

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

**This Notice must be kept strictly private and must not
be given to the Public.**

SPECIAL NOTICE

TO

DRIVERS, GUARDS, SIGNALMEN

AND

OTHERS CONCERNED

RESPECTING THE

**INTRODUCTION OF COLOUR-LIGHT
SIGNALS AT MIRFIELD**

(in place of existing Semaphore signals)

**BETWEEN HEATON LODGE JUNCTION AND
THORNHILL L. & N.W. JUNCTION**

ON JULY 17th, 1932.

**C. R. BYROM,
Chief General Superintendent.**

Derby, July, 1932.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MIRFIELD.

BRINGING INTO USE NEW COLOUR-LIGHT SIGNALLING INSTALLATION.

Commencing at 12.1 a.m. on Sunday, the 17th July, the whole of the main line semaphore signals for the up and down fast and slow lines in the Mirfield Area will be dispensed with and multiple aspect colour-light signalling will be introduced, commencing in the DOWN direction at the down fast and down slow starting signals for Heaton Lodge Junction box and extending to the down fast and down slow starting signals for Mirfield No. 5 box, and in the UP direction from the up fast and up slow starting signals for Thornhill L. & N.W. Junction box and the up home signal at Mirfield No. 4 box (formerly No. 6 box) to the up fast and up slow advanced starting signals for No. 1 box, inclusive.

A diagram showing the new signals, their location and application, is attached.

The existing Mirfield No. 1 signal box will come away and the signal boxes will be renamed as under:—

Mirfield No. 2	to become	Mirfield No. 1.
" " 3	" " "	" " 2.
" " 4	" " "	" " 3.
" " 6	" " "	" " 4.
Mirfield No. 5	unaltered.	

Mirfield No. 1 (New Box) :—

The following alteration to connections will be carried out:—

The crossover road "A" between the up and down slow lines and the connection "B," up slow to Sutcliffe's Siding, will be worked from a new ground frame fixed outside the down slow line immediately on the Mirfield side of the siding connection. The new ground frame will be known as "Sutcliffe's Siding" and will be controlled from this box.

Telephonic communication will be provided between the ground frame and this box.

The connection "C" up slow to Engine Shed, and signals applying thereto, will be worked from this box.

The double junctions "D" and "E" between the up and down slow and up and down fast lines on the Heaton Lodge side of the signal box, which have been temporarily out of use, will be brought into use.

A new slip "F" will be provided in the connection up slow to up fast, forming a crossover road between the up and down fast lines 60 yards on the Thornhill side of the signal box.

Mirfield No. 2 (New Box) :—

The connection from No. 2 departure line to No. 1 departure line has been connected up to the signal box.

Repeater colour-light signals with reduced lights are provided at the exits from Nos. 1 and 2 bay platforms, repeating the aspects of the starting signal for these bays immediately ahead.

Mirfield No. 3 (New Box) :—

The following new connections will be brought into use on or before this date:—

Slips "H" in the through crossing to No. 1 departure line forming a crossover road between the up and down fast lines.

Double junctions "J" and "K" between the up and down fast and the up and down slow lines, 230 yards on the station side of the signal box.

Double junctions "L" and "M" between the up and down fast and up and down slow lines immediately opposite the signal box.

Slip "N" in the connection down sidings to down loop.

Trailing connection "O" in the road leading from the down sidings to down loop.

Facing connection "P" down slow to down loop.

The starting signal for No. 2 bay platform carries a signal fixed at the left-hand side of the post, which exhibits a red or green aspect, reading to the down sidings.

Rule 55.

Except at the signals shown below diamond signs have been provided on all colour-light signals.

Exception:—

Mirfield No. 4 Up home.

Thornhill L. & N.W. Junc. ... Up slow and up fast starting signals.

"T" signs will be provided on the up fast and up slow advanced starting signals at Mirfield No. 1 signal box, indicating that telephones are provided at these signals to enable the trainmen to communicate with the signalmen at that box.

