



SCOTTISH REGION

SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

J. MIDCALF

MOTHERWELL

SIGNALLING CENTRE

RESIGNALLING

STAGE 6

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MOTHERWELL SIGNALLING CENTRE

RESIGNALLING – STAGE 6

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.34 and will be introduced at approximately 18 30 on Sunday 26 August, 1973.

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:—

Newton Hamilton Engine Sheds Hamilton Central Ross Jn.

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

Main lines	: Glasgow Central Signalling Centre	– Track Circuit Block
Kirkhill lines	: Cathcart	– Track Circuit Block
Westburn Goods line	: Carmyle Jn.	– Telephone (Sectional Appendix, page 222)

The permanent way and signalling on the Hamilton lines and on the Motherwell side of Newton station will be altered to that shown on the accompanying diagram. The existing track and signalling on the Glasgow side of Newton station will be retained.

SIGNALLING ARRANGEMENTS

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

Signal prefix letter	Controlled from
G	Glasgow Central Signalling Centre
M	Motherwell Signalling Centre
C	Cathcart

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

RUNNING SIGNALS – UP DIRECTION

Signal	Aspect, Main or Draw ahead	Route indication, where provided	Application
Up main			
G878	main		To M128
M128	main		To M130
M130	main		To M136
M136	main		To M138
M138	main		To M164
	main	junction indicator – indication 1	To M162
	main	junction indicator – indication 4	To M158
	draw ahead	junction indicator – indication 1	Towards M162
M164	main		To M166
M166	main		To M178
M178	main		To M182
Up Kirkhill			
C12	main		To M142
M142	main		To M158
M158	main		To M174
	main draw ahead	junction indicator – indication 1	To M164 Towards M152

RUNNING SIGNALS – UP DIRECTION – continued

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
Up Goods loop			
M162	main		To M166
Up Hamilton			
M174	main		To M202
M202R	main		Distant for M202
M202	main		To M206
M206R	main		Distant for M206
M206	main		To M226
M228	main		To M234
M234R	main		Distant for M234
M234	main		To M416
M416R	main		Distant for M416
M416	main		To M412
M412	main draw ahead		To M403 (Up Hamilton) Towards M406 (Hamilton goods loop)

RUNNING SIGNALS – DOWN DIRECTION

Down main			
M175	main		To M171 (Offset signal, when exhibiting double yellow or green aspect, indicates signal M171 cleared with junction indicator (indication 1) illuminated)
M171	main main main draw ahead	junction indicator – indication 1 junction indicator – indication 2 junction indicator – indication 2	To M141 To M145 To M155 Towards M155
M141	main main draw ahead	junction indicator junction indicator	To M135 To M137 Towards M137
M135	main		To M133
M133	main		To G879
G879	main		To G877 (Down main)
Up Hamilton			
M409	main draw ahead draw ahead	X	To M417 Towards M417 Towards Up Hamilton Limit of shunt
Down Hamilton			
M407	main draw ahead		To M417 Towards M417
M417	main		To M419

RUNNING SIGNALS – DOWN DIRECTION—continued

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
Down Hamilton – continued			
M419	main draw ahead		To M233 Towards sidings (Controlled from Ross ground frame)
M233R	main		Distant for M233
M233	main		To M227
M227	main		To M223
M223R	main		Distant for M223
M223	main draw ahead		To M211 Towards Down siding
M211	main		To M203
M203R	main		Distant for M203
M203	main		To M179
M179R	main		Distant for M179
M179	main		To M177
M177	main draw ahead		To M145 Towards M151
Down South Goods loop			
M155	main main	K L	To M145 To M137 (via Up Kirkhill and connection shown 16 on diagram)
	main	D	To M135 (via Up Kirkhill and connection shown 20 on diagram)
	draw ahead	L	Towards M137 (via Up Kirkhill and connection shown 16 on diagram)
	draw ahead		Towards M145 or M147
Down Kirkhill			
M145	main main main draw ahead	route indicator – indication 4 route indicator – indication 5 route indicator – indication 4	To M143 To M137 To M135 Towards M137
M143	main		To C13
C13	main		To C15 (Down Kirkhill)
Down Passenger loop			
M137	main		To M133

SHUNTING SIGNALS

Signal	Route indication where provided	Application
Up main		
M165	D K	Towards M141 Towards M147
M167	U L	Towards M165 Towards M131

