

For the information of Railway Staff Only.



**SCOTTISH REGION**

**SPECIAL NOTICE**

**PERMANENT WAY AND  
SIGNALLING ARRANGEMENTS**

**MOTHERWELL**

**SIGNALLING CENTRE**

**RESIGNALLING**

**STAGE 2**

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

**1 March, 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 2****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.10 and will be introduced at approximately 18 30 on Sunday 11 March, 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:-

Garriongill Jn.	Braidwood	Lanark
Law Jn.	Craigenhill	
Hallcraig Jn.	Lanark Jn.	

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

Main lines	: Carstairs	– Track Circuit Block
Holytown lines	: Wishaw Central	– Track Circuit Block

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

**NOMENCLATURE OF JUNCTIONS**

The junction between the main lines and the Morningside branch will be designated Garriongill.

**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
C	Carstairs
W	Wishaw Central

Signals M532 and M534 were previously prefixed G and controlled from Garriongill Jn. box.

Signals M541 and M543 were respectively the Down main home and Down through siding home signals for Law Jn. box.

Signal M572 was previously the Up main home signal for Lanark Jn. box.

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>RUNNING SIGNALS – UP DIRECTION</b>			
<b>Up main</b>			
M534	main draw ahead	– –	To M542 Towards M538
M542	main main	– Junction indicator	To M546 To M544
M546	main	–	To M548
MR550	–	–	M550 exhibiting proceed aspect.
M556	main	–	To M558
M572	main main	– Junction indicator	To C402 To M578

## Running Signals – Up Direction – continued

Signal	Aspect, main or draw ahead	Route indication, where provided	Application
<b>Up Holytown</b>			
W520	main	—	To M524
M526	main	—	To M546
	main	Junction indicator	To M544
<b>Up passenger loop</b>			
M544	main	—	To M548
<b>Lanark branch</b>			
M578R	main	—	Distant for M578
M578	main	—	To M582
M582	main	1	To platform 1
	main	2	To platform 2
	draw ahead	1	Towards platform 1
	draw ahead	2	Towards platform 2
	draw ahead	S	Towards sidings (controlled by ground frame).

## RUNNING SIGNALS – DOWN DIRECTION

<b>Down main</b>			
M573	main	—	To M569
M547	main	—	To M541
	main	Junction indicator	To M543
M541	main	—	To M537
	main	Junction indicator	To M525
M537	main	—	To M533
M533	main	—	To M483
<b>Lanark branch</b>			
M583	main	—	To M579
M585	main	—	To M579
M579	main	—	To M577
M577R	main	—	Distant for M577
M577	main	—	To M569
<b>Down passenger loop</b>			
M543	main	—	To M537
	main	Junction indicator	To M525
	draw ahead	—	Towards headshunt
<b>Morningside branch</b>			
M535	main	—	To M533

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

Signal	Route indication, where provided	Application
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## SHUNTING SIGNALS

<b>Down main</b>		
M536	—	Towards M538 or M542
<b>Lanark branch</b>		
M575	—	Towards M569

**Shunting Signals—continued**

Signal	Route indication, where provided	Application
<b>Morningside branch</b> M538	—	Towards Morningside
<b>CM &amp; EE Depot</b> M540	—	Towards Down main Limit of shunt or Towards CM & EE Depot sidings.
M545	D	Towards M537
	B	Towards M525
	H	Towards headshunt

**MORNINGSIDE BRANCH**

The instructions under the heading WORKING OF SINGLE LINES WHERE TELEPHONE OR TELEPHONE AND NOTICE BOARD ARRANGEMENTS APPLY at page 222 of the Sectional Appendix are applicable.

**GROUND FRAME ARRANGEMENTS**

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

**Law Up sidings ground frame**

A two-lever ground frame to operate the connection between the Up passenger loop and the Up sidings. Trains may shut in.

**Law South ground frame**

A three-lever ground frame to operate the crossover between the Up and Down main lines.

**Lanark East ground frame**

A three-lever ground frame to operate the connection between the single line and the siding. Trains may shut in.

**Lanark West ground frame**

A four-lever ground frame to operate the connection between No.1 platform line and the sidings together with the signal applying from the single line to the sidings. Trains may shut in.

