

For the information of Railway Staff Only.



**SCOTTISH REGION**

**SPECIAL NOTICE**

**PERMANENT WAY AND**

**SIGNALLING ARRANGEMENTS**

**MOTHERWELL**

**SIGNALLING CENTRE**

**RESIGNALLING**

**STAGE 8**

**(THIS NOTICE NEED NOT BE ACKNOWLEDGED)**

**1 December, 1973**  
**GLASGOW**

**C.L. Rowbury**  
**Movements Manager**

# SIGNALLING RECORD SOCIETY

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**MOTHERWELL SIGNALLING CENTRE****RESIGNALLING - STAGE 8****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.50 and will be introduced at approximately 18 30 on Sunday 16 December, 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:-

Whifflet North Jn.	Langloan West Jn.	Whifflet East Jn.
Coatbridge Jn.	Baillieston	Langloan East Jn.
Rosehall Jn.	Carmyle Jn.	

Clyde Iron Works box will cease to be a block post but will be retained as a shunting frame, designated Clyde Iron Works shunting frame, electrically released from Motherwell Signalling Centre. The ground frame pointsman will operate points and signals as shown on the diagram.

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

Coatbridge lines	:	Gartsherrie South Jn.	-	Track Circuit Block
Carmyle lines	:	Glasgow Central Signalling Centre	-	Track Circuit Block
Sunnyside Goods line	:	Sunnyside Jn.	-	Tokenless Block (Scottish Region)

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

**NOMENCLATURE OF JUNCTIONS**

Junctions will be designated as follows:-

Between the Coatbridge lines and Sunnyside Goods lines	-	Whifflet South Jn.
Between the Coatbridge lines and the Carmyle lines	-	Whifflet North Jn.
Between the Carmyle lines and the Coatbridge Curve	-	Langloan

**SIGNALLING ARRANGEMENTS**

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

Signal prefix letter	Controlled from
M	Motherwell Signalling Centre
G	Glasgow Central Signalling Centre
CW	Clyde Iron Works shunting frame
GS	Gartsherrie South Jn.
SJ	Sunnyside Jn.

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

Signals M103, M104 and M106 were previously prefixed CW and controlled from Clyde Iron Works box.

Signals M254 and M252 were, respectively, the Up fast home and Up slow home signals for Coatbridge Jn. box.

## RUNNING SIGNALS - UP DIRECTION

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
<b>Up Carmyle</b>			
M104	main		To M106
	main	junction indicator	To CW43
M106	main		To M114
	draw ahead	U	Towards M114 )Control-
	draw ahead	S	Towards Reception)ed from
			yard )Clyde
	draw ahead	T	Towards M112 )Iron Wks.
			)Shunting
			)frame
M114	main		To M122
	draw ahead		Towards Westburn goods line
M122	main		To M124
M124R	main		Distant for M124
M124	main		To M262
M262R	main		Distant for M262
M262	main		To M264
M264R	main		Distant for M264
M264	main		To M272
	main	junction indicator	To M268
M272	main		To M278
M278	main		To M286
<b>Down Yard loop (Clydebridge Works)</b>			
M102	main	U	To M106
	main	D	To CW43
	draw ahead		Towards M106 or CW43
<b>Down Carmyle</b>			
CW43	main		Displays red aspect only
	draw ahead	S	Towards Reception yard
	draw ahead	T	Towards M112
	draw ahead	U	Towards M114
	draw ahead	O	Towards signals shown (8) and (9)
(controlled from Clyde Iron Works shunting frame)			
<b>Up Coatbridge Curve</b>			
M268	main		To GS50
<b>Up Coatbridge, Up fast</b>			
GS29	main		To M254
M254	main		To M276
	main	junction indicator	To M269
M276	main		To M286
M286	main		To M294 (Up Coatbridge)
<b>Up Slow</b>			
GS21	main		To M252
M252	main		To M276
	main	junction indicator	To M269