SHUNTING SIGNALS — continued

Signal	Route indication where provided	Application
Down main M146		Towards M158 or M150
M134		Towards M146 or M140
Up Kirkhill M147		Towards M135 to M137
Down Kirkhill M150	L U HL X	Towards M152 Towards M174 Towards M168 Towards Down Hamilton Limit of shunt
Up Hamilton M153		Towards M145 or M147
M221	D S	Towards M211 Towards Down siding
Down Hamilton M408		Towards M403 (Up Hamilton) or Towards M401 (Down Hamilton) or Towards M406 (Hamilton Goods loop)
M414		Towards M408
M418		Towards M414
M218		Towards M226 or Towards Wagon works (controlled from Wagon works ground frame)
Up Goods loop Westburn Goods line M131		To Westburn goods line
M132		Towards M162
Down Passenger loop M140		Towards M158 or M150
Down Hallside Goods loop M151		Towards M145
M168	H X	Towards shunt spur Towards Down Hamilton Limit of shunt
M195		Towards M151
Down South Goods loop Goods sidings, Hamilton sidings M152	L Y S	Towards Down South goods loop Limit of shunt Towards goods sidings Towards Hamilton sidings

SHUNTING SIGNALS — continued

Signal	Route indication, where provided	Application
Down South Goods Loop — continued		
Goods sidings — continued		
Hamilton Sidings — continued		
M157	D	Towards M145
	X	Towards M147
M161	D	Towards M145
	X	Towards M147
Hamilton Maintenance Depot, Earnock sidings, Down siding		
M216	U	Towards M226
	L	Towards Hamilton Maintenance Depot
	W	Towards Wagon works (controlled from Wagon works ground frame)
	S	Towards yard (controlled from Earnock ground frame)
M225 (A)		Towards Down siding Towards Down siding (controlled from Earnock ground frame)
Hamilton Goods Loop (Motherwell)		
M411	D	Towards M417
	X	Towards Up Hamilton Limit of shunt

WESTBURN GOODS LINE

The Westburn single goods line will be worked in accordance with the special instructions issued to the signalmen at Motherwell Signalling Centre and Carmyle Jn. The instructions under the heading **WORKING ON SINGLE LINES WHERE TELEPHONE OR TELEPHONE AND NOTICE BOARD ARRANGEMENTS APPLY** at page 222 of the Sectional Appendix are applicable.

BIRDSFIELD BRANCH

The single goods line between the notice board on the Down siding and Birdsfield sidings will be worked in accordance with the Regulations for One Train Working on Single lines. The Person in charge at Earnock sidings will be Train staff custodian. The notice board is worded:—

Facing Hamilton — COMMENCEMENT OF TRAIN STAFF WORKING

Facing Birdsfield — COMMENCEMENT OF YARD WORKING

GROUND FRAME ARRANGEMENTS

Ground frames will be provided as described below:—

(a) **Electrically controlled from Motherwell Signalling Centre:—**

Earnock ground frame

A four-lever ground frame to operate the connection between the Down siding and Earnock sidings, together with signal M216 applying to the sidings and the signal applying from the sidings. Trains may be shut in.

Wagon works ground frame

A four-lever ground frame to operate the connection between the Up Hamilton and the Wagon works sidings together with signals M216 and M218 applying to the Wagon works sidings. Trains may be shut in.

GROUND FRAME ARRANGEMENTS – continued**(a) Electrically controlled from Motherwell Signalling Centre – continued****Ross ground frame**

A six-lever ground frame to operate the connections between the Down Hamilton and Ross sidings, together with signal M419 applying to the sidings. Trains may be shut in.

(b) Uncontrolled:–**Redpath ground frame**

A two-lever ground frame to operate the connection between the Westburn single goods line and Redpath sidings. The ground frame is secured by padlock the key for which is retained by the signalman at Carmyle Jn. box.

SIGNAL POST SIGNS

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



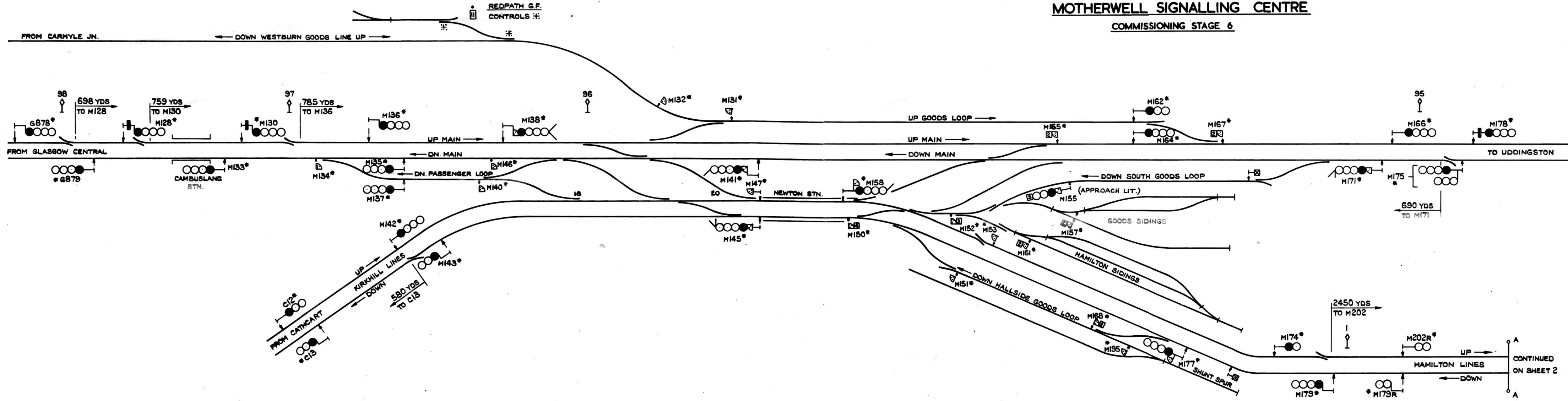
With the exception of signals M233R, M223R, M203R, M179R, M202R, M206R, M234R and M416R, signal telephones have been provided throughout the scheme.

