

**SCOTRAIL** 

# **SPECIAL NOTICE**

## **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

### **PAISLEY CANAL - RE-OPENING OF LINE (FINAL ARRANGEMENTS)**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

January, 1993  
GLASGOW

By order of  
S.B. LANE  
OPERATIONS MANAGER, SCOTRAIL

# SIGNALLING RECORD SOCIETY

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PAISLEY CANAL - RE-OPENING OF LINE  
(FINAL ARRANGEMENTS)

OPENING ARRANGEMENTS

The altered permanent way and signalling arrangements shown on the accompanying diagrams and described herein will be brought into use on SUNDAY 24 JANUARY, 1993.

NOTE - This Special Notice SUPERSEDES the Special Notice entitled "PAISLEY CANAL - RE-OPENING of LINE (FINAL ARRANGEMENTS)" dated November 1992.

For ease of reference the diagrams in this Special Notice cover the same portions of line as the diagrams in the November 1992 Special Notice. As a consequence most of the arrangements shown on Page 4 have now already been carried out and are marked "ALL EXISTING SIGNALLING", as appropriate.

DESCRIPTION OF SCHEME

The Notice Boards concerning trains to and from Hawkhead and the associated one lever ground frame at Corkerhill housing the Annetts key will be removed.

The Hawkhead Oil Terminal ground frame will be released from Glasgow Central signalling centre and trains will be able to shut in at the ground frame.

The two new connections previously installed and secured out of use between Mossspark and Crookston will be brought into use. The portion of new line between these connections will be designated the Up Canal line, and the portion of existing former single line between these connections will be designated the Down Canal line.

Up trains will travel over the Up Canal line and Down trains over the Down Canal line.

METHOD OF WORKING

The Regulations for One Train Working on single lines where a Train Staff is not provided will be withdrawn and the Track Circuit Block Regulations under the control of Glasgow Central signalling centre will be extended to apply between Shields Jn and Paisley Canal station.

## SIGNALLING ARRANGEMENTS

The description of all new signals shown on the accompanying diagrams is as follows :-

Signals prefixed by the letter "G" will be controlled from Glasgow Central signalling centre.

The application of all running signals, with the exception of those detailed on the accompanying diagrams, is to the next running signal capable of displaying a red aspect.

The following signalling alterations will be carried out in association with the arrangements previously detailed :-

G599 will become a three aspect colour light signal capable of displaying a red, yellow or green aspect.

G901 to G906 (inclusive) including those suffixed "R" will be new signals.

A ground frame controlled position light signal, on the same post as G905, will be provided for entry to the Hawkhead Oil Terminal line.

## AWS EQUIPMENT

AWS track equipment is provided as outlined on the accompanying diagram and is shown immediately on the approach side of the signal to which it applies. A single arrowhead associated with the symbol indicates that the equipment is operative only for the direction shown. A double arrowhead indicates the equipment is operative for both directions.

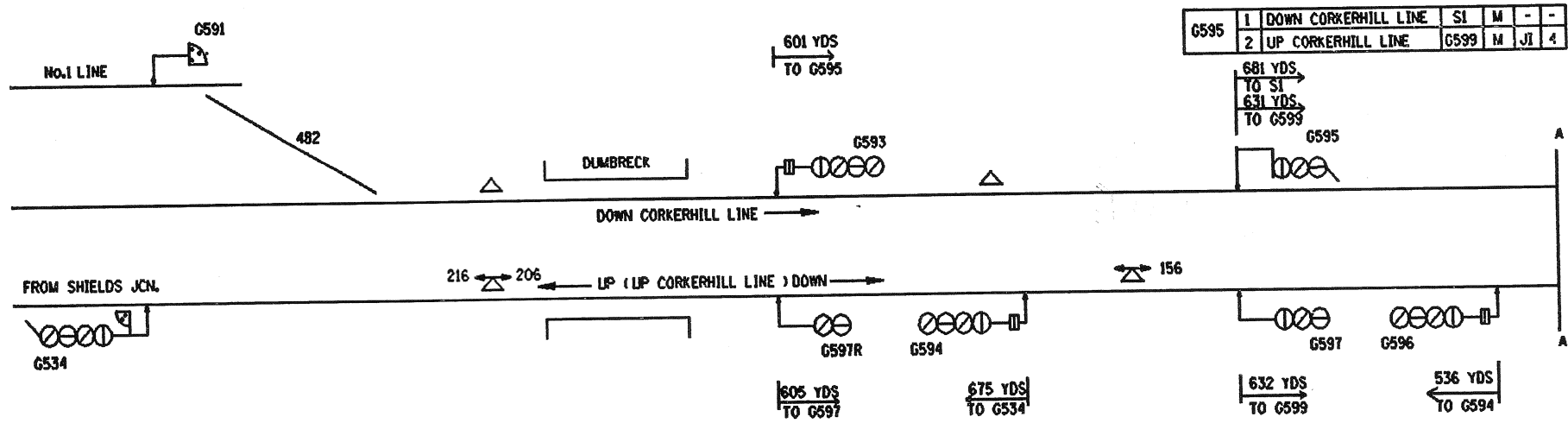
Where the track equipment is provided other than 200 yards before reaching the signal to which it applies, the distance, in yards, is shown on the diagram against the symbol concerned in the direction applicable.