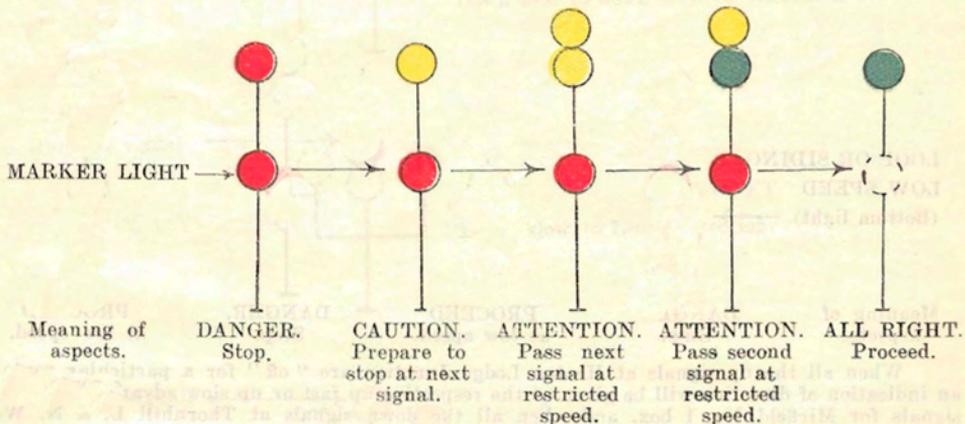
DESCRIPTION OF MULTIPLE ASPECT COLOUR-LIGHT SIGNALS.

The multiple aspect colour-light signals will not be provided with semaphore arms, the day and night indications being given by lights only, and the following are the different indications which may be given.

RED	—————	DANGER	—————	STOP.
ONE YELLOW	—————	CAUTION	—————	Prepare to stop at next signal.
TWO YELLOWS	—————	ATTENTION	—————	Pass next signal at restricted speed.
ONE YELLOW OVER GREEN	—————	ATTENTION	—————	Pass second signal at restricted speed.
GREEN	—————	ALL RIGHT	—————	PROCEED.

Multiple aspect signals are indicated by an illuminated red marker light placed on the signal post under the main light or lights, except where the next signal is of the ordinary semaphore type. The marker light will not be exhibited when the main light is at "all right," except at junctions where required for directional purposes.

The indications that may be given by multiple aspect signals will be as under:—



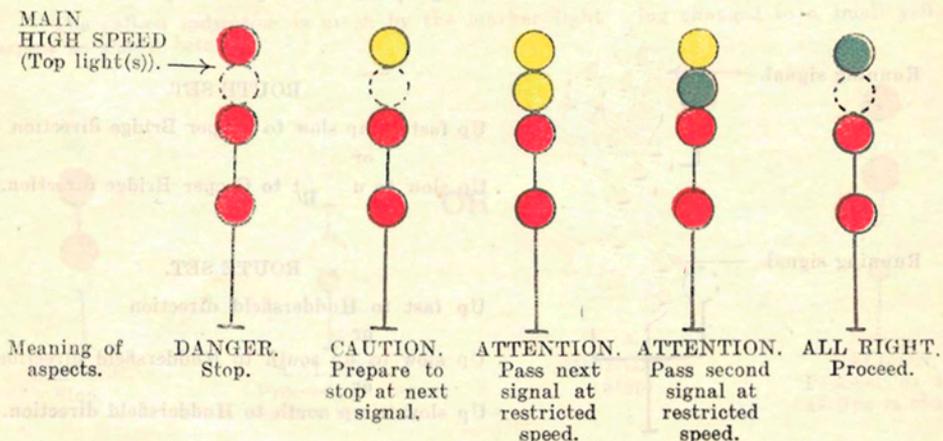
Junction Signals:—

At a junction where the speeds of the main or through line and the diverging line vary by more than 20 miles per hour, the signal aspects are arranged vertically, and the signals will in all such cases read as under:—

TOP LIGHT	—————	MAIN HIGH SPEED ROUTE.
CENTRE LIGHT	—————	DIVERGING LINE — MEDIUM SPEED ROUTE.
BOTTOM LIGHT	—————	TO LOOP OR SIDING — LOW SPEED ROUTE.

(Small Green.)