A.W.S. EQUIPMENT

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

MOTHERWELL SIGNALLING CENTRE

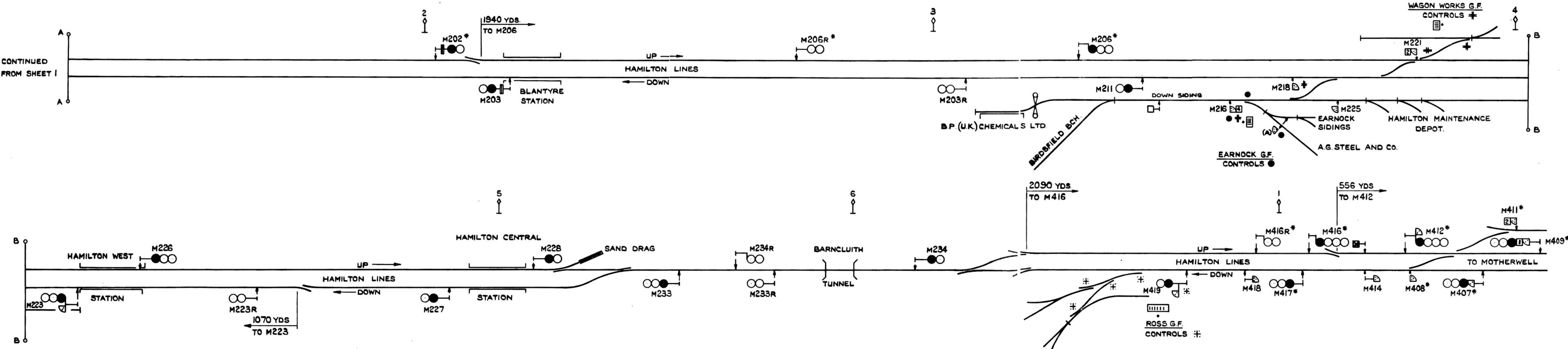
COMMISSIONING STAGE 6



CONTINUED ON SHEET 2

MOTHERWELL SIGNALLING CENTRE

COMMISSIONING STAGE 6



EXPLANATION OF SYMBOLS

<p>MAIN LINE COLOUR LIGHT SIGNALS</p> <p>2 ASPECT SIGNALS</p> <p>● — RED ASPECT ○ — CAPABLE OF DISPLAYING RED OR GREEN ASPECT</p> <p>3 ASPECT SIGNALS</p> <p>● — RED ASPECT. ○ — CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.</p> <p>4 ASPECT SIGNALS</p> <p>● — RED ASPECT. ○ — CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.</p> <p>ROUTE INDICATORS</p> <p>○ — JUNCTION TYPE RULE BOOK SEC. 'C'</p> <p>□ — STENCIL TYPE. FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED</p>	<p>* DENOTES EXISTING SIGNALS</p> <p>POINTS</p> <p>— CATCH OR TRAP</p> <p>— CONTROLLED</p> <p>— HAND</p> <p>MISCELLANEOUS</p> <p>≡ DENOTES AUTOMATIC SIGNAL</p> <p>□ — NOTICE BOARD</p> <p>◇ — MILE POST</p> <p>⊠ — LIMIT OF SHUNT</p> <p>SUBSIDIARY SIGNALS</p> <p>○ — THEATRE TYPE</p> <p>○ — POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°</p> <p>SHUNTING SIGNALS</p> <p>⊠ — GROUND. ELEVATED POSITION LIGHT. NORMAL ASPECT - RED AND WHITE. HORIZONTAL LIGHTS PROCEED ASPECT TWO WHITE LIGHTS AT 45°</p>
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