## TELEPHONES

Although not shown on the accompanying diagrams, telephones with black and white diagonal striped signs will be provided at all new signals capable of displaying a red aspect.

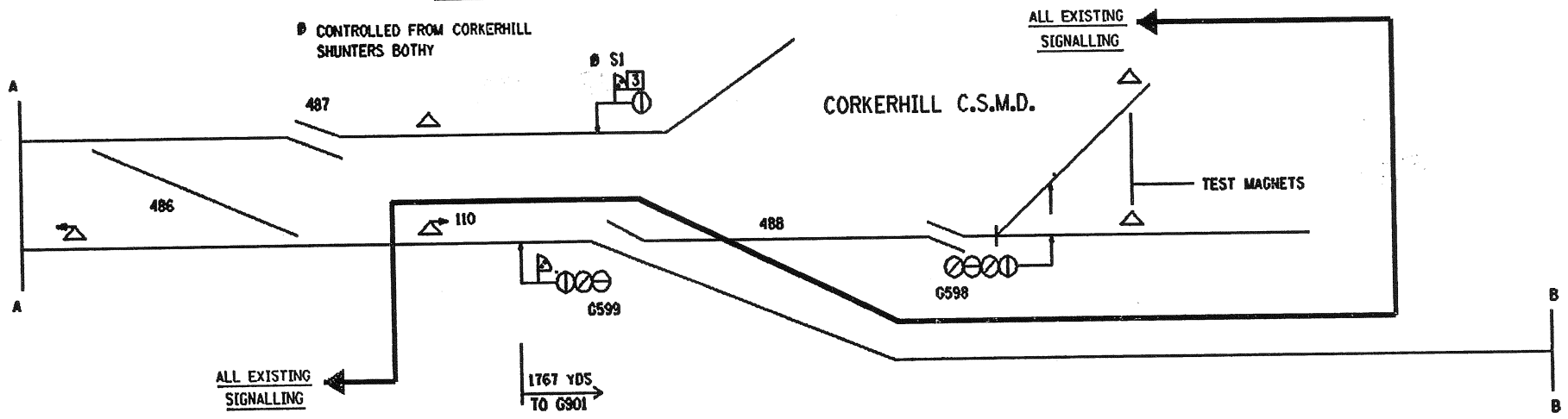
Telephones with St Andrew's Cross signs will be provided in accordance with regional practice.

