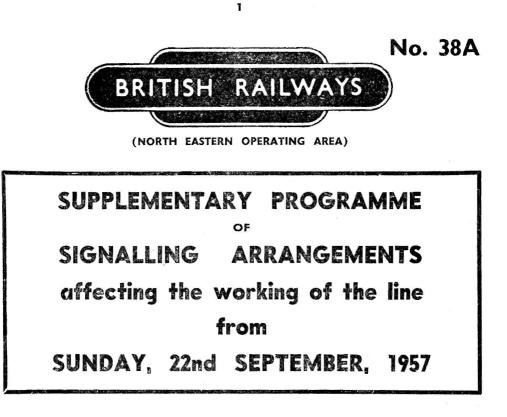
For the information and guidance of Railway Officers and Railway Staff only



## NEWCASTLE No. 3 SIGNAL BOX

This Programme gives details of an intermediate stage in the altered signalling arrangements. A diagram is enclosed of the new signalling whilst in addition full details of the reading of the signals is given.

# SIGNALLING RECORD SOCIETY

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#### NEWCASTLE RE-SIGNALLING: INTERMEDIATE STAGE AT NEWCASTLE No. 3.

#### SUNDAY to WEDNESDAY, 22nd to 25th SEPTEMBER.

#### **NEWCASTLE No. 3.**

At 12-1 am, Sunday, all points and signals worked from Newcastle No. 3 Signal Box will be disconnected. The movement of trains will be controlled by Handsignalmen and Drivers must act upon their instructions. Points and unaltered signals will remain disconnected, as required, until 12-1 am, Tuesday, and new colour lights and position light subsidiaries replacing existing semaphores and discs will be brought into use as available up to 12-0 noon, Wednesday.

In the course of testing, colour light signals may display incorrect aspects and Drivers must disregard indications shewn by signals whenever these conflict with instructions received from a Handsignalman.

#### TRAIN WORKING.

The running of trains over the King Edward Bridge will be kept to a minimum from 12-1 am, Tuesday, until completion of work about 12-0 noon, Wednesday. During this period light engines between Newcastle and Gateshead Shed must travel via High Level Bridge as required.

See separate advice for details of altered train arrangements.

#### SIGNALLING.

All remaining mechanically worked semaphore signals and discs (except distants 'A', 'B', 'C', 'D' and 'E' on the West lines and 'U' and 'X' below King Edward Bridge stop signals) will be dispensed with and replaced by colour lights and subsidiaries.

Full details of the readings of all signals controlled from No. 3 Signal Box, whether altered in the course of this stage of the work or not, are given in the tables on the following pages. A diagram is included showing complete information in regard to signalling and track circuiting on completion of the work.

#### SIGNALLING ARRANGEMENTS.

#### Main Running Signals.

The colour light signals to be introduced will conform with provisions of Rule 35 and will give indications as shown on the accompanying drawing.

#### Route Indicators.

Where route indication is given the eventual destination is shown, but trains may travel to this destination via two or more alternative routes.

#### Subsidiary Signals.

Subsidiary signals under running signals will normally give no indication, but the proceed aspect will be given by two white lights at angle of 45°.

Ground subsidiary position light signals will conform with the provisions of Rule 35, but it should be specially noted that these signals will exhibit one RED and one WHITE light when in the danger position. When in the proceed position two white lights at an angle of 45° will be given. GROUND SUBSIDIARY SIGNALS MUST NOT BE PASSED WHEN IN THE DANGER POSITION. THE SPECIAL ATTENTION OF DRIVERS IS DRAWN TO THIS POINT. When a proceed aspect is given at a full colour light running signal, the facing ground subsidiary signals between this signal and the next stop signal will normally be in the clear position, but the Signalman has facilities for restoring such intervening ground subsidiary signals to the danger position in an emergency after the train has passed the full colour light signal. In making local set back movements it is essential that all the vehicles should pass beyond the signal applicable for the set back movement to ensure that the controlling track circuit is clear. If this is not done the Signalman will not be able to clear the signal for the set back movement.

The details given later in this programme, showing the routes to which subsidiary signals apply, show the line or lines to which the signal reads, but in some cases such line may be approached by two or more routes. To assist Drivers in identifying the routes to which subsidiary signals lead, the number of the next signal is, in some cases, given under the heading "Nomenclature", but this does not necessarily mean that the line is clear to that signal.

All subsidiary signals exhibited WITHOUT A ROUTE INDICATION, whether under a running signal or elsewhere, authorise movements at Caution only as far as the line is clear towards the next signal whether the latter is a subsidiary or a running signal.

When a subsidiary signal is exhibited under a running signal, together WITH A ROUTE INDICATION, all intervening subsidiary signals ahead (where provided) will be at "Proceed", but the line immediately in the rear of the next running signal ahead, or platform line, as the case may be, will be occupied at the time the signal is exhibited, but the intervening section of the line will be clear.

#### TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS.

Referring to the instructions on page 86 of the L.N.E.R. General Appendix, the following additional instructions are in operation :----

"When the engine of a train is ahead of the platform starting signal, the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start and to proceed at caution as far as the next running signal, whatever may be its aspect. This verbal instruction must not be given until the Guard has given his signal to start.

"When an engine is ahead of the platform starting signal during shunting operations, the "Proceed" aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to verbally instruct the Driver to PROCEED AT CAUTION." NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-INCOMING

| REMARKS  | 11   | Bay Platform occupied<br>Bay Platform occupied<br>—                             | 111111   | ·.<br>111  |   | Bay Platform occupied<br>Bay Platform occupied<br>Bay Platform occupied                                    |
|--|--|---|--|--|---|--|
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 120/199 or 198 subsidiaries cleared<br>120/199 or 198 subsidiaries cleared | 120/199 or 198 subsidiaries cleared<br>120/199 or 198 subsidiaries cleared<br>— | 56 (No. 2 Signal Box) at R $\dots$ $\dots$ 56 (No. 2 Signal Box) at Y $\dots$ $\dots$ 56 (No. 2 Signal Box) at YY or G $\dots$ 61 (No. 2 Signal Box) at YY or G $\dots$ 61 (No. 2 Signal Box) at Y $\dots$ $\dots$ 61 (No. 2 Signal Box) at Y $\dots$ $\dots$ 61 (No. 2 Signal Box) at Y $\dots$ $\dots$ | 111  | <ul> <li>201 subsidiary cleared</li> <li>201 or 200 subsidiaries cleared</li> <li>201 subsidiary cleared</li> <li></li> </ul> | 201 subsidiary cleared<br>201 or 200 subsidiaries cleared<br>201 subsidiary cleared                        |
| ROUTE<br>INDICA-<br>TION   | 112  | 112   |  | ∞ တ  | 15<br>14<br>13  | 15<br>13<br>13   |
| ASPECT<br>DIS-<br>PLAYED   | Υ Α  |   | AY G YY  | 111,   | ХХ  | 1111   |
| MAIN<br>OR SUB.  | Main<br>Main   | Sub.<br>Sub.<br>Sub.  | Main<br>Main<br>Main<br>Main<br>Main<br>Main   | Sub.<br>Sub.<br>Sub.   | Main<br>Main<br>Main  | Sub.<br>Sub.<br>Sub.<br>Sub.   |
| NOMENCLATURE   | UP WEST PASSENGER to:  | Platform 12 Calling-on<br>Platform 11 Calling-on<br>12 Platform Line Shunting   | UP WEST PASSENGER to:  | Platform 8 Calling-on<br>Platform 11 Calling-on<br>12 Platform Line Shunting | DOWN WEST PASSENGER to:<br>Platform 15<br>Platform 14   | Platform 15 Calling-on<br>Platform 14 Calling-on<br>Platform 13 Calling-on<br>Down West Passenger Shunting |
| SIGNAL<br>No.  | 202 Pull   | 202 Push  | 116 Pull   | 116 Push   | 206 Pull  | 206 Push   |

| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ |                         | Sub. — 12 122/191 or 197 subsidiaries cleared<br>sub. — 11 122/191 or 197 subsidiaries cleared<br>sub. — — — — | Main YY 8 56 (No. 2<br>Main YY 8 56 (No. 2 | Y     9     61     (No. 2 Signal Box) at R       YY     9     61     (No. 2 Signal Box) at R       YY     9     61     (No. 2 Signal Box) at Y | Lignal Box) at r<br>Signal Box) at R<br>Signal Box) at Y<br>Signal Box) at Y | If i i i i i i i i i i i i i i i i i i i  | Main Y M 116/202/203 at R | n Sub. – – M – – – – – – – – – – – – – – – –                               | Main         Y         G         59 at R |
|---|-------------------------|--|--|--|--|---|---------------------------|--|--|
| SIGNAL NOMENCLATURE No.                                 | DOWN WEST PASSENGER to: | Calling-on<br>Calling-on<br>orm Line Shuntin   | 118 Pull Platform 8                        | Platform 9   | Platform 10  | 118 Push Platform 8 Calling-on<br>Platform 9 Calling-on<br>Platform 10 Calling-on<br>No. 12 Platform Line Shuntin | UP WEST GOODS to:         | 121 Push Up West Passenger Calling-on<br>Do Dor Up West Passenger Shunting | Up West Goods                            |

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NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-INCOMING-continued

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|  | EWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIG  |
|  | NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIG |

| REMARKS  | 11   |   | , Ê11  |                              | F1                           | 1   1  | 11             |  |
|--|--|---|--|------------------------------|------------------------------|--|----------------|--|
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 1/2/3 (No. 1 Signal Box) at R<br>1/2/3 (No. 1 Signal Box) at Y | 1/2/3 (No. 1 Signal Box) at YY or G<br>40 (No. 1 Signal Box) at R<br>40 (No. 1 Signal Box) at Y<br>40 (No. 1 Signal Box) at YY or G |  | 72/127/128 at R              | 123/205 at R                 | at YY  | R              | 124 at YY or G                           |
| ROUTE<br>INDICA-<br>TION   | MA   | ××××  | ≽x   | 111                          | 000 i                        | თ თ  | וממ            | ק כ                                      |
| ASPECT<br>DIS-<br>PLAYED   | ÅÅ<br>Å  | 5 YYYG  |  | Y<br>YY<br>G                 | АД<br>АД                     | ן ן די                                       | ÅÅ<br>Å        | ן ן פ                                    |
| MAIN<br>OR SUB.  | Main<br>Main   | Main<br>Main<br>Main<br>Main  | Sub.<br>Sub.<br>Sub.   | Main<br>Main<br>Main         | Main<br>Main                 | Sub.<br>Sub.                                 | Main           | Main<br>Sub.<br>Sub.                     |
| NOMENCLATURE   | UP WEST GOODS to:  | No. 2 Goods   | No. 1 Goods Calling-on<br>No. 2 Goods Calling-on<br>Up West Goods Shunting | DOWN SOUTH to:<br>Down South | DOWN SOUTH to:<br>Down South | Down South Calling-on<br>Down South Shunting | DOWN SOUTH to: | Up South Calling-on<br>Up South Shunting |
| SIGNAL<br>No.  | 59 Pull  | and and   | 59 Push  | 129                          | 128 Pull                     | 128 Push<br>128 Push                         | 127 Pull       | 127 Push                                 |

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8 REMARKS 1111 111 111 1 111 11 111 ASPECT OF SIGNAL AHEAD R=Red, Y=Yellow, YY=Double Yellow, G=Green, S.B.=Signal Box : : : ::: ::: ::: : : ::: ::: : : : : 69/125/210 at R ... ... ... 69/125/210 at Y ... ... 69/125/210 at YY or G ... ::: ::: ::: 123/205 at R ... 123/205 at Y ... 123/205 at YY or G 11 | | 1 : : : ::: or G at R ... at Y ... at YY or G 124 at R . 124 at Y . 124 at YY o 99 99 99 ROUTE INDICA-TION 田田田 日 | 111 1 www 02 | DDD p| 1 ASPECT DIS-PLAYED 1 CYX 5 KA AND AYA 11 111 11 MAIN OR SUB. Main Main Main Main Main Main Sub. Main Main Main Main Main Main Sub. Sub. Sub. Sub. Sub. : :: : : : : : : : :: Down South Calling-on ... Down South Shunting ... Up South Shunting ... :: : : : :: :: : : NOMENCLATURE Down East Calling-on Down East Shunting Down East Calling-on Up South Calling-on Up South Shunting ::: : .... DOWN SOUTH to:--.... DOWN EAST to:--DOWN EAST to:--DOWN EAST to:--Up South ... Down South Down East Down East SIGNAL No. 72 Push 126 Push 210 Push 125 Push 125 Pull 72 Pull 126 Pull 210 Pull

| REMARKS  |               | 111                  | 111  | T. T. Son L. L. S. L. L. | 9  | Platform occupied<br>Platform occupied<br>Platform occupied<br>Platform occupied<br>  | 11  |  | +  |
|--|---------------|----------------------|--|--------------------------|--|---|---|--|--|
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box |               | 66 at R              |  |                          | 198 subsidiary cleared198 subsidiary cleared197 subsidiary cleared | 198 subsidiary cleared Bay<br>198 subsidiary cleared Bay<br>198 subsidiary cleared Bay<br>197 subsidiary cleared Bay<br>—   | (No. 2 Signal Box) at R<br>(No. 2 Signal Box) at Y<br>(No. 2 Signal Box) at Y | Box) at<br>Box) at<br>Box) at<br>Box) at |  |
| KOUTE<br>INDICA-<br>TION   |               | 요더더                  | 떠  |                          | 14<br>13<br>11   | 48511   | 00 00 C   | x a a a                                  | ∞ œ  |
| ASPECT<br>DIS-<br>PLAYED   |               | Ч                    |  |                          | AKKK   | 111111  | ЪХ  | ৽৸৸ড়                                    | 111  |
| MAIN<br>OR SUB.  |               | Main<br>Main<br>Main | Sub.<br>Sub.<br>Sub.   |                          | Main<br>Main<br>Main<br>Main                                       | S Subb.<br>Subb.<br>Subb.<br>Subb.<br>Subb.   | Main  | Main<br>Main<br>Main                     | Sub.<br>Sub.<br>Sub.   |
| NOMENCLATURE   | DOWN EAST to: | Down East            | Down East Calling-on<br>Down East Shunting<br>Up East Shunting | DOWN SOUTH to:           | Platform         14  | Platform 14 Calling-on<br>Platform 13 Calling-on<br>Platform 12 Calling-on<br>Platform 11 Calling-on<br>No. 13 Platform Line Shunting<br>No. 11 Platform Line Shunting<br>No. 11 Platform Line Shunting | DOWN SOUTH to:  | Platform 9                               | Plåtform 8 Calling-on<br>Platform 9 Calling-on<br>No. 8 Platform Line Shunting |
| SIGNAL<br>No.  | 1             | llud 69              | 69 Push  | /                        | 205 Pull   | 205 Push  | 123 Pull  |  | 123 Push   |

