

For the information of Railway Staff Only.



SCOTTISH REGION

**SPECIAL NOTICE**

**PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS**

**J. MIDCALF**

**MOTHERWELL**

**SIGNALLING CENTRE**

**RESIGNALLING**

**STAGE 5**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**4 August 1973  
GLASGOW**

**C.L. Rowbury  
Movements Manager**

# SIGNALLING RECORD SOCIETY

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

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**MOTHERWELL SIGNALLING CENTRE****RESIGNALLING – STAGE 5****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 S.W. Notice No. 32 and will be introduced at approximately 18 30 on Sunday, 12 August 1973.

In the Mossend Yard area, however, the new arrangements will not be fully implemented on this date and a supplementary diagram illustrating the interim arrangements which will apply in respect of track and signalling in that area also accompanies this Special Notice. The supplementary diagram should be used as an overlay and read in conjunction with the final resignalling diagram and must be retained until completion of the scheme. The date on which the interim arrangements will cease to be applicable will be published in Section C of the appropriate S.W. Notice.

**DESCRIPTION OF SCHEME**

The area of control of Motherwell Signalling Centre will be extended to include the area covered by the undernoted signal boxes which will be dispensed with:—

|               |               |                  |
|---------------|---------------|------------------|
| Milnwood Jn.  | Mossend No. 2 | Mossend No. 1    |
| Mossend No. 4 | Fullwood Jn.  | Burnhouse Weighs |

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

|                  |   |                    |   |                     |
|------------------|---|--------------------|---|---------------------|
| Coatbridge lines | : | Whifflet North Jn. | — | Track Circuit Block |
| Holytown lines   | : | Holytown Jn.       | — | Track Circuit Block |

All the new permanent way and signalling are as shown on the accompanying final resignalling diagram and will be brought into use with the exception of the Mossend Yard area where, until further notice, the new track and signalling will be as shown on the interim stage diagram.

**NOMENCLATURE OF JUNCTIONS**

Junctions will be designated as follows:—

|   |                 |
|---|-----------------|
| Between the Coatbridge lines and Mossend North Curve          | — Mossend North |
| Between the Coatbridge lines and Mossend East and West Curves | — Mossend South |
| Between the Holytown lines and Mossend West Curve             | — Mossend West  |
| Between the Holytown lines and Mossend East and North Curves  | — Mossend East  |

**SIGNALLING ARRANGEMENTS**

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

| Signal prefix letter | Controlled from              |
|----------------------|------------------------------|
| M                    | Motherwell Signalling Centre |
| H                    | Holytown Jn.                 |
| WN                   | Whifflet North Jn.           |

Signal numbers shown within brackets on the final resignalling diagram and overlay are for reference purposes only.

Whifflet North Jn., Down main home 1 and Down main home 2 signals will be redesignated, respectively, Down main home 2 and Down main home 3.

| Signal   | Aspect, main or draw ahead | Route indication, where provided | Application                            |
|--|----------------------------|----------------------------------|--|
| <b>RUNNING SIGNALS – UP DIRECTION</b>                      |                            |                                  |  |
| <b>Up Coatbridge</b>                                       |                            |                                  |  |
| M286   | main                       |                                  | Distant for M294                       |
| M294   | main                       |                                  | To M324                                |
|  | main                       | 1                                | To M322                                |
|  | main (final)               | 2                                | To M318                                |
|  | main                       | 3                                | To M316                                |
|  | draw ahead                 | 1                                | Towards M322                           |
|  | draw ahead                 | 2                                | Final – Towards M318                   |
|  |                            |                                  | Interim – Towards No.2<br>up reception |
|  | draw ahead                 | 3                                | Towards M316                           |
| M324   | main                       |                                  | To M358                                |
|  | main                       | junction indicator               | Final – to M336                        |
|  |                            |                                  | Interim – To M328                      |
| M358   | main                       |                                  | To M366                                |
|  | draw ahead                 | O                                | Towards Clydesdale<br>departure sdgs.  |
|  | draw ahead                 | I                                | Towards Clydesdale<br>arrival sdgs.    |
|  | draw ahead                 | R                                | Towards Up Ravenscraig<br>branch       |
| M366   | main                       |                                  | To M368                                |
| <b>Up Holytown</b>   |                            |                                  |  |
| M332   | main                       |                                  | To M338                                |
|  | main                       | junction indicator               | To M364                                |
| M338   | main                       |                                  | To M346                                |
| M346   | main                       |                                  | To H494                                |
| H494   | main                       |                                  | To Ravenscraig No.2 Up<br>home         |
|  | main                       | junction indicator               | To Up Shotts I.B. home                 |
| <b>Mossend North Curve</b>                                 |                            |                                  |  |
| M336<br>(final)<br>M328<br>(interim)                       | main                       |                                  | To M346                                |
| <b>Mossend East Curve</b>                                  |                            |                                  |  |
| M342   | main                       |                                  | To M346                                |
| <b>Mossend West Curve</b>                                  |                            |                                  |  |
| M364   | main                       |                                  | To M366                                |
|  | draw ahead                 | O                                | Towards Clydesdale<br>departure sdgs.  |
|  | draw ahead                 | I                                | Towards Clydesdale<br>arrival sdgs.    |
|  | draw ahead                 | R                                | Towards Up Ravenscraig<br>branch       |
| <b>Mossend Up Yard<br/>(Reception and Departure lines)</b> |                            |                                  |  |
| <b>Interim</b>   |                            |                                  |  |
| M314   | main                       | N                                | To M328                                |
| M316   | main                       | U                                | To M358                                |
| M322   | draw ahead                 |                                  | Towards M358                           |
| <b>Final</b>   |                            |                                  |  |
| M314   | main                       | N                                | To M336                                |
| M316   | main                       | U                                | To M358                                |
| M318   | draw ahead                 |                                  | Towards M336 or M358                   |
| M322   |                            |                                  |  |