**RUNNING SIGNALS – UP DIRECTION – continued**

Signal	Aspect, Main or Draw ahead	Route indication where provided	Application
<b>Sunnyside Goods line</b>			
<b>Up Goods, Down Goods</b>			
M242R	main		Distant for M242
M242	main main	junction indicator	To M282 To M284
M282	main draw ahead		To M286 Towards Down Coatbridge Limit of shunt
M284	main draw ahead		To M286 Towards Down Coatbridge Limit of shunt
<b>Up Airdrie</b>			
SJ52	main main	junction indicator	To SJ53 (Up Airdrie) To M242
<b>No.2 Branch (13)</b>			
	main		To M242
<b>RUNNING SIGNALS – DOWN DIRECTION</b>			
<b>Down Coatbridge, Down main</b>			
M287	main		To M285
M285	main main main draw ahead	junction indicator– indication 1 junction indicator– indication 4	To M255 To M275 To M245 Towards M247
M255	main		To GS50
GS50	main main	junction indicator	To Gartsherrie South Jn. Down main starting To Gartsherrie South Jn. Down passenger loop starting
<b>Down Coatbridge Curve</b>			
M269	main		To M263
<b>Down Carmyle</b>			
M275	main		To M263
M263	main		To M261
M261R	main		Distant for M261
M261	main		To M123
M123R	main		Distant for M123
M123	main		To M113
M113	main draw ahead draw ahead	T S	To M107 Towards signal shown (6) Towards Tollcross siding
M107	main		To M103
M103	main draw ahead		To G875 Towards Down yard loop
G875	main draw ahead	X	To G853 (Down slow) Towards G867 (Up Carmyle)

**RUNNING SIGNALS – DOWN DIRECTION – continued**

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>Westburn Goods line</b>			
M115	main		To M107
	draw ahead	T	Towards signal shown (6)
	draw ahead	S	Towards Tollcross siding
<b>Sunnyside Goods line</b>			
<b>Up Goods, Down Goods</b>			
M243	main		To SJ31
	draw ahead		Towards Souterhouse branch (Controlled from Souterhouse ground frame)
M245	main		To SJ31
SJ31R	main		Distant for SJ31
SJ31	main		To SJ71 (Down Airdrie)
	draw ahead		Towards No.2 branch
<b>Down Airdrie</b>			
SJ72	main		To SJ71 (Down Airdrie)
	draw ahead		Towards No.2 branch
<b>Ore sidings (Clyde Iron Works)</b>			
(7)	main		To M103
(controlled from Clyde Iron Works shunting frame)			

**SHUNTING SIGNALS**

Signal	Route indication, where provided	Application
<b>Up Carmyle</b>		
M101		Towards Down yard loop
(1)		Towards M103 or
(controlled from Clyde Iron Works shunting frame)		Towards M101 or
		Towards No.1 Group sidings or
		Towards No.2 Group sidings
M117		Towards M107 or
		Towards signal shown (6) or
		Towards Tollcross siding
M265		Towards M263
M267		Towards M265
<b>Down Carmyle</b>		
M274		Towards Calder yard or
		Towards M278
M266		Towards M268 or
		Towards M272 or
		Towards M274
M116	U	Towards M122
	B	Towards Westburn goods line
<b>No.1 Group sidings</b>		
<b>No.2 Group sidings</b>		
(2), (3)	S	Towards Reception yard
(controlled from Clyde Iron Works shunting frame)	T	Towards M112

## SHUNTING SIGNALS – continued

Signal	Route indication, where provided	Application
<b>Reception yard</b>		
(4), (5), (6)	D	Towards M103
(controlled from Clyde Iron Works shunting frame)	X	Towards M101
	S	Towards No.1 Group sidings or Towards No.2 Group sidings
M112	H	Towards shunt spur
	U	Towards M122
	B	Towards Westburn goods line
<b>Ore sidings</b>		
(8)		Towards No.1 Ore siding
(9)		Towards No.2 Ore siding
(10), (11) (controlled from Clyde Iron Works shunting frame)		Towards signal shown (7)
<b>Tollcross siding</b>		
<b>Carmyle sidings</b>		
M108	H	Towards shunt spur
	U	Towards M122
	B	Towards Westburn goods line
M111		Towards signal shown (6) or Towards Tollcross siding
<b>Calder yard line</b>		
M273		Towards M259
M259		Towards M263 or Towards M267
<b>Up Coatbridge</b>		
M283	D	Towards M245
	U	Towards M247
<b>Sunnyside Goods Line</b>		
<b>Up goods, Dundyvan sidings</b>		
<b>Souterhouse branch</b>		
M247		Towards M243 or Towards Dundyvan sidings (controlled from Whifflet ground frame)
M246 (also controlled from Whifflet ground frame)		Towards M282
M244 (also controlled from Souterhouse ground frame)		Towards M282
<b>Down Airdrie</b>		
(17)		Towards M242
<b>No.1 Branch, No.2 Branch</b>		
(12)		Towards signal shown (16)
(14)		Towards signal shown (16)
(15)		Towards No.2 Branch
(16)		Towards SJ53 (Up Airdrie)

**WESTBURN GOODS LINE**

Yard working applies on the single goods line subject to the following conditions:-

- (i) not more than one train must be allowed to be on single line at a time;
- (ii) the maximum speed permissible is 10m.p.h.;
- (iii) when propelling, a brake van must be the leading vehicle and the guard or shunter must travel therein.