3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RIINNING SIGNALS-INCOMING-continued -- --

|          | NOMENCLATURE   | MAIN<br>OR SUB.  | ASPECT<br>DIS-<br>PLAYED | ROUTE<br>INDICA-<br>TION   | ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | REMARKS  |
|----------|--|--|--------------------------|--|--|--|
| 5        | UP SOUTH to:   |  |                          |  |  |  |
| 124 Pull | Platform 12<br>Platform 11<br>Platform 8<br>Platform 9<br>Platform 10<br>Platform 10   | Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main | C XX C XX C XX X X       | 110<br>9<br>9<br>9<br>9<br>9<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8<br>8   | 197 subsidiary cleared   | 10   |
| 124 Push | Platform 12 Calling-on<br>Platform 11 Calling-on<br>Platform 8 Calling-on<br>Platform 9 Calling-on<br>No. 11 Platform 10 Calling-on<br>No. 11 Platform Line Shunting<br>No. 9 Platform Line Shunting | Sub.<br>Sub.<br>Sub.<br>Sub.<br>Sub.<br>Sub.                 |                          | ,<br>110,000<br>111,000<br>111,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,0000<br>11,00000<br>11,00000<br>11,00000000  | 197 subsidiary cleared Bay<br>197 subsidiary cleared Bay<br>—<br>—<br>—                  | ay Platform occupied<br>ay Platform occupied<br> |
| 1.12     |  | and the second   | - Aller                  | ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>ACCULT<br>AC |  |  |

|  | . 11  | 1                         |
|--|---|---------------------------|
| REMARKS  |   |                           |
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 56 (No. 2 Signal Box) at $\mathbf{R}$<br>56 (No. 2 Signal Box) at $\mathbf{Y}$<br>56 (No. 2 Signal Box) at $\mathbf{Y}$<br>61 (No. 2 Signal Box) at $\mathbf{Y}$<br>111 (No. 1 Signal Box) at $\mathbf{R}$<br>111 (No. 1 Signal Box) at $\mathbf{R}$<br>112/3 (No. 1 Signal Box) at $\mathbf{Y}$ or $\mathbf{G}$<br>40 (No. 1 Signal Box) at $\mathbf{Y}$<br>40 (No. 1 Signal Box) at $\mathbf{Y}$ | E - Start & C. Math. Inc. |
| ROUTE<br>INDICA-<br>TION   | ××××**********************************  | NOIDA<br>NOIDA<br>NOIDA   |
| ASPECT<br>DIS-<br>PLAYED   | xXoxXoxXoxXovX  | No. 201                   |
| MAIN<br>OR SUB.  | Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main<br>Main  | Classical and             |
| NOMENCLATURE   | DOWN EAST to:Platform 8Platform 9No. 1 GoodsNo. 2 GoodsNo. 2 GoodsPlatform 8Calling-onPlatform 10Calling-onNo. 2 GoodsShuntingNo. 9Platform 10Calling-onNo. 9Platform LineNo. 1ShuntingNo. 9Platform Line   |                           |
| SIGNAL<br>No.  | 66 Push   | TAR AR                    |

SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-OUTGOING

| NODENCLATURE     OR SUB<br>Lagrant     DURA<br>A     NOUR<br>EXCLATIOR     OR SUB<br>Lagrant     DURA<br>Lagrant     Red, A = Red, A = Rough   | TATATS        |  | MAIN                 | ASPECT                   | ROUTE                    | ASPECT OF SIGNAL AHEAD  |          |
|--|---------------|--|----------------------|--------------------------|--------------------------|---|----------|
| No. 15 PLATPORM LINE tor-<br>Up West Passenger Califureron<br>Dota til for LATPORM LINE tor-<br>Dota til for Passenger Califureron<br>Sab. = U<br>Up West Passenger Califor-<br>Down West Passenger Califor-<br>Down West Passenger Shutting<br>Down West Passenger Sh | No.           | NOMENCLATURE   | OR SUB.              | DIS-<br>PLAYED           | INDICA-<br>TION          | R = Red, Y = Yellow, YY = Double Yellow,<br>G=Green, S.B. = Signal Box  | REMARKS  |
| Up West Pasenger Calling-on<br>Up West Pasenger     Sub<br>List of X, YY or G     Image of X   | 188 Pull      | No. 15 PLATFORM LINE to:   | Main<br>Main         | ¥<br>G                   | ממ                       | at R  | 11       |
| No. 15 PLATFORM LINE tor-<br>Up West Pasenger       Main<br>Down West Pasenger       T       Main<br>Main       T       T       Main<br>Hitt at N, YY or G       T       T       T         Up West Pasenger       Sub<br>Down West Pasenger       Sub<br>Pasenger       T       Up<br>Main       T       Up<br>Hitt at N, YY or G       T       T       T         Up West Pasenger       Sub Line<br>Down West Pasenger Shunting       Sub<br>Down West Pasenger Shunting       Sub<br>Down West Pasenger Shunting       Main       T       Up<br>West Pasenger Shunting       T       Up<br>Main       Up<br>Main       T       Up<br>Main       Up<br>Main       Up<br>Main       Up<br>Main       Up<br>Main       Up<br>Main       Up<br>Main       Up<br>Main   | 188 Push      | Up West Passenger Calling-o<br>Dock Line Shunting  | Sub.<br>Sub.         |                          | Þİ                       | .1.1  | 11,      |
| Up West Pasenger Caling-on<br>Down West Pasenger Shutting.       Sub.       —       W       W       M       —       W       M </td <td>143 Pull</td> <td>E to:</td> <td></td> <td>טאטא</td> <td>AXCC</td> <td>at R YY<br/>at Y or YY<br/>at R or<br/>at Y, YY or G</td> <td>1111</td>  | 143 Pull      | E to:  |                      | טאטא                     | AXCC                     | at R YY<br>at Y or YY<br>at R or<br>at Y, YY or G   | 1111     |
| No. 14 PLATFORM LINE to:-       Main       Y       W       144 at Y, Yr or G            Down West Passenger        Main       Y       U       190 at Y or G             Up West Passenger Calling-on<br>Down West Passenger Shurting       Sub.         W       144 at Y, Yr or G  | 143 Push      | Up West Passenger Calling-on<br>Down West Passenger Calling-on<br>Up West Passenger Shunting<br>Down West Passenger Shunting | *                    | 1111                     |                          | []]]  | 1111     |
| Up West Passenger        Main       T       U       190 at F or YY           Down West Passenger Shurting       Sub.       -       W       -       -       -       -       -   | 141 Pull      | No. 14 PLATFORM LINE to:<br>Down West Passenger  | Main<br>Main         | ъ                        | AM                       | at $R$ $\stackrel{\text{at }R}{\longrightarrow}$ $Y'$ or $G$ $\stackrel{\text{at }}{\longrightarrow}$ $\cdots$ $\cdots$ | 11       |
| Down West Passenger Shurting       Sub.        West Passenger Shurting </td <td>141 Pull</td> <td>Up West Passenger</td> <td>Main<br/>Main</td> <td>Υų</td> <td>DD</td> <td>at R at Y or YY</td> <td>11</td>   | 141 Pull      | Up West Passenger  | Main<br>Main         | Υų                       | DD                       | at R at Y or YY   | 11       |
| Up West Passenger Calling-on<br>Dock Line Shunting       Sub.       -       U       U       -  | 141 Push      | Down West Passenger Calling-on<br>Down West Passenger Shunting<br>Up West Passenger Shunting                                 | Sub.<br>Sub.<br>Sub. |                          | ≥                        |   | 1112     |
| NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-OUTGOING-continue         NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-OUTGOING-continue         NOMENCLATURE       MAIN<br>OR SUB.       ASPECT<br>PLATFORM Lactor       ROUTE<br>ROUTE       Read, Y=Yellow, YY=Double Yellow, YY=Double Yellow, YY=Double Yellow, YY=Double Yellow, G=Green, S.B.=Signal Box         PLATFORM 14 to:       Main       Y       Down South       Main       Y       Double After Route       Main       Y       Double After Route       Main       Y       Main       Y       Main       Main       Main       Main       Y       Down South Calling-on       Main       Y       Down South Shunting       Down South Sh  | 186 Push      | Up West Passenger Calling-on<br>Dock Line Shunting   | Sub.<br>Sub.         | 1.1                      | D                        |   | 11       |
| NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-OUTGOING-contine         NOMENCLATURE       MAIN       ASPECT       ASPECT OF SIGNAL AHEAD         NOMENCLATURE       OR SUB.       PLATFORM 14 to:       OR SUB.       PLATED         PLATFORM 14 to:       Own South       Main       Y       B       H49 at Y or G       Main         Down South South South Shunting       Main       Y       D       D       H49 at Y or G       Main       Main  |               |  |                      |                          |                          |   |          |
| NEWCASTLE No. 3 SIGNAL BOX-DESCRIPTION OF SIGNALS-RUNNING SIGNALS-OUTGOING-continent of the second structure of the second se  |               | 1  |                      |                          |                          |   |          |
| NOMENCLATUREMAIN<br>MAIN<br>OR SUB.ASPECTROUTE<br>DIS-<br>TIONASPECT OF SIGNAL AHEAD<br>ASPECTNOMENCLATUREMAIN<br>OR SUB.DIS-<br>DIS-<br>TIONINDICA-<br>G=Green, S.B.=Signal BoxPLATFORM 14 to:<br>Down SouthMain<br>GYDown SouthMain<br>GYDDown South Calling-onBoxDown South ShuntingD149 at Y or GDown South ShuntingDD   |               | ŝ  | BOX-DES              | CRIPTION                 | OF SIGNAI                |   | ontinued |
| PLATFORM 14 to:MainYDDown SouthDown South Calling-on $Main$ YDDown South ShuntingSubDDown South ShuntingSub  | SIGNAL<br>No. | NOMENCLATURE   | MAIN<br>OR SUB.      | ASPECT<br>DIS-<br>PLAYED | ROUTE<br>INDICA-<br>TION | ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box                                | REMARKS  |
| Down South Calling-on Sub<br>Down South Shunting Sub   | 142 Pull      | :  | Main<br>Main         | ъ.                       | AA                       | at R  | 11       |
|  | 142 Push      | ::   |                      | 11                       | Q                        | 1.1   | 11       |

PLATFORM 14 to:--

|  |                               |  |                                   | 13                              |   |   |  |
|--|-------------------------------|--|-----------------------------------|---------------------------------|---|---|--|
| REMARKS  | 1.)                           | 11   |                                   | 1                               | 11                                      | 1111  |  |
| low,   |                               |  | ::                                |                                 | ::                                      | ::::  |  |
| ble Yel<br>Box   | ::                            |  | ::                                |                                 | · · · ·                                 | ::::  | H H  |
| = Doul<br>Signal   | ::                            | (  | ::                                |                                 |   | ::::  | india.   |
| R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 149 at R<br>149 at Y or G     |  | 141/186 at R<br>141/186 at Y or G |                                 | 141/186 at R<br>141/186 at Y or G       | 190 at R Y<br>190 at Y or YY<br>144 at R<br>144 at Y, YY or G |  |
| INDICA-  | AA                            | ₽   ·  | 14<br>14                          | 14                              | 14<br>14                                | DD&A  | ם≱   |
| DIS-<br>DIS-<br>PLAYED   | ۍ<br>بر                       | 11   | ۍ<br>ج                            | 1                               | ъ.                                      | טעטע  | ELEI   |
| MAIN<br>OR SUB.  | Main<br>Main                  | Sub.<br>Sub.                                 | Main<br>Main                      | Sub.                            | Main<br>Main                            | Main<br>Main<br>Main<br>Main                                  | Sub.<br>Sub.<br>Sub.<br>Sub.   |
| NOMENCLATURE   | PLATFORM 14 to:<br>Down South | Down South Calling-on<br>Down South Shunting | PLATFORM 14 to:                   | No. 14 Platform Line Calling-on | PLATFORM 13 to:<br>No. 14 Platform Line | PLATFORM 13 to:<br>Up West Passenger<br>Down West Passenger   | Up West Passenger Calling-on<br>Down West Passenger Calling-on<br>Up West Passenger Shunting<br>Down West Passenger Shunting |
| SIGNAL<br>No.  | 142 Pull                      | 142 Push                                     | 140 Pull                          | 140 Push                        | 136                                     | 152 Pull  | 152 Push   |