**NOTICE BOARDS****Morningside branch**

The notice boards are double sided and worded:—

Facing Garriongill — YARD WORKING COMMENCES — TELEPHONE WHEN INSIDE CLEAR

Facing Coltness/Morningside — STOP — TELEPHONE FOR INSTRUCTIONS

**Signal Post Signs**

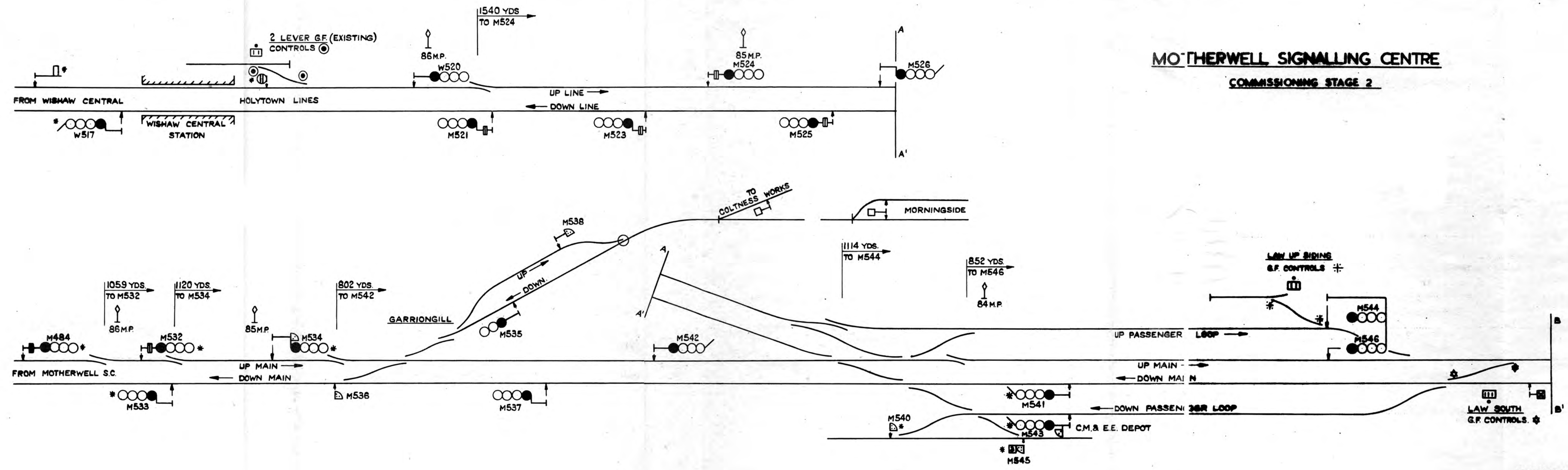
Although not shown on the accompanying diagram the following signs are provided, where applicable, in accordance with Regional practice.



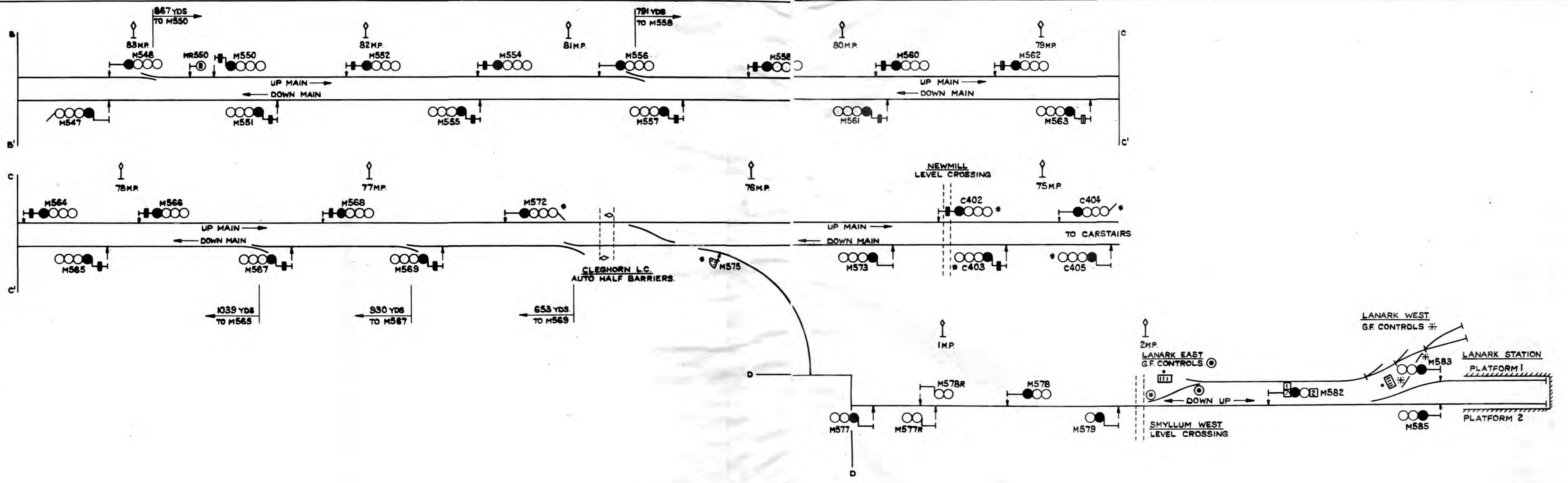
With the exception of signals M577R and M578R, signal telephones have been provided throughout the scheme.

# MOTHERWELL SIGNALLING CENTRE

COMMISSIONING STAGE 2



B B1



EXPLANATION OF SYMBOLS.

