



British Rail

SCOTTISH REGION

SPECIAL NOTICE

PERMANENT WAY AND

SIGNALLING ARRANGEMENTS

CLYDERAIL

SIGNALLING

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

JANUARY, 1979
GLASGOW

F.C. Walmsley
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CLYDERAIL

OPENING ARRANGEMENTS

The new and altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be introduced in two stages. The details of each stage will be shown in Section B of the appropriate SW Notices and introduced as follows:—

Stage 1 – completed during February, 1979.

Stage 2 – completed during March, 1979.

The completion dates for each stage will be advised through Section C of the appropriate SW Notice.

DESCRIPTION OF SCHEME

A double line of track known as the Up and Down Argyle lines will be opened. The Argyle lines are laid in part of the former Glasgow Central Low Level lines with connections to the existing Up and Down Slow lines at Rutherglen Central Junction and new connections to the Airdrie to Helensburgh lines at 2 miles 18 chains on the Down line, known as Finnieston East Junction, and 2 miles 53 chains on the Up line, known as Finnieston West Junction, between Kelvinhaugh and Partickhill.

New stations will be opened on the Argyle lines at Rutherglen, Dalmarnock, Bridgeton, Argyle Street, Glasgow Central, Anderston and Finnieston. The mileages shown against each station on the accompanying diagram are the Sectional Appendix mileages. When timetabled services commence on the Argyle lines, the existing Rutherglen station on the Slow lines will be closed but the platforms retained for use in emergency and the station known as Bridgeton Central on the Bridgeton Central to High Street Station line will be closed. Additionally, at a later date which will be advised through Section C of the appropriate SW Notice, Partickhill Station will be closed and a new station known as Partick Station opened.

Details of each stage of the scheme are as follows:—

Stage 1 (February 1979)

All new lines and new and altered signals in the Rutherglen area and the Up Argyle line from signal G882 and the Down Argyle line as far as signal G883 will be brought into use.

The portions of the Argyle lines not in use will be temporarily designated Engineer's sidings and arrangements for the movement of Engineer's trains to and from these lines will be detailed in a Miscellaneous Instruction in Section D of the appropriate SW notices.

Stage 2 (March 1979)

Kelvinhaugh signal box will be closed and the area of control of Hyndland signal box extended to cover that formerly controlled by Kelvinhaugh signal box, Finnieston East and West Junctions and the remainder of the Up and Down Argyle lines.

In coincidence, the prefix letters of all existing Hyndland signals will be changed from HY to H.

SIGNALLING ARRANGEMENTS

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

Signals prefixed by the letter G are controlled from Glasgow Central signalling centre.

Signals prefixed by the letters HF or H are controlled from Hyndland signal box.

Signals prefixed by the letters HS are existing signals controlled from High Street signal box.

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

RUNNING SIGNALS

Signal	Aspect	Route Indication where provided	Application To or Towards
Up Argyle G886	Main	—	G842
	Main	Upper junction indicator	G887
	Main	Lower junction indicator	G829
G842	Main	—	G858 (existing Up Slow signal)
	Sub	S	G858 (existing Up Slow signal)
	Sub	X	G864 (existing Down Slow signal)
Down Argyle G885	Main	—	G883
	Sub	—	Bridgeton Yard
HF325	Main	—	HF329
	Sub	—	Down Siding
Up Airdrie/Helensburgh HF338	Main	junction indicator	HF336
	Main	—	HF350
West Curve G889	Main	—	G883
	Sub	D	Engineer's Depot
	Sub	Y	Bridgeton Yard
Down Fast G855	Main	—	G833
	Main	Upper junction indicator	G831
	Main	Lower junction indicator	G885
Down Slow G853	Main	—	G831
	Main	Junction indicator	G885 via points 995 or points 972
	Sub	Y	G895
Bridgeton Yard Line G852	Main	—	G858 (existing Up Slow signal)
	Sub	S	G858 (existing Up Slow signal)
	Sub	X	G864 (existing Down Slow signal)

SHUNTING SIGNALS

Signal No.	Route indication where provided	APPLICATION	
		From	Towards
G849	A Y	Up Slow	G885 G895
G851	—	Up Fast	G831 or G885
G888	X W	Down Argyle	G887 G829
G890	—	London Road Depot Line	Arrival Line notice board
G892	—	Arrival Line	G852
G893	—	Arrival line	London Road Depot line notice board.
G894	—	Bridgeton Yard	G852
G895	R S	Bridgeton Yard line	Arrival line Nos.2-7 sidings in Bridgeton Yard
HF327	S D	Up Argyle	Down siding HF329
HF328	U X	Down Argyle	HF324 Limit of shunt
HF330	U X	Down siding	HF324 Limit of shunt

GROUND FRAME ARRANGEMENTS

The ground frame at the Engineer's Depot at Rutherglen is controlled from Glasgow Central signalling centre.

The emergency ground frame at Finnieston is controlled from Hyndland signal box.

TELEPHONES

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

**A.W.S. EQUIPMENT**

A.W.S. track equipment is provided throughout the scheme in accordance with standard arrangements.