The aspects that may be given at junction signals will be as under:—



DIVERGING LINE
MEDIUM SPEED
(Centre light(s)). →



Meaning of aspects.

DANGER.
Stop.



CAUTION.
Prepare to stop at next signal.



ATTENTION.
Pass next signal at restricted speed.



ALL RIGHT.
Proceed.

LOOP OR SIDING
LOW SPEED
(Bottom light). →



Meaning of aspects.

DANGER.
Stop.



PROCEED
at low speed.



DANGER.
Stop.



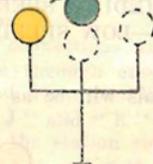
PROCEED
at low speed.

When all the up signals at Heaton Lodge Junction are "off" for a particular route, an indication of direction will be given at the respective up fast or up slow advanced starting signals for Mirfield No. 1 box, and when all the down signals at Thornhill L. & N. W. Junction are "off" for a particular route, an indication of direction will be given at the respective down fast or down slow starting signals for Mirfield No. 5 box.

The indication of direction in each case will be as shown below:—

For Heaton Lodge Junction.

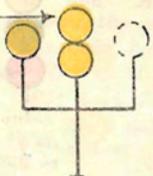
Running signal. →



ROUTE SET.

Along up fast to Cooper Bridge direction
or
Along up slow to Cooper Bridge direction.

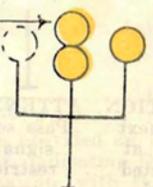
Running signal. →



ROUTE SET.

Up fast to up slow to Cooper Bridge direction
or
Up slow to up fast to Cooper Bridge direction.

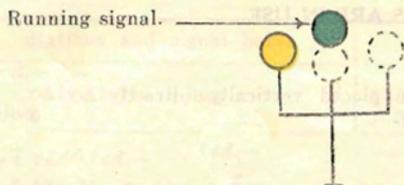
Running signal. →



ROUTE SET.

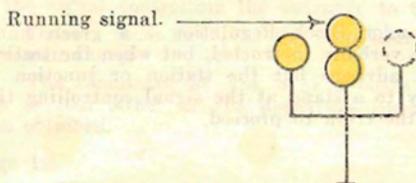
Up fast to Huddersfield direction
or
Up slow to up south to Huddersfield direction
or
Up slow to up north to Huddersfield direction.

For Thornhill L. & N.W. Junction.



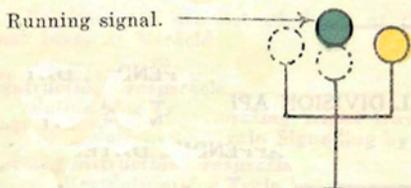
ROUTE SET.

Along down slow to Wakefield direction
or
Along down fast to Wakefield direction.



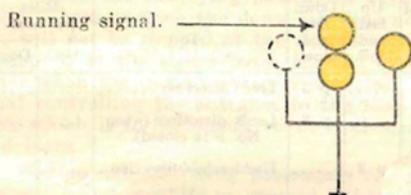
ROUTE SET.

Down slow to down fast to Wakefield direction
or
Down fast to down slow to Wakefield direction.



ROUTE SET.

Down slow to Leeds direction.

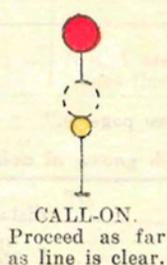


ROUTE SET.

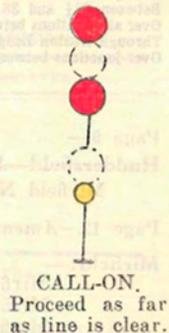
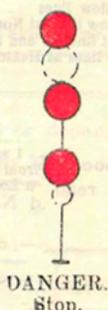
Down fast to down slow to Leeds direction.

Calling-on Signals:—

The call-on indication is given by the marker light being changed to a small yellow aspect as shown below:—



OR



**THE FOLLOWING MODIFICATIONS TO THE BOOK OF RULES AND REGULATIONS
WILL APPLY ON THE SECTION OF LINE WHERE MULTIPLE ASPECT
COLOUR-LIGHT SIGNALS ARE IN USE.**

Rule 38.