| Signal                                  | Aspect, Main or Draw ahead | Route indication where provided   | Application  |
|---|----------------------------|-----------------------------------|--|
| <b>RUNNING SIGNALS – DOWN DIRECTION</b> |                            |                                   |  |
| <b>Down Coatbridge</b>                  |                            |                                   |  |
| M367                                    | main                       |                                   | To M359  |
| M359                                    | main                       |                                   | To M325  |
|   | main                       | junction indicator – indication 1 | To M327  |
|   | main                       | junction indicator – indication 2 | To M335  |
|   | main                       | junction indicator – indication 4 | To M342  |
|   | draw ahead                 | junction indicator – indication 1 | Towards M327   |
| M325                                    | main                       |                                   | To M303  |
|   | main (final)               | 1                                 | To M307  |
|   | main (final)               | 2                                 | To No. 2 Down reception exit signal (shown (5) on diagram)   |
|   | main (final)               | 3                                 | To No. 3 Down reception exit signal (shown (4) on diagram)   |
|   | draw ahead                 | 1                                 | Final – Towards M307<br>Interim – Towards No. 1 Down reception exit signal (shown (12) on overlay) |
|   | draw ahead                 | 2                                 | Towards No. 2 Down reception exit signal (shown (5) on diagram)                                    |
|   | draw ahead                 | 3                                 | Towards No. 3 Down reception exit signal (shown (4) on diagram)                                    |
| M303                                    | main                       |                                   | To M291  |
|   | draw ahead                 |                                   | Towards Down yard No. 1 shunt spur   |
| M291                                    | main                       |                                   | To WN287 (also distant for Whifflet North Jn.)   |
| WN287                                   | main                       |                                   | Whifflet North Jn. Down main home 1  |
| <b>Down Holytown</b>                    |                            |                                   |  |
| (10)                                    | main                       |                                   | To M343  |
| (11)                                    | main                       |                                   | Distant for M343   |
| M343                                    | main                       |                                   | To M333  |
|   | main                       | junction indicator, indication 1  | To M354  |
|   | main                       | junction indicator, indication 4  | To M321  |
| M333                                    | main                       |                                   | To M331  |
| M331                                    | main                       |                                   | To M189  |
| <b>Down Shotts</b>                      |                            |                                   |  |
| (8)                                     | main                       |                                   | To M343  |
| (9)                                     | main                       |                                   | Distant for M343   |