**CALDER YARD LINE**

Yard working applies between the single sided notice board situated on the Langloan side of overbridge No.100 and the existing notice board indicating commencement of Train staff working situated immediately on Imperial Tube works side of the connection to Calder yard.

**GROUND FRAME ARRANGEMENTS**

Ground frames will be provided as described below:-

**(a) Electrically controlled from Motherwell Signalling Centre:-****Tennent's ground frame**

A three-lever ground frame to operate the connection between the Up goods line and Tennent's siding. Trains may shut in.

**Whifflet ground frame**

A five-lever ground frame to operate the connection between the Up goods line and Dundyvan sidings together with signals M247 and M246 applying, respectively, to and from the sidings. Trains may shut in.

**Souterhouse ground frame**

A five-lever ground frame to operate the connection between the Sunnyside goods line and the Souterhouse branch together with signals M243 and M244 applying, respectively, to and from the Souterhouse branch. Trains may shut in.

**(b) Uncontrolled:-****Westburn ground frame**

A two-lever padlocked ground frame to operate the connection between the Westburn single goods line and Clydesmill Power station. Trains may shut in.

**Redpath ground frame**

A two-lever padlocked ground frame to operate the connection between the Westburn single goods line and the steelworks sidings. Trains will not shut in.

**NOTICE BOARDS****Calder yard line**

The notice board is single sided, facing to ingoing trains and worded STOP TELEPHONE FOR INSTRUCTIONS. The telephone provides communication with the person in charge Calder Yard.

**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 CW43, M123R, M124R, M242R, M244, M261R, M262R, M264R, SJ31R and signals shown (1) to (17), signal telephones have been provided throughout the schemes.

**A.W.S. EQUIPMENT**

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

By Tom Day Shift ?  
Douglas Nights ?  
Archie Back Shift }

Work Rest Day all of us  
Sunday as usual ?

Tom.

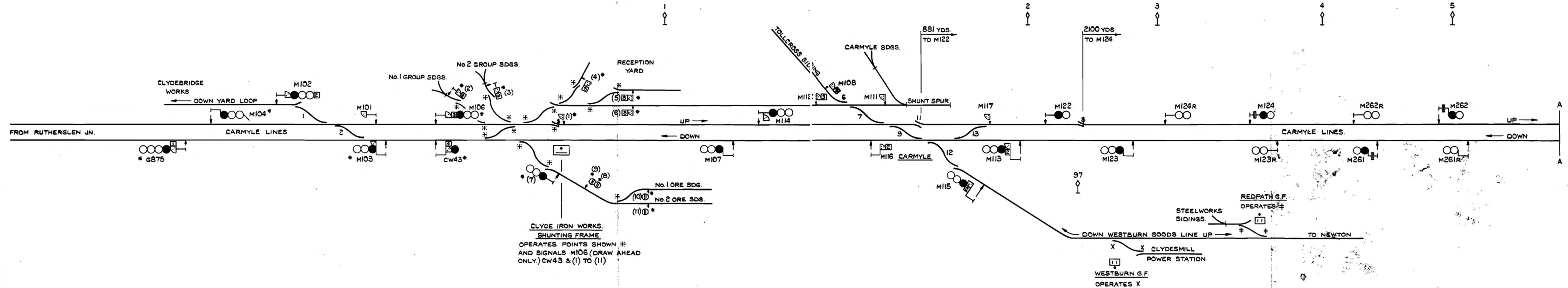
Sat.