Where two or more colour-light signals are placed vertically (directly one under another) the provisions of this Rule will not apply.

Rules 40 (a) and 45 (a) and (d).

Drivers and guards are instructed that the provisions of Rule 40, clause (a), and Rule 45, clauses (a) and (d), will not apply at colour-light signals.

Rule 40, clause (d).

When a train is allowed to go forward under Block Regulation 5 a green hand signal will not be exhibited, nor will the driver be verbally instructed, but when the section is clear to the next home signal at the box in advance but the station or junction is blocked, the train will be brought quite or nearly to a stand at the signal controlling the entrance to the section before it is taken off for the train to proceed.

Rule 49.

Back lights are not provided at colour-light signals.

ALTERATIONS AND ADDITIONS TO CENTRAL DIVISION APPENDIX, DATED 1931.

Page 7.—Amended.—

Mirfield:—

Additional running lines.	Stations and signal boxes.	Distance.		Direction of up line.	Engine whistles.			Speed restrictions.	
		Miles.	Yards.		Up fast and slow.	Down fast and slow.	To	Miles per hour.	
								Up.	Down.
	Mirfield—No. 5	—	1,730	↓	.....	p 3	Leeds direction .....	.....	.....
	„ No. 3	—	592		.....	p 3	Leeds direction (when No. 5 is closed). .....	.....	.....
	„ No. 2	—	619		p 3	.....	Huddersfield direction .....	.....	.....
	„ No. 1	—	311		.....	.....	(For internal whistles at Mirfield, see page 96.) .....	.....	.....
	Heaton Lodge Junc.	—	1,584		.....	p 1 long 1 crow	Light engines from Huddersfield line for beyond No. 1 box. (Information to be sent to No. 1 box) .....	.....	.....
					3	.....	For Huddersfield direction.	.....	.....
Over junctions at Mirfield No. 3 to and from Heckmondwike.....								20	20
Between 38½ and 38¾ mile posts—slow lines								35	35
Over all junctions between fast and slow lines at Nos. 1 and 3 boxes.....								20	20
Through Heaton Lodge Junction—All lines to and from Huddersfield.....								25	25
Over junctions between fast and slow lines at Heaton Lodge Junction.....								15	15

Page 9.—

Huddersfield—Newtown Goods Station Branch:—

Mirfield No. 2 should read “ Mirfield No. 1 (see page 7).”

Page 12.—Amended.—

Mirfield:—

Mirfield Coal Company's Siding distance 415 yards.
 Mirfield No. 4 „ 1,331 „
 Mirfield No. 3 (see page 7) „ 327 „

Page 96.—

Sidings Boxes and Internal Whistles:—

Stations and signal boxes.	Engine whistles.
<i>Amended.—</i>	
Mirfield—At No. 3 box	2—down loop to branch loop for shunting purposes. 3—down loop to branch loop (through to No. 4).

Page 102.—*Add.—***Mirfield—Up Arrival and Departure Lines between No. 5 and No. 2 Boxes:—**

When trains are being turned on to either of the up arrival lines at No. 5 box and the line is not clear to the stop boards near No. 3 box, a small yellow light will be exhibited in the signal controlling the entrance to the lines.

Drivers must not pass the stop boards until instructed to do so by the shunter or person in charge.

The signalman at Nos. 3 or 2 boxes must not allow any movement from the main line to foul either of the departure lines until the permission of the ground staff has been obtained.

Page 148.—

Distant Signals at which Fogsignalmen are not employed:—*Delete.—*Mirfield—No. 6.*Add.—*

Fogsignalmen are not employed at the colour-light signals worked from any of the signal boxes at Mirfield.

Page 155.—

Special Instructions respecting trains travelling on lines worked in accordance with the Regulations for Train Signalling by Permissive Block Telegraph:—*Add.—*

Mirfield No. 2 box—Down goods loop.

Mirfield No. 3 box—Down goods loops.