| INASPECTROUTEASPECT OF SIGNAL AHEADSUB.DIS-INDICA-R=Red, Y=Yellow, YY=Double Yellow,SUB.PLAYED. TIONG=Green, S.B.=Signal Box | Main         Y         D         149 at R </th <th>Sub D</th> <th>Main         Y         11         130/133/134 at R   </th> <th>MainYD149 at RMainGD149 at Y or GSub.<math>    -</math>Sub.<math>    -</math></th> <th>Main<br/>Main<br/>GY<br/>GU<br/>190 at R<br/>190 at Y or YY<br/>or YY<br/>Sub.U<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>IIbo at R<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br/>I<br< th=""><th>Main Y 11 130/133/134 at R<br/>Main G 11 130/133/134 at Y or G</th></br<></th> | Sub D   | Main         Y         11         130/133/134 at R | MainYD149 at RMainGD149 at Y or GSub. $    -$ Sub. $    -$  | Main<br>Main<br>GY<br>GU<br>190 at R<br>190 at Y or YY<br>or YY<br>Sub.U<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>IIbo at R<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I<br>I <br< th=""><th>Main Y 11 130/133/134 at R<br/>Main G 11 130/133/134 at Y or G</th></br<> | Main Y 11 130/133/134 at R<br>Main G 11 130/133/134 at Y or G                                 |
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| SIGNAL NOMENCLATURE OR SUB.  | PLATFORM 13 to:         Mi           138 Pull         Down South Main          Mi  | 138 Push Down South Calling-on St<br>Down South Shunting St | PLATFORM 12 to:<br>No. 11 Platform Line Mi         | 135 Pull     PLATFORM 12 to:     Mi       135 Pull     Down South      Mi       Down South Calling-on      St       Down South South Shunting      St | 146 Pull       Up       West Passenger        Mi         14 Pull       Up       West Passenger        Mi         Up       West Passenger Calling-on       Su       Su         Up       West Passenger Shunting        Su  | 131 Pull PLATFORM 11 to:<br>No. 11 Platform Line Main<br>No. 11 Platform Line Calling-on Sub. |

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| 1  | NOMENCLATURE   | MAIN<br>OR SUB.      | ASPECT<br>DIS-<br>PLAYED | ROUTE<br>INDICA-<br>TION | ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | AL AHEA)<br>= Double Ye<br>ignal Box | D<br>Ilow, | REMARKS |
|--|--|----------------------|--------------------------|--------------------------|--|--------------------------------------|------------|---------|
|  | PLATFORM 11 to:<br>Down South                              | Main                 | <u>بر</u>                |                          | 149 at R   | :                                    | :          |         |
|  | Down South Calling-on<br>Down South Shunting               | Sub.                 | 5                        |                          | 4 19   | :                                    | :          |         |
|  | PLATFORM 11 to:<br>Up West Passenger                       | Main                 | ۲                        | Þ                        | 190 at R   |                                      | :          | .1      |
|  | Up West Passenger Calling-on<br>Up West Passenger Shunting | Sub.                 | 5                        | 40                       | at I   | :<br>: 、                             | :<br>      |         |
|  | No. 8 PLATFORM:  | Main                 | ĂĂ                       | 11                       | 2  | ::                                   | ::         | 11      |
|  | and an and the second                                      | Main                 | 5                        |                          | 30/32 at 11 of G   | :                                    | :          | I       |
| the second s | No. 8 PLATFORM to:   | Main<br>Main<br>Main | Υ<br>Υ<br>Υ<br>Υ         | <b>000</b>               | 54/96/97 at R<br>54/96/97 at Y<br>54/96/97 at YY or G                                    |                                      | :::        | 111     |
|  | No. 8 PLATFORM to:<br>No. 8 Platform Line                  | Main<br>Main<br>Main | ъ <sup>X</sup> X         | ∞ ∞ ∞                    | 91/112 at R<br>91/112 at Y<br>91/112 at YY or G  | :::                                  | ::::       | 111     |
| 90 Push  | No. 8 Platform Line Calling-on                             | Sub.                 | 1                        | ∞                        | -  |                                      |            | 1       |

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| REMARKS  | 111   | 111   | / 4<br>   <br>  5  | 1.1.1   | 111                        | 1 111   |  |
| ow,  |   | :::   |  | ::::  | :::                        | :::   |  |
| HEAD<br>le Yell<br>Box   | :::   | :::   |  | ::::  | :::                        |   |  |
| AL AI<br>= Doub<br>signal  | :::   | :::   |  |   |                            | :::   |  |
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 95/113 at R<br>95/113 at Y<br>95/113 at YY or G | 54/96/97 at R<br>54/96/97 at Y<br>54/96/97 at YY or G | 1.   | 91/112 at R<br>91/112 at Y<br>91/112 at YY or G | at R<br>at Y<br>at YY or G |   | 11   |
| ROUTE<br>INDICA-<br>TION   | <u> </u>  | <u>ດ້າດ້າດ້າ</u><br>ດດດດ                              | · 6  | <u> </u>  | 133                        | <u>ຄັດດີ</u>  | 11   |
| ASPECT<br>DIS-<br>FLAYED   | YY<br>GG  | 6 KA  | 11   | 4<br>4<br>4<br>7<br>4<br>8                      | YY<br>YY<br>G              | G YYY   | 11   |
| MAIN<br>OR SUB.  | Main<br>Main<br>Main                            | Main<br>Main<br>Main                                  | Sub.<br>Sub.   | Main<br>Main<br>Main                            | Main<br>Main<br>Main       | Sub.<br>Main<br>Main  | Sub.<br>Sub.   |
| NOMENCLATURE   | No. 9 PLATFORM:                                 | No. 9 PLATFORM to:                                    | No. 9 Platform Line Calling-on<br>No. 9 Platform Line Shunting | No. 9 PLATFORM LINE to:                         | No. 10 PLATFORM to:        | Direction Calling-on<br>PLATFORM 10 UP to:<br>No. 9 Platform Line | No. 9 Platform Line Calling-on<br>No. 9 Platform Line Shunting |
| SIGNAL<br>No.  | 94  | 95 Pull   | 95 Push  | 113   | 13                         | 13 Pull   | 13 Push  |

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| REMARKS  | 111  | .<br>               |  | 1                   |                          |                           |  |                            | 11                        | 11   |                          | Try Try Co          | off ( _ ) ) .  |
| low,   |  |                     |  |                     |                          | ::                        |  |                            | ;;                        |  |                          | ::                  |  |
| HEAD<br>ble Yel<br>Box   | :::  |                     | :::  |                     |                          | ::                        |  |                            | ::                        |  |                          | ::                  | - LUE  |
| IAL A<br>= Doul<br>Signal  | :::  |                     | :::  |                     |                          | ::                        |  |                            | ::                        |  |                          | ::                  |  |
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 29/42 at R<br>29/42 at Y<br>29/42 at YY or G | -                   | 29/42 at R<br>29/42 at Y<br>29/42 at YY or G | 1                   |                          | 148 at R<br>148 at Y or G | 11                                       | •                          | 149 at R<br>149 at Y or G | 11   |                          | 144 at R            | 11   |
| ROUTE<br>INDICA-<br>TION   |  | 1                   | <u>,</u>                                     | 1                   |                          | ww                        | w  |                            | AA                        | A  |                          | 88                  | ≽  |
| ASPECT<br>DIS-<br>PLAYED   | G G YY                                       | 1                   | YY<br>GG                                     | <u> </u> .          |                          | ъ<br>Ч                    | .   .  <br>©                             |                            | 5 K                       | 11   |                          | 5 K                 | 11   |
| MAIN<br>OR SUB.  | Main<br>Main<br>Main                         | Sub.                | Main<br>Main<br>Main                         | Sub.                |                          | Main<br>Main              | Sub.<br>Sub.                             |                            | Main<br>Main              | Sub.<br>Sub.                                 |                          | Main<br>Main        | Sub.<br>Sub.   |
|  | :  | :                   | :  | :                   | ļ                        | :                         | ::                                       | ï                          | •                         | ::   | ï                        | •                   | ng-on<br>nting   |
| NOMENCLATURE   | No. 3 GOODS to:<br>Up Goods                  | Up Goods Calling-on | No. 4 GOODS to:<br>Up Goods                  | Up Goods Calling-on | No. 11 PLATFORM LINE to: | Up South                  | Up South Calling-on<br>Up South Shunting | No. 11 PLATFORM LINE to :- | Down South                | Down South Calling-on<br>Down South Shunting | No. 11 PLATFORM LINE to: | Down West Passenger | Down West Passenger Calling-on<br>Down West Passenger Shunting |
| SIGNAL<br>No.  | 4 Pull                                       | 4 Push              | 5 Pull                                       | 5 Push              |                          | 134 Pull                  | 134 Push                                 |                            | 130 Pull                  | 130 Push                                     |                          | 133 Pull            | 133 Push   |

