

For the information of Railway Staff Only.



**British Rail**

**SCOTTISH REGION**

**SPECIAL NOTICE**

**PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS**

**MOTHERWELL**

**SIGNALLING CENTRE**

**RESIGNALLING**

**STAGE 4**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

28 April, 1973  
GLASGOW

C.L. Rowbury,  
Movements Manager

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## MOTHERWELL SIGNALLING CENTRE

## RESIGNALLING – STAGE 4

## 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 details which will be shown in Section B of SW Notice No.18 and will be introduced at approximately 18 30 on Sunday 6 May, 1973.

## DESCRIPTION OF SCHEME

The area of control of Motherwell Signalling Centre will be extended to include the area covered by Uddingston Jn. box which will be dispensed with.

The methods of working on the lines between Motherwell Signalling Centre and the adjoining boxes will be:-

Main Lines : Newton – Track Circuit Block

Holytown lines : Mossend No. 4 – Track Circuit Block.

All the new permanent way and signalling are as shown on the accompanying diagram.

## SIGNALLING ARRANGEMENTS

The description of the application of all new and altered signals shown on the accompanying diagram is as shown herein.

Signal prefix letter	Controlled from
M	Motherwell Signalling Centre
N	Newton
MD	Mossend No. 4

Signal numbers shown within brackets on the diagram are for reference purposes only.

Fullwood Jn. Up Holytown semaphore distant and Milnwood Jn. Up West curve semaphore distant signals will be removed.

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>RUNNING SIGNALS – UP DIRECTION</b>			
<b>Up main</b>			
M182	main	–	to M194
	main	Junction indicator	to M186
M194	main	–	to M196
<b>Up Holytown</b>			
M186	main	–	To M188
M188	main	–	To M190
MD332	main	–	Up Holytown starting (acts also as distant for Fullwood Jn.)
	main	Junction Indicator	To Up West curve starting (acts also as distant for Milnwood Jn.)

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>RUNNING SIGNALS – DOWN DIRECTION</b>			
<b>Down main</b>			
M193	main	–	To M181.
N175	main	–	To N171 (Offset signal, when exhibiting double yellow or green aspect, indicates signal N171 cleared with junction indicator (indication 1) illuminated).
N171	main	–	To Down main signal N141.
	main	Junction Indicator (indication 1)	To Down Kirkhill signal N145.
	main	Junction Indicator (indication 2)	To Down goods loop signal N155.
	draw ahead	Junction Indicator (indication 2)	Towards goods loop signal N155.
<b>Down West curve</b>			
MD335	main	–	Down West curve home To MD331.
<b>Down Holytown</b>			
MD331	main	–	To M189.
M183	main	–	To M181

The application of each automatic signal is to the next signal.

Signal	Route indication, where provided	Application
<b>SHUNTING SIGNALS</b>		
<b>Up Main</b>		
M191	–	Towards M181
<b>Up Holytown</b>		
M185	–	Towards Viewpark sidings
(8)	–	Towards MD331
<b>Down Holytown</b>		
(5)	–	Down Holytown to Up Holytown or Up West curve
<b>Viewpark sidings</b>		
M184	–	Towards M188

#### MARKER POSTS

The marker post provided on the Up Holytown line is tubular in shape with black and white horizontal stripes and is situated 375 yards from signal M185. The purpose of the marker post is to assist drivers of long trains having to work at Viewpark sidings in determining length of train relationship with signal M185.

#### SIGNAL POST SIGNS

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

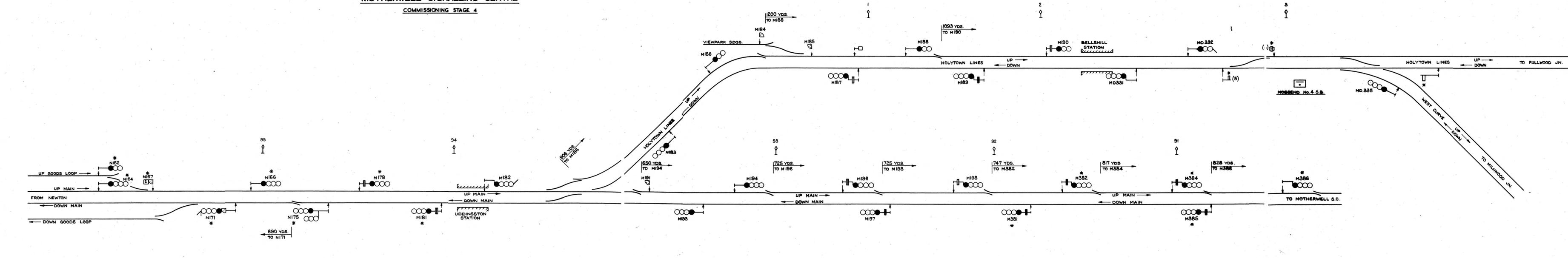


Signal telephones have been provided at all colour light signals throughout the scheme.

#### A. W. S. TRACK EQUIPMENT

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

**MOTHERWELL SIGNALLING CENTRE**  
COMMISSIONING STAGE 4



**EXPLANATION OF SYMBOLS**

- MAIN LINE COLOUR LIGHT SIGNALS.**
- 3 ASPECT SIGNALS.
    - - RED ASPECT.
    - ○ ○ - CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.
  - 4 ASPECT SIGNALS.
    - ○ ○ ○ - RED ASPECT.
    - ○ ○ ○ ○ - CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.
    - ○ ○ ○ ○ ○ - CAPABLE OF DISPLAYING:- MAIN SIGNAL - RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT. OFFSET SIGNAL - YELLOW, DOUBLE YELLOW, OR GREEN, ASPECT. NORMAL ASPECT - MAIN SIGNAL AT RED, OFFSET SIGNAL NO LIGHT.
  - SEMAPHORE SIGNALS.
    - FULL SIZE ARM.
- POINTS.**
- CATCH OR TRAP
  - CONTROLLED
- MISCELLANEOUS.**
- - MARKER BOARD
  - ↑ - MILE POST
  - SHUNTING SIGNALS.
    - GROUND DISC.
    - SMALL ARM
  - SUBSIDIARY SIGNALS.
    - ○ ○ ○ ○ - POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°
    - ○ ○ ○ ○ ○ - NORMAL ASPECT RED & WHITE HORIZONTAL LIGHTS PROCEED ASPECT TWO WHITE LIGHTS AT 45°
  - ROUTE INDICATORS.
    - JUNCTION TYPE (RULE BOOK SECT. C)
    - - STENCIL TYPE (FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED)
- DENOTES EXISTING SIGNALS.**
- - DENOTES EXISTING SIGNALS.
  - - DENOTES AUTOMATIC SIGNAL.