# PAISLEY CANAL - RE-OPENING OF LINE FINAL ARRANGEMENTS - 24 JANUARY 1993



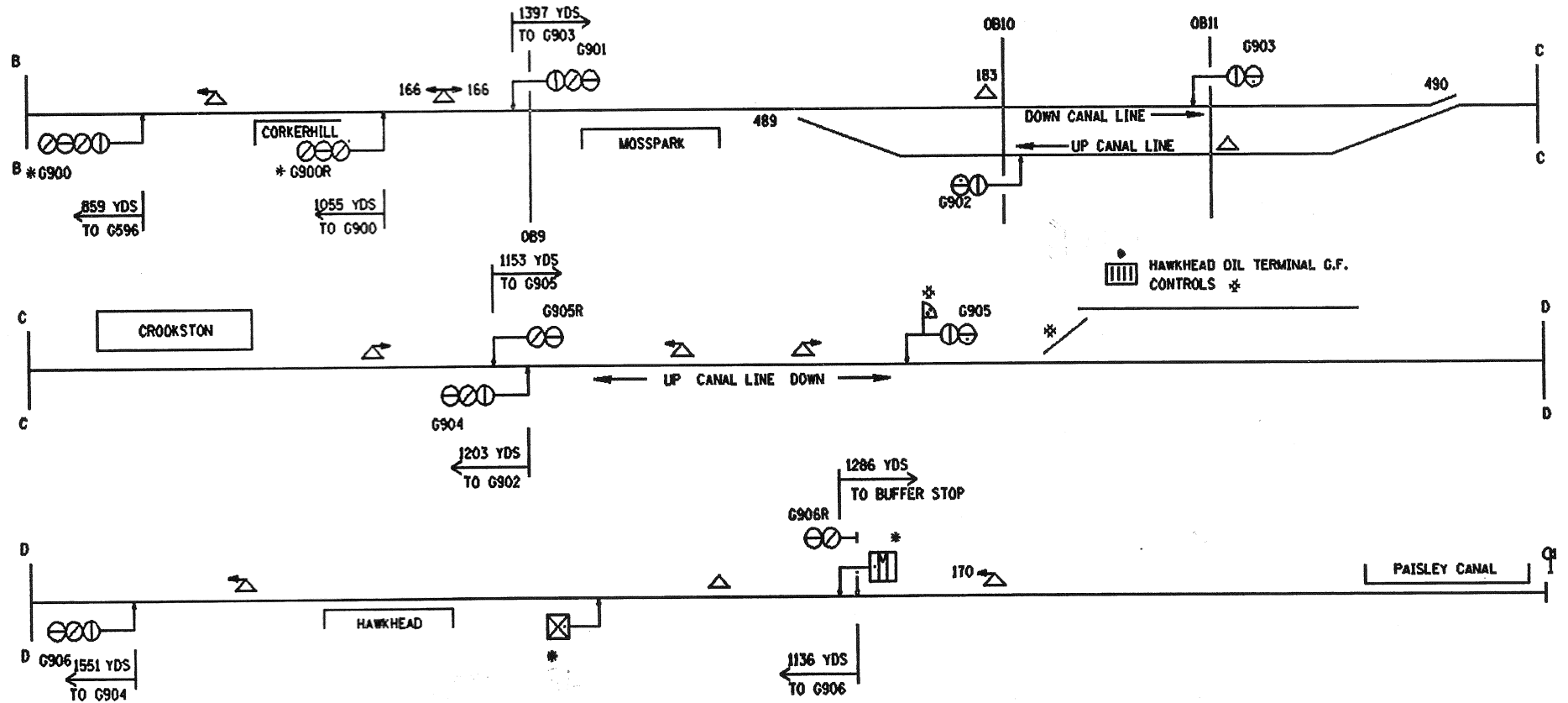
G595	1	DOWN CORKERHILL LINE	SI	M	-	-
	2	UP CORKERHILL LINE	G599	M	JI	4

SI	1	No. 1 RECEPTION SDG.	-	PL	ST	1
	2	No. 2 RECEPTION SDG.	-	PL	ST	2
	3	No. 3 RECEPTION SDG.	-	PL	ST	3



G599	1	DOWN CANAL LINE	G901	M	-	-
	2	CORKERHILL CSMD	-	PL	-	-

# PAISLEY CANAL - RE-OPENING OF LINE FINAL ARRANGEMENTS - 24 JANUARY 1993



SIGNAL ASPECTS	ROUTE INDICATORS	EXPLANATION OF SYMBOLS	POINTS	MISCELLANEOUS
<ul style="list-style-type: none"> <li>① GREEN ASPECT</li> <li>② YELLOW ASPECT</li> <li>③ RED ASPECT</li> </ul>	<p><b>STENCIL TYPE</b></p> <ul style="list-style-type: none"> <li>① NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED</li> </ul>	<p><b>ROUTE INDICATORS</b></p> <ul style="list-style-type: none"> <li>① JUNCTION TYPE (SEE RULE BOOK SECTION C)</li> </ul>	<p><b>CONTROLLED</b></p> <p><b>HAND</b></p>	<ul style="list-style-type: none"> <li>* EXISTING SIGNALLING</li> <li>⊠ AWS CANCELLING INDICATOR</li> <li>⊞ GROUND FRAME</li> <li>☎ B.T. TELEPHONE</li> <li>⊞ AUTOMATIC SIGNAL</li> <li>△ AWS</li> <li>↔ AWS OPERATIONAL ONLY IN THE DIRECTION OF TRAVEL</li> <li>↔ AWS OPERATIONAL IN BOTH DIRECTIONS</li> </ul>
<p><b>POSITION LIGHT SIGNALS</b></p> <ul style="list-style-type: none"> <li>① POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT 2 WHITE LIGHTS AT 45°</li> <li>② ELEVATED POSITION LIGHT NORMAL ASPECT RED &amp; WHITE HORIZONTAL LIGHTS PROCEED ASPECT 2 WHITE LIGHTS AT 45 DEGREES</li> </ul>	<p style="text-align: center;"><b>ROUTES OF CONTROLLED SIGNALS ARE SHOWN THUS :</b></p>			<p><b>M - MAIN</b></p> <p><b>PL - POSITION LIGHT</b></p> <p><b>J1 - JUNCTION INDICATOR</b></p> <p><b>ST - STENCIL TYPE INDICATOR</b></p>
<p>*1 WHERE A JUNCTION ROUTE INDICATOR IS SPECIFIED, THE ROUTE INDICATION REFERRED TO IS THE APPROPRIATE POSITION OF THE JUNCTION INDICATOR AS OUTLINED IN THE RULE BOOK SECTION C, CLAUSE 3.3.2</p>				<p>THE DISTANCE BETWEEN THE AWS AND THE SIGNAL CONCERNED IS SHOWN IN YARDS WHERE THIS DISTANCE IS NOT THE STANDARD 200 YARDS.</p>