| LL AHEAD<br>Double Yellow, REMARKS<br>gnal Box   |                                       |  |  | 11   |                                      |  | · · · · · · · · · · · · · · · · · · · |                     |
|--|---------------------------------------|--|--|--|--------------------------------------|--|---------------------------------------|---------------------|
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 149 at R<br>149 at Y<br>149 at G      | 11   | 190 at R<br>190 at Y<br>190 at YY            | 11   | 55 at R<br>55 at G                   | 11   | 148 at R<br>148 at Y<br>148 at G      |                     |
| ROUTE<br>INDICA-<br>TION   | 999                                   | <b>₽</b>                                     | מממ  | D  | 000                                  | •   <sup>•</sup>                           | www                                   | v.                  |
| ASPECT<br>DIS-<br>PLAYED   | Y<br>YY<br>G                          |  | 4<br>KY<br>G                                 |  | 4<br>VY<br>G                         | 11   | 4<br>KY<br>G                          |                     |
| MAIN<br>OR SUB:  | Main<br>Main<br>Main                  | Sub.<br>Sub.                                 | Main   | Sub.<br>Sub.   | Main<br>Main<br>Main                 | Sub.<br>Sub.                               | Main<br>Main<br>Main                  | Sub.                |
| NOMENCLATURE   | No. 8 PLATFORM LINE to:<br>Down South | Down South Calling-on<br>Down South Shunting | No. 8 PLATFORM LINE to:<br>Up West Passenger | Up West Passenger Calling-on<br>Up West Passenger Shunting | No. 9 PLATFORM LINE to:<br>Down East | Down East Calling-on<br>Down East Shunting | No. 9 PLATFORM LINE to<br>UP South    | Up South Calling-on |
| SIGNAL<br>No.  | 91 Pull                               | 91 Push                                      | 112 Pull                                     | 112 Push   | 54 Pull                              | 54 Push                                    | 97 Pull                               | 97 Push             |

| REMARKS  | 111                              | Ì I       | <u>_</u> 111                  | 11        | 11                 |   |                                       |
|--|----------------------------------|-----------|-------------------------------|-----------|--------------------|---|---------------------------------------|
| U<br>ellow,  |                                  |           |                               |           | ::                 | ::::  |                                       |
| AHEA<br>Ible Ye  | 2 111                            |           | :::                           |           | ::                 | ::::  |                                       |
| NAL A  | :::                              |           | 111                           |           | <u>.</u>           |   | 1                                     |
| S.B.=  | :::                              |           |                               | 11        |                    | ::::  | 111                                   |
| CT OF<br>= Yellc<br>Green,   |                                  |           | 8428111                       | -         |                    | ::::  |                                       |
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | 144 at R<br>144 at Y<br>144 at Y |           | 44 at R<br>44 at Y<br>44 at Y |           | 33 at R<br>33 at Y | 33 at G<br>139 at R<br>139 at Y<br>139 at G | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| TE<br>NA-  |                                  |           |                               |           |                    |   |                                       |
| ROUTE<br>INDICA-<br>TION   | ×××                              | ≱         | <b>B</b> BB                   | <u></u> 년 | უიდ                | 8880  | ן ≰ט                                  |
| ASPECT ROU<br>DIS-<br>PLAYED TIO   | K<br>KY<br>G                     | ×  <br>.  | KY<br>YY<br>G                 | EI        |                    | RARG<br>RA                                  | ן אַנ <i>י</i><br>                    |
|  |                                  |           |                               | Sub       | XX                 |   | Sub.<br>Sub.<br>Sub.<br>              |
| ASPECT<br>DIS-<br>PLAYED   | Main Y<br>G                      | g-on Sub. | GYY                           | 11        | XX                 | טאַאט                                       | Sub.                                  |
| MAIN<br>OR SUB. PLAYED   | Main Y<br>G                      | g-on Sub. | Main<br>Main<br>Main<br>G     | Sub.      | Main Y<br>Main YY  | Main G<br>Main Y<br>Main YY<br>Main G       | Sub.                                  |
| MAIN<br>OR SUB. PLAYED   | Main Y<br>G                      | g-on Sub. | Main<br>Main<br>Main<br>G     | Sub.      | ods Main Y         | Main G<br>Main Y<br>Main YY<br>Main G       | Sub.                                  |
| MAIN<br>OR SUB. PLAYED   | Main Y<br>G                      | g-on Sub. | Main YY<br>Main YY<br>Main G  | Sub.      | ods Main Y         | Main G<br>Main Y<br>Main YY<br>Main G       | Sub.                                  |
| ASPECT<br>DIS-<br>PLAYED   | Main YY<br>G                     | Sub.      | Main<br>Main<br>Main<br>G     | Sub.      | Main Y<br>Main YY  | Main G<br>Main Y<br>Main YY<br>Main G       |                                       |

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| REMARKS  | 1111   | 1111   |  | 1111   | 1111   |  |
| ASPECT OF SIGNAL AHEAD<br>R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | K.E.B. 56 and 31 at R<br>K.E.B. 58, 57, 56 at G or 13, 32, 31 at G<br>K.E.B. 35 at R | •  | K.E.B. 56 and 31 at R,,<br>K.E.B. 58, 57, 56 at G or 13, 32, 31 at G<br>K.E.B. 35 at R<br>K.E.B. 36, 35 at G |  | K.E.B. 56 and 31 at R<br>K.E.B. 58, 57, 56 at G or 13, 32, 31 at G<br>K.E.B. 35 at R<br>K.E.B. 36, 35 at G |  |
| ROUTE<br>INDICA-<br>TION   | ন্দ্রহাথথ  | 편   짜  | 西西のの   | E   w  | 民民公公   | 터   º  |
| ASPECT<br>DIS-<br>PLAYED   | 7070   |  | A Q Y Q  | 1111.  | 040Á   | 1111   |
| MAIN<br>OR SUB.  | Main<br>Main<br>Main   | Sub.<br>Sub.<br>Sub.<br>Sub.   | Main<br>Main<br>Main<br>Main   | Sub.<br>Sub.<br>Sub.<br>Sub.   | Main<br>Main<br>Main<br>Main   | Sub.<br>Sub.<br>Sub.   |
|  | 1 1  | ::::   | : :  |  | :  | ::::   |
| JRE  | 1 1  | ::::   |  | :::::  |  | ::::   |
| NOMENCLATURE   | UP EAST to:<br>Up East<br>Up South   | Up East Calling-on<br>Up East Shunting<br>Up South Calling-on<br>Up South Shunting | DOWN EAST to:<br>Up East<br>Up South   | Up East Calling-on<br>Up East Shunting<br>Up South Calling-on<br>Up South Shunting | UP SOUTH to:<br>Up East<br>Up South  | Up East Calling-on<br>Up East Shunting<br>Up South Calling-on<br>Up South Shunting |
| SIGNAL<br>No.  | 44 Pull  | 44 Push  | 55 Pull  | 55 Push  | 148 Pull   | 148 Push   |
|  |  |  |  | - 1  |  |  |

