

**SCOTRAIL** 

# **SPECIAL NOTICE**

## **PERMANENT WAY AND SIGNALLING ARRANGEMENTS**

**NEWTON**

## **PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS**

## **REINSTATEMENT OF DOWN MAIN LINE**

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

February, 1992  
GLASGOW

By order of  
S.B. LANE  
OPERATIONS MANAGER, SCOTRAIL

# SIGNALLING RECORD SOCIETY

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SIGNALLING ARRANGEMENTS - continued

The application of all running signals, with the exception of those detailed below (and of Up main signal M182) will be to the next signal capable of displaying a red aspect.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>DOWN MAIN</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS
M171	Main	Position 1 Junction Indicator	M165
	Main	-	M159

POSITION LIGHT SIGNALS

The following position light signals will be BROUGHT BACK INTO USE as follows :-

Signal	Route Indication where Provided	From	Application Towards
M168	-	Down Main	Up Main
M173	'L'	Up Main	Down South connecting line
	'M'		Down Main

TEMPORARY SPEED RESTRICTIONS

The temporary speed restriction of 25 mph previously imposed throughout the Newton area will be withdrawn and all associated speed and termination indicators removed.

(All concerned to note 'Section A' of the Weekly Operating Notice as temporary speed restrictions may be imposed within the Newton area in connection with ongoing engineering work).

NEWTON

PARTIAL REINSTATEMENT OF SIGNALLING AND  
PERMANENT WAY ARRANGEMENTS

REINSTATEMENT OF DOWN MAIN LINE

THE ITEM HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE NO 45D (PAGES 81 TO 84 INCLUSIVE) IS SUPERSEDED BY THIS NOTICE.

OPENING ARRANGEMENTS

The permanent way and signalling arrangements shown on the accompanying diagram and described herein will be AVAILABLE FOR USE from SUNDAY 16 FEBRUARY, 1992.

DESCRIPTION OF SCHEME

The Down main line between Newton East and West Junctions together with the associated main line trailing and facing crossovers at Newton East and West Junctions respectively will be AVAILABLE FOR USE.

(Note that the full range of signalled moves through these crossovers will not apply as the North and South Connecting lines remain available for Down direction movements only at this stage).

The following lines/connections will REMAIN OUT OF USE :-

Up Hamilton line between Newton East Junction and Hamilton West including the connection to the Turnback Siding.

Down Kirkhill line between Newton West Junction and Kings Park.

Up Kirkhill line between Kirkhill and Newton West Junction.

Kirkhill lines trailing crossover at Newton East Junction.

The following arrangements will continue to apply :-

Newton

The South and North Connecting lines will CONTINUE to be worked in the DOWN DIRECTION only.

The Up and Down Kirkhill lines through Newton station will CONTINUE to be worked in the DOWN DIRECTION only.

Between Hamilton West and Newton

Trains will CONTINUE to be worked over the DOWN Hamilton line in the DOWN DIRECTION only.

SIGNALLING ARRANGEMENTS

The following signals, previously adjusted to be capable of displaying a red or single yellow aspect only will be altered to be capable of displaying a red, single yellow, double yellow (where applicable) or green aspect :-

<u>Up Main</u>	<u>Down Main</u>	<u>South Connecting Line</u>
M128	M181	M165
M130	M175	
M138	M171	<u>Kirkhill lines (Newton station)</u>
M148	M137	
M170	M133	M145
M178		M147
		<u>Down Hamilton</u>
		M179

(Additionally Down main line signals M159 and M139 will be brought back into use with all signal aspects available).

Down Hamilton signal M179R, previously adjusted to be capable of displaying a single yellow or double yellow aspect only, will be altered to be capable of displaying a single yellow, double yellow, or green aspect.

