If there is no wiring at all, here is how I'd do it.
Find a 12 volt switched source at the fuse block.
Run a wire from the fuse block to a brake switch that uses a second set of terminals. They are mainly used for cars that have cruise control. This is used to open the circuit when the brake is pushed and releases the clutch.

Fuse block to one terminal on the brake switch. Then come off the other terminal and go to a vacuum switch. Vacuum switch will disengage the tcc when you go down on the gas.

Wire then comes off the vacuum switch and goes to the trans to the A terminal at the transmission case connector.

Now inside the trans, the wire can go straight to the + side of the solenoid, and the black - wire can go to a normally open pressure switch tapped into the 3rd gear pressure port.

So now the solenoid will only energize in 3rd, will release with vacuum drop, and will also release when the brake is depressed.

I'm sorry I don't have all the part numbers here at home, but I can post them tomorrow if you want.
I have part#'s for the brake switch (Standard Ignition brand), vacuum switch and the pigtail connectors used for the vacuum switch and transmission connector.

I might add, the brake switch I'm referring to is the older plunger style.

Forget what I said about the pressure switch in the 3rd gear pressure port.

In this picture you see the governor pressure switch. That is the location you want.

(Figure 1)

This way 3rd gear and lock up engagement will be separated.So the two wires coming off the solenoid, red+ will go to terminal A on the transmission case connector. The black- wire will go to the governor pressure switch.

Part#'s: These are the short Delco numbers.

PT143 transmission connector pigtail harness
PT293 vacuum switch pigtail harness
212-331 vacuum switch
214-479 vacuum restrictor (may not be needed)
SLS-159 brake switch (not Delco#. Standard brand)
8633359 GM# for a 48 psi governor pressure switch (other psi's available if needed)