Trains not conveying passengers turned from the down slow to the down goods loop at No. 2 box, or from the down fast line or down slow line to the down goods loop at No. 3 box, will not be stopped at the signals controlling the entrances to the loops, nor will they be stopped at the signal boxes for the drivers to be verbally instructed or receive a hand signal when the section ahead is occupied, but when the lines are not clear throughout the signal controlling the entrance to the loop concerned, when taken off, will exhibit a yellow light, which is to be considered as equivalent to a calling-on aspect, and must be so treated by drivers.

Trains not conveying passengers from the direction of No. 2 box on the down goods loop and which require to proceed either to No. 5 box or No. 4 box on either of the down goods loops will not receive a hand signal from the signalman at No. 3 box when the line ahead is occupied, but the signal controlling the entrance to the section in advance will not be taken off when the line is not clear throughout until the train has been brought to stand at it.

Drivers of trains travelling along either of the down goods loops between Nos. 2, 3, 4 or 5 boxes under these arrangements must proceed with their trains under proper control and be prepared to stop short of any obstruction there may be on the line ahead.

Page 156.—

Lines not signalled by Absolute Block Telegraph or by Permissive Block Telegraph:—

Place.	Line.	Remarks.
<i>Add to list.—</i>		
Mirfield No. 5 to No. 2	Nos. 1 and 2 up arrival or departure lines.	

Page 157.—

Setting back through section in wrong direction:—

From.	To.	Line.	Remarks.
<i>Amended.—</i>			
Mirfield No. 3	No. 2	Down goods	} For trains not conveying passengers.
Mirfield No. 4	No. 3	Down goods	

Page 163.—

Signals which are placed to danger automatically on the passing of trains:—

Signal box.	Signal.
<i>Add.</i>	
Heaton Lodge Junction	Down slow starting. Down fast starting.
Thornhill L. & N.W. Junction ...	Up fast starting. Up slow starting.
Mirfield No. 1	All colour-light signals with the exception of:— Mirfield No. 1—Up fast and slow advanced starting. Mirfield No. 2—Down slow home to sidings and loop. Mirfield No. 3—No. 2 bay shunt to sidings, etc. Mirfield No. 4—Up home to sidings. Mirfield No. 5—Down slow and fast starting.
Mirfield No. 2	
Mirfield No. 3	
Mirfield No. 4	
Mirfield No. 5	

Page 169.—

Working of wagons on main lines without brake van in the rear:—

From.	To.	Line.	Remarks.	
<i>Amended.—</i>				
Mirfield No. 4 ...	No. 1 and <i>vice versa.</i>	Up and down fast and slow and down loop.	Loaded. 20	Empty. 20

Page 173.—

Propelling vehicles on running lines outside station limits:—

From.	To.	Line.	Wagons, etc.
<i>Amended.—</i>			
Mirfield No. 5 ...	Heaton Lodge Junction and <i>vice versa.</i>	Up and down fast and slow.	Coal for signal boxes without brake van in front.
Mirfield No. 3 ...	No. 4	Down main and down loop.	Wagons without brake van in front.
Mirfield No. 1 ...	No. 3	Down fast and slow and loop.	12 without brake van in front.
Mirfield No. 1 ...	Heckmondwike Junc. (Heaton Lodge) and <i>vice versa.</i>	Up and down ...	Breakdown van train.
Mirfield No. 1 ...	Heckmondwike (Cen.) Junc. and <i>vice versa.</i>	Up and down ...	Breakdown van train.

Page 178.—

Sidings connected with running lines worked under special arrangements:—

Siding.	Position.	Particulars of Working.
<i>Add.—</i> Sutcliffe's	Up and down slow lines, Mirfield.	Worked from ground frame, electrically controlled from No. 1 box, where key is kept.