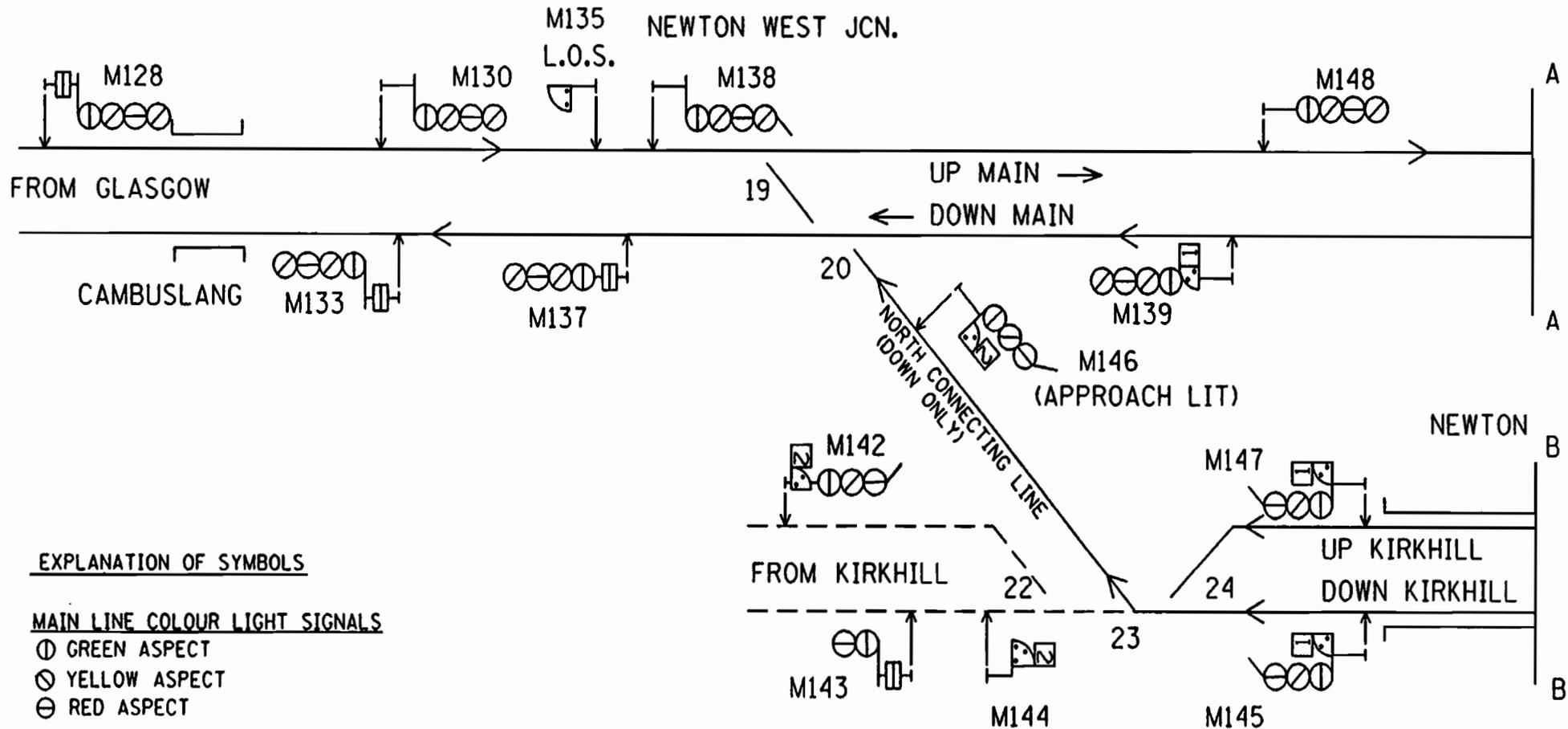
In addition, the flashing yellow aspects, as described in the Rule Book, Section C, clause 3.1.2, which were previously provided on the Up approach to Uddingston Jn, will be reinstated. When signal M182 displays a single yellow aspect together with a junction indicator applying from Up main line to Up Holytown line, the undernoted preceding signals will display aspects as follows :-

<u>Signal No</u>	<u>Aspect Sequence</u>
M178	Single flashing yellow
M170 (Up main)	Double flashing yellow

Normal aspect sequences have been retained for the Up main line route at Uddingston Jn.

Down South Connecting line signal M165, will be altered to display a "U" route indication when a proceed aspect is obtained.

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## EXPLANATION OF SYMBOLS

### MAIN LINE COLOUR LIGHT SIGNALS

- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊖ RED ASPECT

### POSITION LIGHT/SHUNTING SIGNALS

- ⊙ POSITION LIGHT (NORMALLY OUT)
- ⊙ PROCEED ASPECT
- ⊙ 2 WHITE LIGHTS AT 45°

### ROUTE INDICATORS

- ⊙ JUNCTION TYPE (SEE RULE BOOK SECTION C)

- ⊙ ELEVATED POSITION LIGHT
- ⊙ LIMIT OF SHUNT (SEE RULE BOOK SECTION C)

- ⊙ STENCIL TYPE
- ⊙ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

- ⊙ THEATRE TYPE
- ⊙ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED

### MISCELLANEOUS

- ⊙ AUTOMATIC SIGNAL
- TRACK OUT OF USE

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