| Signal  | Aspect, main or draw ahead | Route indication, where provided | Application  |
|---|----------------------------|----------------------------------|--|
| <b>RUNNING SIGNALS – DOWN DIRECTION – continued</b> |                            |                                  |  |
| <b>Mossend North Curve</b>                          |                            |                                  |  |
| M321  | main                       |                                  | To M303  |
|   | main (final)               | 1                                | To M307  |
|   | main (final)               | 2                                | To No. 2 Down reception exit signal (shown (5) on diagram)   |
|   | main (final)               | 3                                | To No. 3 Down reception exit signal (shown (4) on diagram)   |
|   | draw ahead                 | 1                                | Final – Towards M307<br>Interim – Towards No. 1 Down reception exit signal (shown (12) on overlay) |
|   | draw ahead                 | 2                                | Towards No. 2 Down reception exit signal (shown (5) on diagram)                                    |
|   | draw ahead                 | 3                                | Towards No. 3 Down reception exit signal (shown (4) on diagram)                                    |
|   | draw ahead                 | U                                | Towards M315   |
| <b>Mossend East Curve</b>                           |                            |                                  |  |
| MR354   |                            |                                  | M354 main signal exhibiting proceed aspect   |
| M354  | main                       |                                  | To M366  |
|   | draw ahead                 | O                                | Towards Clydesdale departure sdgs.   |
|   | draw ahead                 | I                                | Towards Clydesdale arrival sdgs.   |
|   | draw ahead                 | R                                | Towards Up Ravenscraig branch  |
| <b>Mossend West Curve</b>                           |                            |                                  |  |
| M335  | main                       |                                  | To M331  |
| <b>Down Goods</b>                                   |                            |                                  |  |
| M327  | main (final)               | 1                                | To M307  |
|   | main (final)               | 2                                | To No. 2 Down reception exit signal (shown (5) on diagram)   |
|   | main (final)               | 3                                | To No. 3 Down reception exit signal (shown (4) on diagram)   |
|   | main (interim)             |                                  | Displays red aspect only   |
|   | draw ahead                 | 1                                | Final – Towards M307<br>Interim – Towards No. 1 Down reception exit signal (shown (12) on overlay) |
|   | draw ahead                 | 2                                | Towards No. 2 Down reception exit signal (shown (5) on diagram)                                    |
|   | draw ahead                 | 3                                | Towards No. 3 Down reception exit signal (shown (4) on diagram)                                    |

| Signal   | Aspect, main or draw ahead | Route indication, where applicable | Application   |
|--|----------------------------|------------------------------------|---|
| <b>RUNNING SIGNALS – DOWN DIRECTION – continued</b>          |                            |                                    |   |
| <b>Mossend Down Yard<br/>(Reception and Departure lines)</b> |                            |                                    |   |
| <b>Final</b>   |                            |                                    |   |
| M307   | main<br>draw ahead         |                                    | To M291<br>Towards M305 or No. 2 shunt spur or M293 (controlled from Burnhouse ground frame)                  |
| (4), (5)   | main<br>draw ahead         |                                    | Displays red aspect only<br>Towards M305 or No. 2 shunt spur or M293 (controlled from Burnhouse ground frame) |
| M293   | main                       |                                    | To WN287 (also distant for Whifflet North Jn.)  |
| <b>Ravenscraig No. 3 line</b>                                |                            |                                    |   |
| M365   | main                       |                                    | To M355   |
| M355   | main                       | D                                  | To M325   |
|  | main                       | E                                  | To M342   |
|  | main                       | G                                  | To M327   |
|  | draw ahead                 | G                                  | Towards M327  |
| <b>Clydesdale Works</b>                                      |                            |                                    |   |
| M351   | main                       | D                                  | To M325   |
| M353   | main                       | E                                  | To M342   |
|  | main                       | G                                  | To M327   |
|  | draw ahead                 | G                                  | Towards M327  |
|  | draw ahead                 | H                                  | Towards shunt spur  |

| Signal                  | Route indication, where provided | Application   |
|-------------------------|----------------------------------|---|
| <b>SHUNTING SIGNALS</b> |                                  |   |
| <b>Up Coatbridge</b>    |                                  |   |
| M301                    | D                                | Towards M291  |
|                         | H                                | Towards Down yard No. 1 shunt spur  |
| M315                    | U                                | Towards M301  |
|                         | R                                | Final – Towards M295 or M297 or M299<br>Interim – Towards M295 or M299  |
|                         | Y                                | Towards M311  |
| M323                    | D                                | Towards M303  |
|                         | U                                | Towards M315  |
|                         | R                                | Final – Towards M307 or No. 2 Down reception exit signal (shown (5) on diagram) or No. 3 Down reception exit signal (shown (4) on diagram)<br>Interim – Towards No. 1 or No. 2 or No. 3 Down reception exit signal (shown respectively (12), (5), (4) on overlay) |
| M357                    |                                  | Towards M325 or M327 or M342  |
| <b>Down Coatbridge</b>  |                                  |   |
| M362                    |                                  | Towards M366 or Up Ravenscraig branch or Clydesdale Works arrival or departure sidings  |
| M326                    |                                  | Towards M358  |

