Towards Up Clydesdale
	draw ahead	Y	Towards Down sidings
G785	Main	–	To G759
	Main	junction indicator	To G761
G759	Main	–	To G242
	Main	left hand junction indicator	To G735
	Main	right hand junction indicator	To G241
	draw ahead	–	Towards G242
	draw ahead	L	Towards Larkfield carriage sidings
	draw ahead	T	Towards Freightliner terminal
G242	Main	–	To G232
Down Slow			
G757	Main	–	To G241
	draw ahead	–	Towards G241
	draw ahead	L	Towards Larkfield carriage sidings
	draw ahead	T	Towards Freightliner terminal
G241	Main	–	To G227

SIGNALLING ARRANGEMENTS – continued**RUNNING SIGNALS – continued**

Signal	Aspect, Main or Draw ahead	Route indication, where provided	Application
Down Clydesdale			
G789	Main	–	To G761
	Main	junction indicator	To G759
	draw ahead	–	Towards G775
G761	Main	–	To G735
	draw ahead	–	Towards G735
G735	Main	junction indicator	To Down Larkfield curve
Freightliner Terminal			
G744	Main	S	To G752
	Main	F	To G756
	draw ahead	S	Towards G752
	draw ahead	X	Towards G754
Polmadie Up sidings			
G779	Main	(capable of displaying a red aspect only)	
	draw ahead	–	Towards G755
"Up and Down" goods line			
G783	Main	–	To G757
	Main	junction indicator	To G759

SHUNTING SIGNALS

Signal	Route indication	Application
Up fast/Up main		
G753	–	Towards G242
	–	or Towards G241
	–	or Larkfield carriage sidings
	–	or Freightliner Terminal
G771	–	Towards G759 or Towards G753
Up slow		
G751	–	Towards G241
	–	or Larkfield carriage sidings
	–	or Freightliner Terminal
G755	–	Towards G751
G776	–	Towards G782
Up Clydesdale		
G774	–	Towards G786
	–	or Towards G788
G787	–	Towards G761 or Towards G759

SIGNALLING ARRANGEMENTS – continued**SHUNTING SIGNALS – continued**

Signal	Route indication	Application
Down main/Down fast		
G772	X	Towards limit of shunt indicator
	–	Towards G786
		or
		Towards G788
G766	–	Towards G782
		or
		Towards G784
	–	or
		Towards G772
Down slow		
G768	–	Towards G782
		or
		Towards "Up and Down" goods line
G754	–	Towards G768
G748	–	Towards G752
		or
		Towards G754
		or
		Towards G756
Down Clydesdale		
S808	–	Towards Up main
G788	–	Towards S808
		or
		Towards Polmadie Down sidings
G775	C	Towards G761
	F	Towards G759
G750	–	Towards G758
Larkfield carriage sidings		
G746	S	Towards G752
	X	Towards G754
	F	Towards G756
B.O.C. siding		
G778	H	Towards shunt spur
	S	Towards G782
Polmadie Down sidings		
G791	–	Towards G775
S812	–	Towards Up main

SIGNAL POST SIGNS

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

**A.W.S. EQUIPMENT**

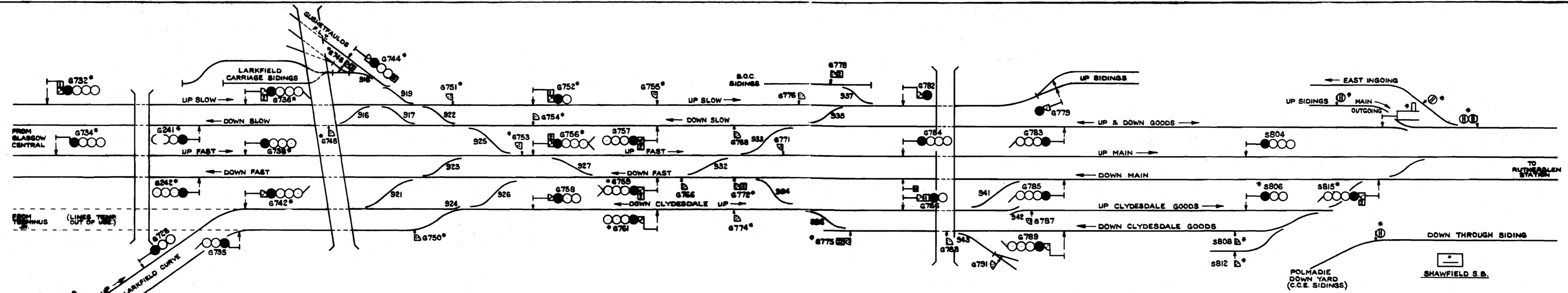
A.W.S. Track equipment is provided throughout the scheme.

SIGNALLING ARRANGEMENTS – continued**SIGNAL POST TELEPHONES**

Signal post telephones incorporating a "line engaged" feature are provided throughout the scheme,

The following should be noted regarding the use of this type of telephone:—

- (a) To call the signalling centre, the user must open the protective cover, and provided the ENGAGED light positioned at the Push button is not illuminated, lift the handset, and press the push button after which a call effective tone, continuous until the signalman answers, will be heard.
 - (b) Should the telephone line be engaged, the ENGAGED light will be illuminated and will remain illuminated until the telephone line is available.
 - (c) On completion of the call, the user must replace the handset and close the protective cover.
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GLASGOW CENTRAL SIGNALLING CENTRE
EXTENSION OF AREA OF CONTROL

POINTS	2 ASPECT SIGNALS	MAIN LINE COLOUR LIGHT SIGNALS.	SEMAPHORE SIGNALS	SHUNTING SIGNALS.
CATCH OR TRAP HAND CONTROLLED POINTS NUMBER.	2 ASPECT SIGNALS 3 ASPECT SIGNALS. 4 ASPECT SIGNALS.	CAPABLE OF DISPLAYING RED OR GREEN ASPECT. CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.	FULL SIZE DISTANT. ROUTE INDICATORS. JUNCTION TYPE RULE BOOK SEC. 'C' THEATRE TYPE STENCIL TYPE FIGURE IN SQUARE DENOTES NUMBER OF ASPECTS CAPABLE OF BEING DISPLAYED.	GROUND DISC. GROUND POSITION LIGHT. NORMAL ASPECT. RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT-TWO WHITE LIGHTS AT 45° SUBSIDIARY SIGNALS. POSITION LIGHT (NORMALLY OUT.) PROCEED ASPECT-TWO WHITE LIGHTS AT 45° * DENOTES EMERGENCY SIGNAL.