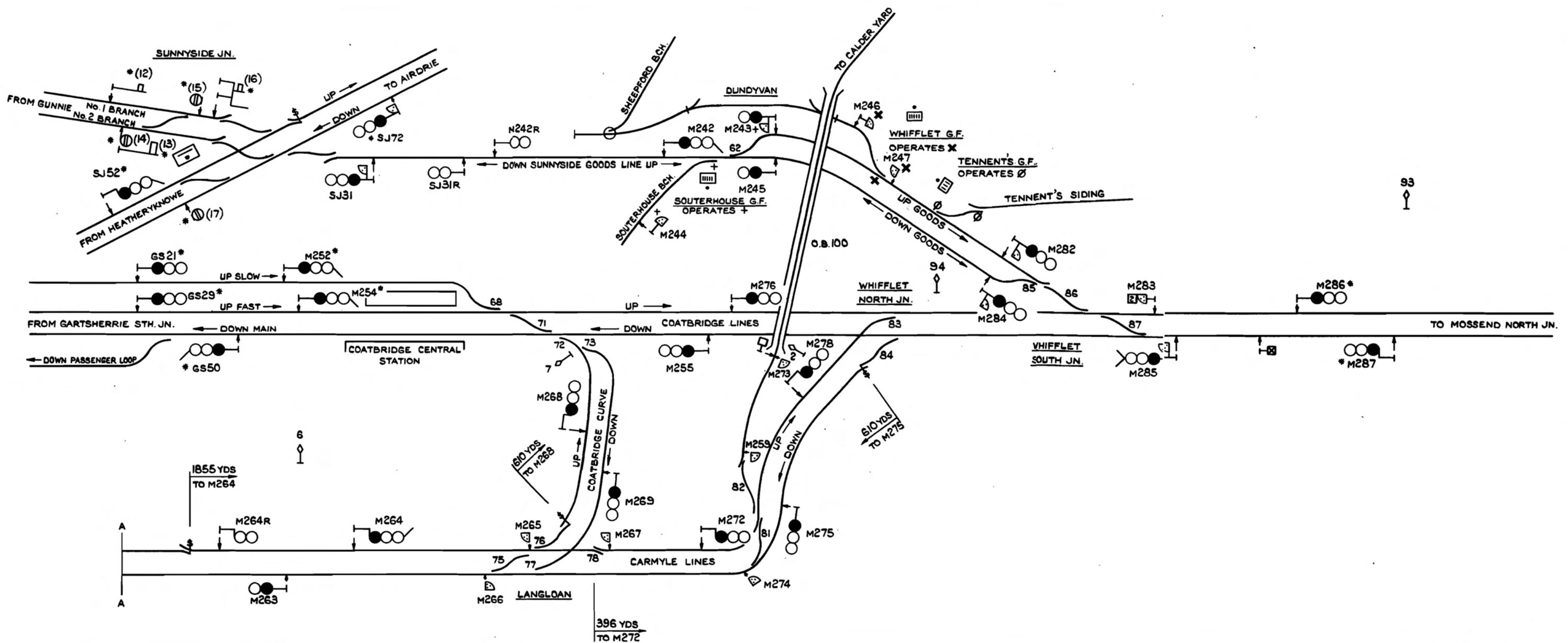
Coalman did not come today either,  
but Archie managed to get some lumps  
but I am afraid he wants £1 from each  
of us plus V.A.T. (Ha! Ha!)

Doug.

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MOTHERWELL S.C. - COMMISSIONING STAGE 8





### EXPLANATION OF SYMBOLS.

**MAIN LINE COLOUR LIGHT SIGNALS.**

**2 ASPECT SIGNALS**

- RED ASPECT. CAPABLE OF DISPLAYING RED OR GREEN ASPECT.
- CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT.

**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.

**ROUTE INDICATORS**

- JUNCTION TYPE RULE BOOK SEC. 'C' THEATRE TYPE
- STENCIL TYPE. FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.

**\* DENOTES EXISTING SIGNAL**

**POINTS**

- CONTROLLED
- HAND
- SPRING CATCH
- ONE WAY SPRING.

**SHUNTING SIGNALS**

- GROUND DISC.
- GROUND
- ELEVATED

**SUBSIDIARY SIGNALS.**

- POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°

**SEMAPHORE SIGNALS**

- FULL SIZE ARM
- MINIATURE ARM

**MISCELLANEOUS.**

- NOTICE BOARD
- MILE POST
- LIMIT OF SHUNT
- DENOTES AUTOMATIC SIGNAL. NUMBERS IN BRACKETS FOR REFERENCE PURPOSES ONLY.