| Signal   | Route indication,<br>where provided | Application  |
|--|-------------------------------------|--|
| <b>SHUNTING SIGNALS – continued</b>                |                                     |  |
| <b>Down Coatbridge – continued</b>                 |                                     |  |
| M306   | D                                   | Towards M326   |
|  | R (final)                           | Towards No.1 Down reception  |
| M302   | D                                   | Towards M306   |
|  | Y                                   | To Down yard   |
| M296   | D                                   | Towards M302   |
|  | U                                   | Towards M324   |
|  | R                                   | Final – Towards M316 or M318 or M322<br>Interim – Towards M316 or No. 2 Up reception or M322 |
| <b>Mossend North Curve</b>                         |                                     |  |
| <b>Final</b>                                       |                                     |  |
| M317   |                                     | Towards M311 or M315   |
| M319   |                                     | Towards M317   |
| M328   |                                     | Towards M346   |
| <b>Up Holytown</b>                                 |                                     |  |
| M341   |                                     | Towards M321 or M333   |
| M345   |                                     | Towards M341 or Foundry siding (controlled from Fullwood ground frame)                       |
| (6)  |                                     | Towards M343   |
| <b>Down Holytown</b>                               |                                     |  |
| (7)  |                                     | Towards Up Shotts line or Up Holytown line   |
| M330   |                                     | Towards M346   |
| <b>Clydesdale Works</b>                            |                                     |  |
| M352   |                                     | Towards Arrival sidings or Departure sidings   |
| <b>Mossend Up Yard</b>                             |                                     |  |
| <b>(Shunt spur, Reception and Departure lines)</b> |                                     |  |
| M292   |                                     | Final – Towards M316 or M318 or M322<br>Interim – Towards M316 or No. 2 Up reception or M322 |
| M295, M297,<br>M299                                |                                     | Towards M291 or Up yard shunt spur or Down yard No.1 shunt spur                              |
| M311   | R                                   | Final – Towards M295 or M297 or M299<br>Interim – Towards M295 or M299                       |
|  | Y                                   | To Up yard   |
| <b>Mossend Down Yard</b>                           |                                     |  |
| <b>(No. 1 shunt spur and Reception lines)</b>      |                                     |  |
| M298   | R                                   | Final – Towards M316 or M318 or M322<br>Interim – Towards M316 or No. 2 Up reception or M322 |
|  | U                                   | Towards M324   |
|  | D                                   | Towards M302   |
|  | Y                                   | Towards M304 or Down yard  |
| M289   |                                     | Towards Down yard No. 1 shunt spur   |
| M304   |                                     | Towards Down yard  |
| M305   | D                                   | Towards M289<br>Towards M291   |
| (4), (5), (12) (Interim)                           |                                     | Towards M305 or No. 2 shunt spur or M293 (controlled from Burnhouse ground frame)            |

## GROUND FRAME ARRANGEMENTS

Ground frames, each electrically controlled from Motherwell Signalling Centre, will be provided as described below:—

### Burnhouse ground frame

A five-lever ground frame to operate the connection between No. 2 Down reception and No. 1 Down reception also the exit signals (M307 draw ahead aspect only) from Nos. 1, 2 and 3 Down receptions.

### Mossend ground frame

A three-lever ground frame to operate the crossover between the Up and Down Holytown lines at Mossend West Jn. The ground frame must not be released except in connection with Single line working.

### Fullwood ground frame

A three-lever ground frame to operate the connection between the Up Holytown line and Foundry sidings together with signal M345 applying to the sidings. Trains may shut in.

## MARKER POSTS

The marker post provided on the Down Holytown line is situated 650 yards from the crossover at Holytown Jn. and indicates where the track circuits are sub-divided. A train on the Down Holytown line to be rounded via the crossovers at Mossend East Jn. and Holytown Jn. must not be drawn beyond the marker post.

## SIGNAL POST SIGNS

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



With the exception of signal M286, signal telephones have been provided throughout the scheme.