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|   | 1111   | 11111  | 111   | 1  | - 11  |   |
|---|--|--|---|--|---|---|
| at G  |  |  |   |  | ::  |   |
| 32, 31  |  |  |   |  | ::  |   |
| or 13,  |  |  |   |  | ::  |   |
| 11 at R<br>6 at G<br>15 at C                                  |  | :::::  |   | Į.   | ::  | 111   |
| and 3<br>, 57, 5<br>, at R<br>, 36, 3                         |  |  |   |  | ::  |   |
| K.E.B. 56<br>K.E.B. 58<br>K.E.B. 38<br>K.E.B. 38<br>K.E.B. 38 |  | 33 at R<br>33 at Y<br>33 at Y<br>139 at Y<br>139 at Y<br>139 at G  |   |  | 139 at R<br>139 at Y  |   |
| *<br>E E N N  | 西   22   | RKKOG  | u א   | 1  | 11  | 111   |
| טאטא  |  | A X X X S  | []  |  | YY  | 111   |
| Main<br>Main<br>Main<br>Main                                  | Sub.<br>Sub.<br>Sub.<br>Sub.   | Main<br>Main<br>Main<br>Main<br>Main   | Sub.<br>Sub.<br>Sub.  | Sub.   | Main<br>Main  | Sub.<br>Sub.<br>Sub.  |
| 1 1   |  | : ::   | -on<br>ing-on<br>inting   | ing  | :   | ng-on<br>ing  |
| : :   |  | NGER   | alling-<br>er Calli<br>er Shu   | Shunti   | ER to<br>er   | r Callin<br>Shunti<br>nting   |
|   | ng-on<br>nting<br>ling-on<br>inting  | PASSE<br>loods<br>asseng   | oods C<br>assenge<br>assenge  | enger  | SENG  | ssenge<br>enger<br>ig Shu   |
| burre<br>th   | tt Calli<br>st Shu<br>th Cal<br>th Shu   | VEST J<br>Vest G<br>Vest F   | Vest G<br>Vest Pe<br>Vest P   | st Pass  | T PAS<br>Vest P   | /est Pa<br>st Pass<br>e Sidin   |
| DOWN S<br>Up Eas<br>Up Sour                                   | Up Eas<br>Up Eas<br>Up Sou<br>Up Sou   | Down V<br>Down J<br>Down J   | Down V<br>Down V<br>Down V  | Up We  | UP WES<br>Down V  | Down West Passenger Calling-on<br>Up West Passenger Shunting<br>Wallside Siding Shunting  |
| 149 Pull  | 149 Push   | 144 Pull   | 144 Push  | 145  | 190 Pull  | 190 Push  |
|   | DOWN SOUTH to:         Main         Y         * E         K.E.B. 56 and 31 at R   K.E.B. 35, 35, 35, 35, 31 at G | DOWN SOUTH to:       Main       Y       *E       K.E.B. 56 and 31 at R           Up East         Main       G       E       K.E.B. 58, 57, 56 at G or 18, 32, 31 at G         Up South         Main       Y       S       K.E.B. 58, 57, 56 at G or 18, 32, 31 at G         Up South         Main       Y       S       K.E.B. 35 at R          Up East Calling-on        Sub.        E       E           Up South Calling-on        Sub.        E              Up South Calling-on        Sub.        E | DOWN SOUTH to:-Up EastMainY*EK.E.B. 56 and 31 at RUp EastMainYSK.E.B. 55, 57, 56 at G or 13, 32, 31 at GUp SouthMainYSK.E.B. 39, 36, 35 at G or 13, 32, 31 at GUp East Calling-onSubEEK.E.B. 39, 36, 35 at G or 13, 32, 31 at GUp East ShuntingSubEEUp South Calling-onSubEE< | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | DOWN SOUTH to:-       Wain       Y       *E       K.E.B. 56 and 31 at R       main       Y         Up East         Main       Y       S       K.E.B. 56 and 31 at R            Up South        Main       Y       S       K.E.B. 58, 57, 56 at G or 13, 32, 31 at G | DOWN SOUTH to:-<br>Up EastMain<br>C<br>G<br>Main<br>G<br>G<br>S<br>Nouth*E<br>ME.B. 56 and 31 at R<br>S K.E.B. 55 or, 66 at G or 13, 32, 31 at G<br>S K.E.B. 39, 36, 35 at G<br>S K.E.B. SPARDown West PassengerMain<br>NY<br>Main<br>Down West Passenger Calling-on<br>Sub.Y<br>M<br>Main<br>NY<br>MG<br>S S S S S S S S S S S S S S S S S S S |

- 21

| 10 35000  | NOMENCLATURE   | OR SUB.      | DIS-<br>PLAYED | INDICA-<br>TION | R=Red, Y=Yellow, YY=Double Yellow,<br>G=Green, S.B.=Signal Box | REMARKS       |
|-----------|--|--------------|----------------|-----------------|--|---------------|
| *33 Pull  | DOWN WEST GOODS to:                                    | Main<br>Main | טּא            |                 | Forth 77 at R Forth 27, 28, 78, 77 or 27, 73, 77 at G          | 11            |
| 33 Push   | Down West Goods Calling-on<br>Down West Goods Shunting | Sub.<br>Sub. |                | . 11            |  |               |
| *139 Pull | DOWN WEST PASSENGER to:                                | Main<br>Main | ъ.             | 11              | Forth 74 at R<br>Forth 27, 73, 74 at G                         | ,<br>Ì I<br>, |
| 139 Push  | Down West Passenger Shunting                           | Sub.         | 1              | 1               | 1  | 1             |
|           |  |              |                |                 |  |               |
|           |  |              |                |                 |  |               |
|           | 1  |              |                |                 |  |               |
|           | •  |              |                |                 |  | •             |
|           |  |              |                | •               | · · · ·  | •             |
|           |  |              |                | A HOLE          |  | •             |

