

BARGOED

<u>2</u> DOWN MAIN HOME — 28 21 20	<u>3</u> DOWN MAIN STARTING	<u>4</u> DOWN MAIN ADVANCED STARTING	<u>5</u> DOWN MAIN OUTER ADVANCED STARTING	<u>7</u> DOWN MAIN CALLING ON — 28 21 20	<u>8</u> DISC FOR 9 — 9	<u>9</u> DOWN SIDING SAFETY	<u>10</u> DISC DOWN MAIN UP INNER HOME TO DUMP SIDING — 29 9	(R) <u>14</u> DISC FOR 17 — 21 19 17 OR 17
(R) <u>15</u> DISC FOR 19B — 28 21 19 17 — 27 21 19 17	(R) <u>16</u> DISC AT 19B — 17	(R) <u>17</u> BRANCH SAFETY (SLOTTED)	(R) <u>18</u> DISC BRANCH SIDING STARTING	(R) <u>19</u> UP MAIN FACING — BRANCH	<u>20</u> DISC BACKING FROM UP MAIN TO DOWN MAIN OR UP MAIN — 28 21 OR 27 21	<u>21</u> FPL FOR 27	(R) <u>24</u> INTERLOCKING LEVER FOR BARGOED SOUTH GROUND FRAME	(R) <u>26</u> FPL FOR 19A

(R) REVERSED ON LEVER

SHORT HANDLE 4 5 24 33 41 46 47 48 49 50 51

SPACES 1 11 12 13 22 23 25 24

SPARES 6 14 15 16 17 18 19 24 26 30 31 42 43 44 45 46 47 48 49 50 51

BARGOED

<u>27</u> DOWN MAIN FACING — TO UP MAIN	<u>28</u> DOWN MAIN UP FACING TO DUMP SIDING — TO UP MAIN	<u>29</u> FPL FOR 28	(R) <u>30</u> UP MAIN INNER HOME TO BRANCH — 19 26 27	(R) <u>31</u> DOWN MAIN UP INNER HOME TO BRANCH — 19 26 28 29	<u>32</u> DISC BACKING DOWN UP MAIN	<u>33</u> UP AND DOWN MAIN FACINGS — + OVER	<u>35</u> UP MAIN STARTING	36 UP MAIN INNER HOME — 27
<u>37</u> UP MAIN INTERMEDIATE HOME	<u>38</u> DOWN MAIN UP INNER HOME TO UP MAIN — 28 29	<u>39</u> UP MAIN CALLING ON TO DOWN MAIN — 28 29 33 OR 29 33	<u>40</u> UP MAIN INTERMEDIATE HOME TO DOWN MAIN — 28 29 33 OR 29 33	<u>41</u> UP MAIN HOME	(R) <u>46</u> POSITION LIGHT AT 47A	(R) <u>47</u> DOWN MAIN DOWN SIDINGS	(R) <u>48</u> UP MAIN FACING — DOWN SIDINGS — 47	(R) <u>49</u> UP MAIN HOME TO DOWN SIDINGS — 48
					(R) <u>50</u> POSITION LIGHT FOR 47B — 47	(R) <u>51</u> POSITION LIGHT SPUR TO DOWN SIDINGS		

(R) REVERSED ON LEVER.

BARGOED

6
DISC
FOR 7B
7

7
DOWN
MAIN
TO
DUMP
SIDING
—
DOWN
SIDING

37
UP
MAIN
HOME
—
26

37
UP
MAIN
INTERMEDIATE
HOME
—
26

39
UP
MAIN
CALLING-
ON
TO
DOWN
MAIN
—
26
28
29
33
OR
29
33

40
UP
MAIN
INTERMEDIATE
HOME
TO
DOWN
MAIN
—
26
28
29
33
OR
29
33

Additional redundant leads, information supplied by B. Bennett. 7/87.