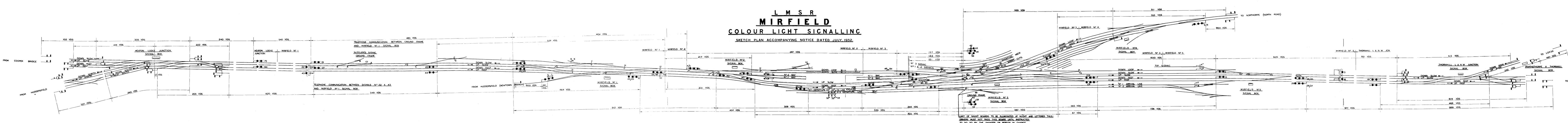
Page 180.—*Amend.—***Single lines of railway worked by only one engine in steam or two or more engines coupled together. Appendix III. to the Book of Rules and Regulations:—**

Section of Line.	Shape of staff.	Colour of staff.	Staff stations.	Persons appointed to receive staff from, and deliver it to, the driver.
Huddersfield Branch between Mirfield No. 1 and Huddersfield	Round ...	Black ...	Mirfield No. 1 ...	Signalman.

This notice must be kept with the Central Division Appendix and retained until the next issue of the Appendix Supplement.

L M S R MIRFIELD COLOUR LIGHT SIGNALLING

SKETCH PLAN ACCOMPANYING NOTICE DATED JULY, 1932.



