

SCOTRAIL 

SPECIAL NOTICE

PERMANENT WAY AND SIGNALLING ARRANGEMENTS

NEWTON

PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS

REINSTATEMENT OF UP HAMILTON LINE

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

March, 1992
GLASGOW

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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NEWTON

PARTIAL REINSTATEMENT OF SIGNALLING AND
PERMANENT WAY ARRANGEMENTS

REINSTATEMENT OF UP HAMILTON LINE

THE SPECIAL NOTICE ENTITLED 'NEWTON - PARTIAL REINSTATEMENT OF SIGNALLING AND PERMANENT WAY ARRANGEMENTS - REINSTATEMENT OF DOWN MAIN LINE', DATED FEBRUARY 1992, AND THE ITEMS HEADED 'NEWTON AREA' IN PERIODICAL OPERATING NOTICE No.45D (PAGES 81 TO 84 INCLUSIVE), AND IN WEEKLY OPERATING NOTICE No.51 (MISCELLANEOUS INSTRUCTIONS) ARE ALL SUPERSEDED BY THIS NOTICE.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 15 MARCH, 1992.

DESCRIPTION OF SCHEME

The Up Hamilton line between Newton East Junction and Hamilton West will be AVAILABLE FOR USE.

The Down and Up South Connecting line will be PUT OUT OF USE.

The Up and Down Kirkhill lines in the Newton station area will be AVAILABLE FOR UNI-DIRECTIONAL USE only. Up trains will run over the Up Kirkhill line and Down trains will run over the Down Kirkhill line.

The North Connecting line will be AVAILABLE FOR TWO-WAY WORKING.

The following arrangements will continue to apply :-

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 REMAIN AVAILABLE FOR USE.

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

The connection from the Up Hamilton line 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.

SIGNALLING ARRANGEMENTS

The applications of Up main signal M182 will remain unaltered. The application of all other running signals, with the exception of those detailed below will be to the next signal capable of displaying a red aspect on a line available for use.

RUNNING SIGNALS

Signal	Aspect	Route Indication Where Provided	Application To or Towards
<u>UP MAIN</u>			
M138	Main Main	- Position 4 Junction Indicator	M148 M146
<u>DOWN MAIN</u>			
M139	Main Position Light	- 'X'	M137 Up Main LOS

(The following signals will be brought back into use :-

North Connecting line signal M146 - only main application with position 1 junction indicator to Up Kirkhill signal M156 available.

Up Kirkhill line signal M156 - only main application to Up Hamilton signal M174 available.

In addition, the appropriate Up Hamilton line signals (not shown on the accompanying diagram), will be brought back into use, apart from Up Hamilton (Down direction) position light signal M161).

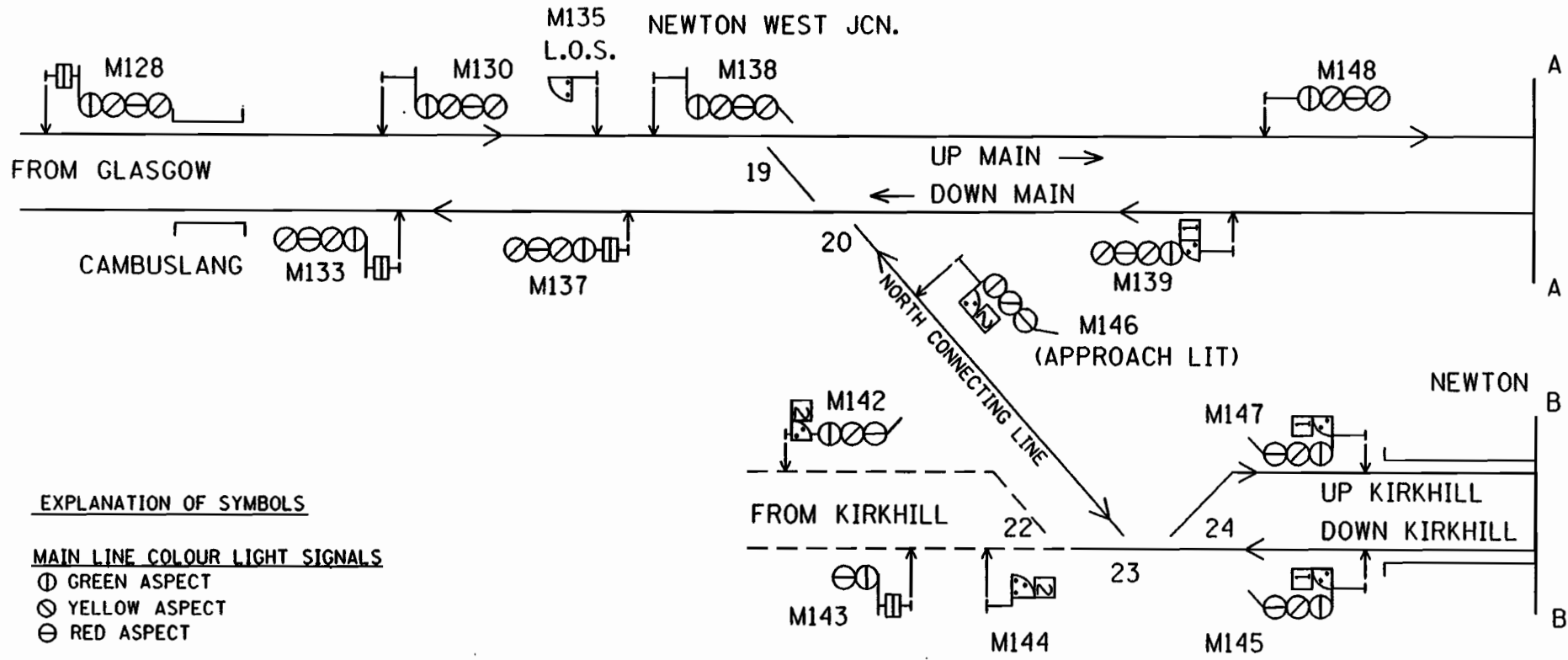
NOTE The full range of main aspects, as appropriate to each signal concerned, remain available for all signals in use in the Newton area.

POSITION LIGHT SIGNALS

The following position light signals will be IN USE as follows :-

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

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

ROUTE INDICATORS

- ⊙ JUNCTION TYPE (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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