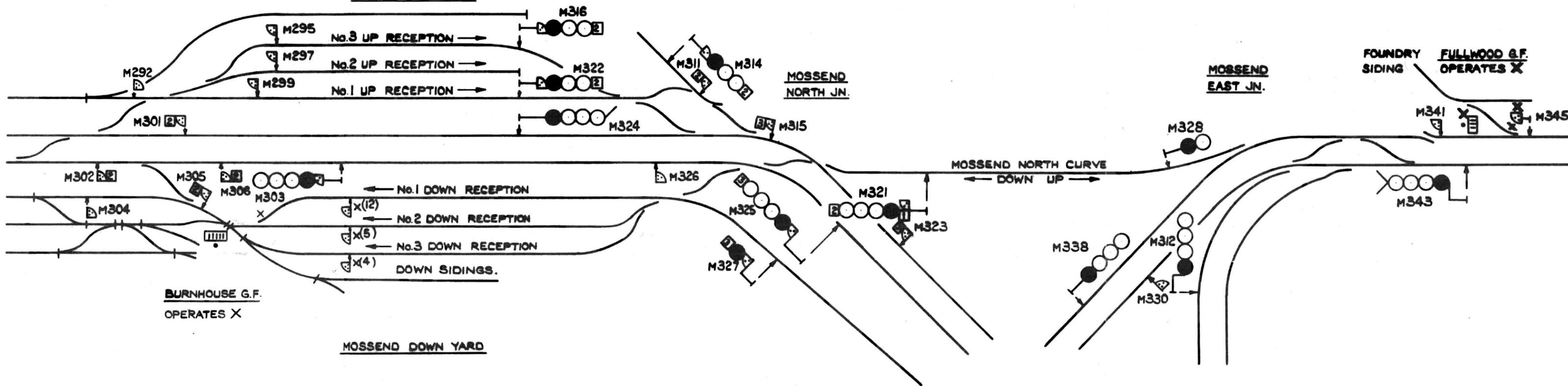
## A.W.S. EQUIPMENT

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

**MOTHERWELL SIGNALLING CENTRE**  
**COMMISSIONING STAGE 5**  
**(INTERIM STAGE)**

92

MOSSEND UP YARD



BURNHOUSE G.F.  
OPERATES X

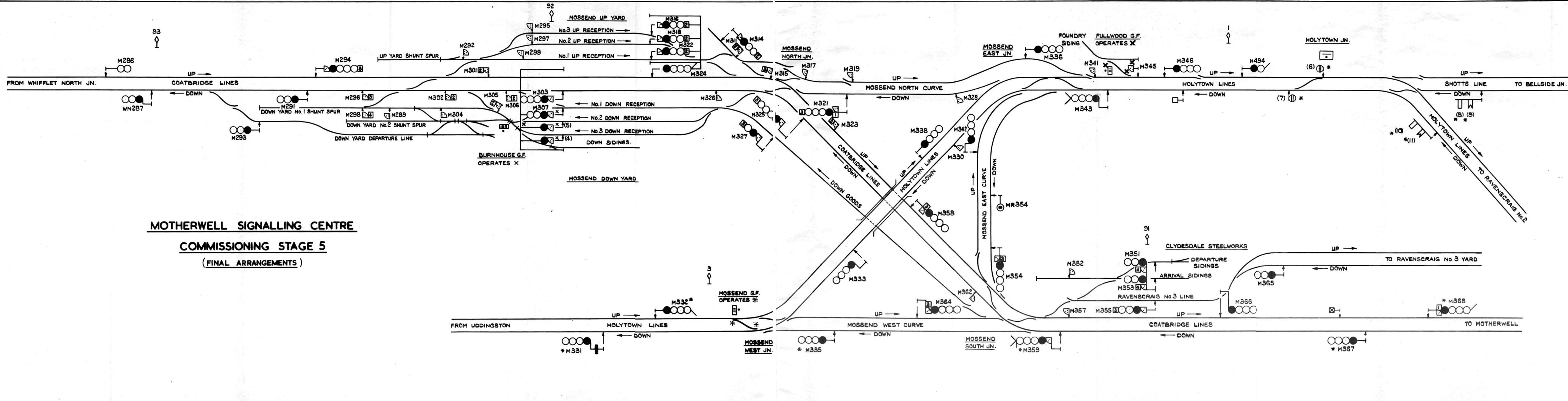
MOSSEND DOWN YARD

MOSSEND NORTH JN.

MOSSEND EAST JN.

FOUNDRY SIDING FULLWOOD G.F. OPERATES X

MOSSEND NORTH CURVE  
DOWN UP



**MOTHERWELL SIGNALLING CENTRE**  
**COMMISSIONING STAGE 5**  
 (FINAL ARRANGEMENTS)