- | | | | | | |
|--|---|---|--|--|---|
| <p style="text-align: center;">MIRFIELD No. 1.</p> <p style="text-align: center;">HEATON LODGE JUNCTION.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">DOWN LINES.</p> <ol style="list-style-type: none"> 15. Slow Outer Home. 16. Slow Inner Home. 17. Slow Inner Home to Fast. 18. Fast Outer Home. 19. Fast Inner Home. 20. Fast Inner Home to Slow. 21. Fast Home to Fast. 22. Fast Home to Slow. 23. Slow Starting. 24. Slow Home to Fast. 25. Slow Home to Slow. 26. Fast Outer Home. 27. Fast Inner Home. 28. Fast Inner Home to Slow. 29. Fast Inner Home to Fast. 30. Home from Branch to Slow. <p style="text-align: center;">UP LINES.</p> <ol style="list-style-type: none"> 31. Slow Advanced Starting Signal with directional lights as Slow Distant for Heaton Lodge Junction. 32. Slow Home to Fast. 33. Slow Home to Slow. 34. Fast Outer Home. 35. Fast Inner Home. 36. Fast Inner Home to Slow. 37. Fast Home to Fast. 38. Fast Home to Slow. 39. Slow Starting. 40. Slow Home to Fast. 41. Slow Home to Slow. 42. Fast Outer Home. 43. Fast Inner Home. 44. Fast Inner Home to Slow. 45. Fast Inner Home to Fast. 46. Home from Branch to Slow. <p style="text-align: center;">SHUNT BACK AND SIDING SIGNALS.</p> <ol style="list-style-type: none"> 1. Up Slow to Engine Shed. 2. Up Slow to Engine Shed. 3. Up Slow to Engine Shed. 4. Engine Shed to Up Slow. 5. Up Slow to Engine Shed. 6. Engine Shed to Up Slow. 7. Engine Shed to Down Slow. 8. Engine Shed to Dead End. 9. Engine Shed to Engine Shed. 10. Down Slow to Engine Shed. 11. Down Slow to Signal No. 11. 12. Up Fast to Down Fast. 13. Down Fast to Up Fast, Branch or Up Slow. | <p style="text-align: center;">MIRFIELD No. 2.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">DOWN LINES.</p> <ol style="list-style-type: none"> 61. Slow Home. 62. Slow Home to Sidings. 63. Slow Home to Loop. 64. Fast Home. 65. Fast Home to Slow. <p style="text-align: center;">UP LINES.</p> <ol style="list-style-type: none"> 164. No. 1 and 2 Bays Starting. 165. No. 1 Bay Indicator Signal. 166. No. 1 Bay Indicator Signal. 167. Down Slow to Sidings. 168. Slow Home to Loop. 169. Fast Home. 170. Fast Home to Slow. <p style="text-align: center;">SHUNT BACK AND SIDING SIGNALS.</p> <ol style="list-style-type: none"> 1. Up Slow to Signal 15. 2. Down Slow drop to Up Slow. 3. Down Slow drop to Up Slow. 4. Down Slow drop to Up Slow. 5. Down Slow drop to Up Slow. 6. Down Slow drop to Up Slow. 7. Down Slow drop to Up Slow. 8. Down Slow drop to Up Slow. 9. Down Slow drop to Up Slow. 10. Down Slow drop to Up Slow. 11. Down Loop sidings to Down Slow to Signals 3 and 10. 12. Signal from Stop. 13. Along Down Loop. 14. Up Slow to No. 1 and 2 Bays or Up Fast to Signal 29. 15. Up Fast to No. 1 and 2 Bays or Up Fast to Signal 29. 16. No. 1 Departure Line to Up Fast. 17. No. 2 Departure Line to Up Fast. 18. No. 1 Departure Line to Up Slow. 19. No. 2 Departure Line to Up Slow. 20. No. 1 Departure Line to Up Slow. 21. No. 2 Departure Line to Up Slow. 22. No. 1 Departure Line to Dead End. 23. No. 2 Departure Line to Dead End. | <p style="text-align: center;">MIRFIELD No. 3.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">DOWN LINES.</p> <ol style="list-style-type: none"> 34. Fast Inner Home. 35. Fast Outer Home to Slow. 36. Fast Inner Home to Fast. 37. Fast Inner Home to Slow. 38. Fast Inner Home to Loop. 39. Fast Inner Home to Slow. 40. Branch Home to Slow. 41. Slow Inner Home to Loop. 42. Slow Inner Home to Loop. 43. Slow Inner Home to Loop. 44. No. 1 Bay Starting. 45. No. 2 Bay Starting. 46. Down Fast to Signal 91. 47. Down Fast to Signal 91. 48. Down Loop or Branch Loop to Through Crossing to Signals 63, 64, 65 and 66. 49. Loop Outer Home to Slow. 50. Slidings or Loop to Branch. 51. Loop Inner Home to Up Fast. 52. Loop Inner Home to Signal 75 and 76. 53. Loop Inner Home to Loop. 54. Loop Inner Home. 55. Loop Outer Home. 56. No. 1 and 2 Sidings to Shunting Neck, Short Cuts, along Siding to Signals 75 and 76 or Down Loop. 57. Down Fast to No. 1 Departure Line or Up Fast. 58. Up Slow to Shunting Neck, Short Cuts, Branch Loop or to Down Slow to Signal 36. 59. Up Slow to Shunting Neck, Short Cuts, Branch Loop or to Down Slow (2 Routes) to Signal 36, 41, 42 and 43, or along Up Slow to Signal 32. 60. Up Fast to Shunting Neck, Short Cuts, Branch Loop or to Down Slow (2 Routes) to Signal 36, 41, 42 and 43, or to Down Fast to Signals 34, 39 and 40, and along Up Fast to Signal 32. 