.22

## 23

### NEWCASTLE No. 3 SIGNAL BOX-GROUND SUBSIDIARY SIGNALS INCOMING FROM WEST LINES AND SOUTH LINES

| SIGNAL<br>No. | NOMENCLATURE  |                   |
|---------------|---|-------------------|
| 194 Pull      | Shunting Down West Passenger to Up West Passenger<br>or Shunting Down West Passenger  | (Top)<br>(Bottom) |
| 38            | Shunting Down West Passenger to Down West Passenger<br>or to Up West Goods  | (Top)<br>(Bottom) |
| 193           | Shunting Wallside Siding to Wallside Siding Line<br>or to Up West Passenger   | (Top)<br>(Bottom) |
| 192           | Shunting Wallside Siding to Dock Line   |                   |
| 199/120       | Up West Passenger to 12 Platform Line<br>or 8 Platform Line   |                   |
| 191/122       | Down West Passenger to 11 Platform Line<br>or 9 Platform Line   | 10.000            |
| 187           | Dock Line to Dock<br>or Platform 15<br>or 14 Platform Line  |                   |
| 201           | 13 Platform Line to Platform 15<br>or 14 Platform Line<br>or Platform 13  |                   |
| 200           | 14 Platform Line to Platform 14<br>or Platform 13   |                   |
| 211/70        | Shunting Up South to -Down South(Indication D.S.)or Up South(Indication U.S.)or Up South to Down East(Indication D.E.)or Up South to Up East Goods(Indication U.E.) |                   |
| 68            | Shunting Up East to Up South<br>or Up East to Down East<br>or Up East Goods(Indication U.S.)<br>(Indication D.E.)   |                   |
| 67            | Shunting Up East Goods to Down East<br>or Up East Goods   |                   |
| 196           | Shunting Up South to Down South<br>or Up South  |                   |
| 65            | Shunting Up East Goods to Down East Goods   | A.C.              |
| 198           | 12 Platform Line to Platform 14<br>or Platform 13<br>or Platform 12<br>or Platform 11   |                   |
| 197           | 11 Platform Line to Platform 12<br>or 11 Platform   | in generate       |
| 115           | 8 Platform Line to Platform 8<br>or 9 Platform Line   |                   |
| 117/58        | No. 9 Platform Line to Platform 8<br>or 9 Platform Line<br>or 10 Platform Line  |                   |
| 56/57<br>61   | Up West Goods or Down East Goods to No. 1 Goods<br>or No. 2 Goods<br>No. 10 Platform Line to No. 10 Platform<br>or A.B. Sidings                                     |                   |

24

## NEWCASTLE No. 3 SIGNAL BOX-GROUND SUBSIDIARY SIGNALS INCOMING FROM WEST LINES AND SOUTH LINES-continued.

| SIGNAL<br>No. | NOMENCLAT  | TURE              | * 3a        |   |
|---------------|--|-------------------|-------------|---|
| 110 Push      | Platform 8 to Platform 8 (Top) (Eleva<br>or Station Sidings (Bottom) | ated)             | dings P. is | : |
| 111 Push      | No. 9 Platform Line to Station Sidings<br>or No. 9 Platform          | (Top)<br>(Bottom) |             |   |

4

### NEWCASTLE No. 3 SIGNAL BOX-GROUND SUBSIDIARY SIGNALS OUTGOING TO SOUTH LINES AND WEST LINES

| SIGNAL<br>No.            | NOMENCLATURE  |
|--------------------------|---|
| 111 Pull }<br>110 Pull } | Shunting Station Sidings to Platform 9<br>Shunting Station Sidings to Platform 8          |
| 3                        | Shunting No. 2 Goods to Down Goods  |
| 2                        | Shunting No. 1 Goods to Down Goods  |
| 9                        | Shunting A.B. Sidings to No. 9 Platform Line  |
| 41/28                    | Shunting Down Goods to Up East<br>or Down East<br>or Up West Goods                        |
| 189                      | Shunting Dock to Dock Line  |
| 182                      | Dock Line to Up West Passenger<br>or Wallside Siding                                      |
| 45                       | Up East to Up East  |
| 32                       | Down West Goods to Down West Goods (Top)<br>or Down West Passenger (Bottom)               |
| 31                       | Shunting Up West Goods to Up West Goods<br>or Down West Passenger<br>or Up West Passenger |
| 183                      | Shunting Wallside Siding Line to Wallside Siding  |
| 195 Push                 | Shunting Up West Goods to Down West Goods   |
| 150                      | Down West Passenger to Down West Goods<br>or Down West Passenger                          |
| 194 Push                 | Up West Passenger to Down West Passenger  |

## THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

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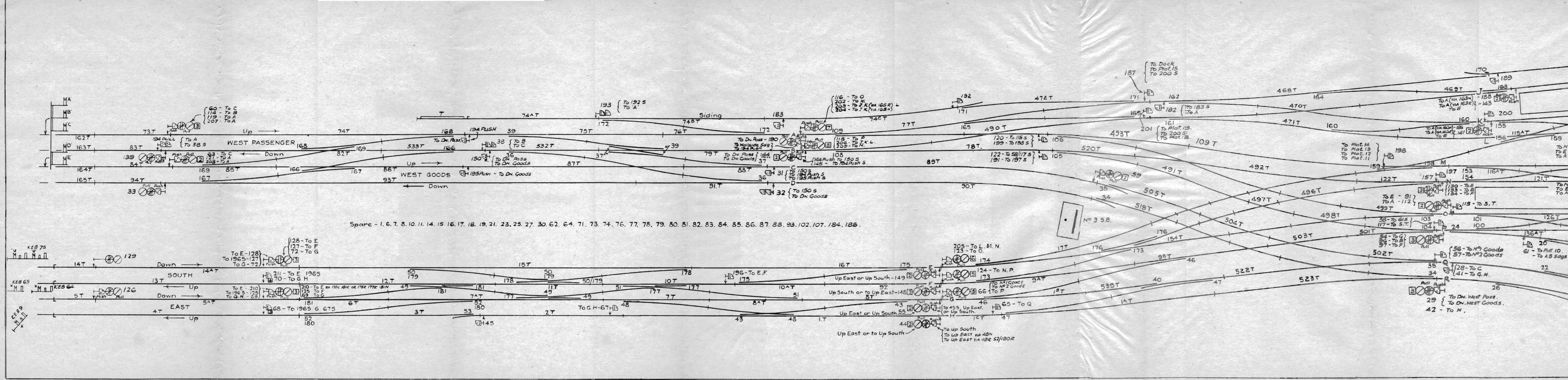
|      | York,      |      |  |
|------|------------|------|--|
| 12th | September, | 1957 |  |

L. SPROAT, Operating Officer

Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:--- "DERWENT SIG. PROG. 38A."

Herald, York-R18349



Carriage Dock A = NEWCASTLE NºI NUMBERS 56 = NEWCASTLE Nº2 NUMBERS E 140 - To K 142 - To E - 151 - G.F. Release 136 - TOK 138 - TOE 12 Platform 138 152 Rust TON - 132 TOE - 135 TOA - 146 11 Platform 110 Push f To 5dgs Release Ill Push -Release HIPUII - To Plat 8. 111 PUII - To Plat 9. Release Do-Tial mi From 9 Platform 10 Platform Pull 1 A gig 12 000 904 TS RELEASE 427 Nº 4 Goods NEWCASTLE Nº 3 S.B.