61. Along No. 1 Departure Line. 62. No. 1 Departure Line to Shunting Neck, Short Cuts, Branch Loop or to Down Slow (2 Routes) to Signal 36, 41, 42 and 43, or to Down Fast to Signal 34, 39 and 40. 63. Along No. 1 Departure Line. 64. No. 1 Departure Line to Shunting Neck, Short Cuts, Branch Loop or to Down Slow (2 Routes) to Signal 36, 41, 42 and 43, or to Down Fast to Signal 34, 39 and 40. | <p style="text-align: center;">MIRFIELD No. 4.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">SHUNT BACK AND SIDING SIGNALS.</p> <ol style="list-style-type: none"> 13. Down Loop to Down Slow to Signals 61 and 62. 14. Up Slow to Up Branch to Signal 34. 15. Up Fast to Up Slow to Signal 32. 16. Branch Sidings to Down Fast. 17. Branch Sidings to Down Fast. 18. Down Branch to Down Slow. 19. Down Branch to Down Slow. 20. Down Branch to Down Slow. 21. Down Branch to Down Slow. 22. Down Branch to Down Slow. 23. Down Branch to Down Slow. 24. Down Branch to Down Slow. 25. Down Branch to Down Slow. 26. Down Branch to Down Slow. 27. Down Branch to Down Slow. 28. Down Branch to Down Slow. 29. Down Branch to Down Slow. 30. Down Branch to Down Slow. 31. Down Branch to Down Slow. 32. Down Branch to Down Slow. 33. Down Branch to Down Slow. 34. Down Branch to Down Slow. 35. Down Branch to Down Slow. 36. Down Branch to Down Slow. 37. Down Branch to Down Slow. 38. Down Branch to Down Slow. 39. Down Branch to Down Slow. 40. Down Branch to Down Slow. 41. Down Branch to Down Slow. 42. Down Branch to Down Slow. 43. Down Branch to Down Slow. 44. Down Branch to Down Slow. 45. Down Branch to Down Slow. 46. Down Branch to Down Slow. 47. Down Branch to Down Slow. 48. Down Branch to Down Slow. 49. Down Branch to Down Slow. 50. Down Branch to Down Slow. 51. Down Branch to Down Slow. 52. Down Branch to Down Slow. 53. Down Branch to Down Slow. 54. Down Branch to Down Slow. 55. Down Branch to Down Slow. 56. Down Branch to Down Slow. 57. Down Branch to Down Slow. 58. Down Branch to Down Slow. 59. Down Branch to Down Slow. 60. Down Branch to Down Slow. 61. Down Branch to Down Slow. 62. Down Branch to Down Slow. 63. Down Branch to Down Slow. 64. Down Branch to Down Slow. 65. Down Branch to Down Slow. 66. Down Branch to Down Slow. 67. Down Branch to Down Slow. 68. Down Branch to Down Slow. 69. Down Branch to Down Slow. 70. Down Branch to Down Slow. 71. Down Branch to Down Slow. 72. Down Branch to Down Slow. 73. Down Branch to Down Slow. 74. Down Branch to Down Slow. 75. Down Branch to Down Slow. 76. Down Branch to Down Slow. 77. Down Branch to Down Slow. 78. Down Branch to Down Slow. 79. Down Branch to Down Slow. 80. Down Branch to Down Slow. 81. Down Branch to Down Slow. 82. Down Branch to Down Slow. 83. Down Branch to Down Slow. 84. Down Branch to Down Slow. 85. Down Branch to Down Slow. 86. Down Branch to Down Slow. 87. Down Branch to Down Slow. 88. Down Branch to Down Slow. 89. Down Branch to Down Slow. 90. Down Branch to Down Slow. 91. Down Branch to Down Slow. 92. Down Branch to Down Slow. 93. Down Branch to Down Slow. 94. Down Branch to Down Slow. 95. Down Branch to Down Slow. 96. Down Branch to Down Slow. 97. Down Branch to Down Slow. 98. Down Branch to Down Slow. 99. Down Branch to Down Slow. 100. Down Branch to Down Slow. | <p style="text-align: center;">MIRFIELD No. 5.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">DOWN LINES.</p> <ol style="list-style-type: none"> 2. Slow Home. 3. Slow Starting with directional lights as Slow Distant for Thornhill L. & N.W. Junc. 4. Loop Home to Slow. 5. Fast Home. 6. Fast Starting with directional lights as Fast Distant for Thornhill L. & N.W. Junc. <p style="text-align: center;">UP LINES.</p> <ol style="list-style-type: none"> 12. Slow Home. 24. Slow Home to Fast. 26. Slow Home to No. 1 Arrival Line. 27. Slow Home to No. 2 Arrival Line. 28. Fast Home. 29. Fast Home. 25. Fast Home to No. 1 Arrival Line. 27. Fast Home to No. 2 Arrival Line. <p style="text-align: center;">SHUNT BACK AND SIDING SIGNALS.</p> <ol style="list-style-type: none"> 4. The Siding to Down Slow. 5. Down Slow to Up Slow. 6. Down Slow to Up Slow. 7. Up Slow to Down Slow. 8. No. 1 Arrival Line to Down Fast. 9. No. 2 Arrival Line to Down Fast. | <p style="text-align: center;">THORNHILL L. & N.W. JUNCTION.</p> <p style="text-align: center;">RUNNING SIGNALS.</p> <p style="text-align: center;">UP LINES.</p> <ol style="list-style-type: none"> 11. Fast Starting. 19. Slow Starting. |
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