

L. M. Moulton

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

(WESTERN DIVISION.)

SPECIAL NOTICE

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE, AND MUST NOT BE GIVEN TO THE PUBLIC.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIGNALS (IN PLACE OF EXISTING SEMAPHORE SIGNALS) ON THE UP AND DOWN MAIN LINES THROUGH RUGBY STATION.

Commencing at 2.30 a.m. on Sunday, June 25, the existing mechanical semaphore signalling on the up and down passenger lines at Rugby will be dispensed with and multiple aspect colour light signalling introduced as shown on the attached diagram. Until completion of work flagmen will be provided and trains handsignalled as required. Block Telegraph Signalling will be suspended as necessary.

New trap points, worked from No. 5 signal box, will be brought into use situated in the up line to Nos. 5 and 6 bays about 140 yards from No. 5 signal box.

A new two-armed dwarf shunting signal worked from No. 5 signal box will be provided at the trap points, the top arm reading to down main, down through or down goods loop No. 2, the bottom arm reading to up main or up through (Limit of shunt).

Certain of the running lines will be renamed. The new names are shown on the diagram.

Clifton Road Junction signal box will cease to signal the up Northampton, up and down London and up London goods lines.

Except as shown in the following list of signal alterations, new colour light signals superseding the existing semaphore signals will be positioned in approximately the same position as the semaphore signals:—

Existing Signal.

Clifton Road Junction signal box
down London line distant.

Clifton Road Junction signal box
down London line home.

Altered or New Signal.

Superseded by a colour light signal fixed 300 yards nearer Hillmorton Sidings signal box and will become the down distant signal for Clifton Road (down London line) intermediate block home signal and outer distant signal for No. 1 signal box.

Superseded by a colour light signal fixed 290 yards nearer Hillmorton Sidings signal box and will become Clifton Road (down London line) intermediate block home signal controlled from No. 1 signal box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Existing Signal.

- No. 1 signal box down London, down Northampton and up Peterboro' home signals.
- No. 1 signal box down starting signals to Platform and No. 8 Bay.
- No. 1 signal box up goods home 1 ...
- No. 1 signal box up London and up Northampton line starting signals.
- No. 1 signal box subsidiary signal on post of up goods line home 2.
- Clifton Road Junction up London and up Northampton line homes.
- No. 4 signal box up platform home (slotted from No. 3 signal box).
- No. 4 signal box down platform home.
- No. 5 signal box set back signal reading from down through to down main.
- No. 5 signal box down Coventry Bay line homes.
- No. 7 signal box down main and through inner home signals.
- No. 7 signal box down goods home 1.
- No. 7 signal box down goods inner homes.

Altered or New Signal.

- Superseded by colour light signals fixed 13 yards further from the signal box.
- Superseded by two floodlit ground signals of the disc type.
- A new inner distant signal will be fixed as a lower arm on the signal doll together with a subsidiary signal reading to the up London line.
- Abolished.
- Abolished.
- Superseded by colour light signals 110 yards nearer Rugby and will become up starting signals for No. 1 signal box. A new colour light signal will be provided on the left of the gantry carrying these signals and will become No. 1 signal box up goods line starting signal.
- Abolished.
- Superseded by a colour light signal fixed 12 yards in advance of present position.
- Replaced in existing form 20 yards nearer No. 7 signal box. Fireman's call plunger located at this signal abolished.
- Superseded by a colour light signal 20 yards further from the signal box.
- Abolished.
- Right-hand doll abolished and a route indicator provided on next doll.
- Superseded by single post signal carrying down goods home 2 to down Leamington line fixed 40 yards further from the signal box and a dwarf shunting signal will be fixed at the foot of the signal reading to No. 1 siding.

Existing Signal.

No. 7 signal box down fast and down slow starting signals.

Altered or New Signal.

Superseded by colour light signals fixed 300 yards further from the signal box.

During the time No. 2 signal box is closed, the Permissive (Station Yard) Block Regulations will not apply between Nos. 1 and 4 signal boxes on the down platform line nor when No. 3 signal box is closed on the up platform line between Nos. 5 and 1 signal boxes and during such period the Absolute Block Regulations will apply.

The signals at which  and  signs are provided are indicated on the diagram.

All colour light stop signals will be automatically placed to danger after the whole of the train has passed them with the exception of the following which will be placed to danger before the whole of the train has passed.

- No. 1 signal box** ... Clifton Road (down London line) intermediate block home.
 ... Down London line home.
 ... Up Northampton line starting.
 ... Up goods line starting.
- No. 5 signal box** ... Home signal from Coventry Bay lines.
- No. 7 signal box** ... Up Birmingham line outer home.
 ... Up slow line home.

The down fast and slow starting signals for No. 7 signal box are not automatically replaced to danger by the passing of a train.

Illuminated Limit of Shunt boards will be provided as follows:—

- Down Northampton line } 200 yards on the Clifton Road side of No. 1 signal
 Up Peterboro' line ... } ... box down home signals.
- Up through line } 100 yards on No. 7 signal box side of No. 5 signal
 Up main line ... } ... box up through home signals.

Telephones will be provided at No. 7 signal box down starting signal to Birmingham, down slow starting signal and down fast starting signal and at No. 1 signal box up starting signals. Drivers brought to a stand at these signals must, if detained more than 3 minutes, proceed to the telephone and advise the signalman that the train is waiting.

In the event of the telephone being out of order and the signal not being taken off at the expiration of 10 minutes, the driver must give two long whistles, which will be an intimation to the guard that the telephone is out of order and that he is required to proceed to the signal box and obtain the instructions of the signalman.

Should the signal be taken off before the guard proceeds to the signal box, the driver must report the failure of the telephone at the first station at which the train is timed to stop.

A telephone will be provided at No. 7 signal box up Birmingham line outer home signal and the instructions in the previous paragraphs will apply except that should the telephone be out of order the driver must, after waiting 10 minutes, send the fireman to the signal box and obtain the instructions of the signalman.

A telephone will also be provided at the Clifton Road (down London line) intermediate block home signal and the relative instructions in the Appendix to the Working Time Table will apply.

S. E. PARKHOUSE,

Divisional Superintendent of Operation, Crewe.

June 2, 1939,
 Crewe.

Four aspect colour light signalling is provided, the signals being positioned as shown.

The majority of the signals are capable of exhibiting each of the four aspects (Y/Y, Y, G, R), but the meaning of each aspect wherever exhibited is the same.

- G ... Green ... Proceed.
- R ... Red ... Stop (same as ordinary semaphore signal).
- Y ... Yellow ... Be prepared to stop at next signal.
- Y/Y ... Two Yellows ... Pass next signal at restricted speed and if applicable to a junction may denote that the points are set for a diverging route over which a speed restriction applies.

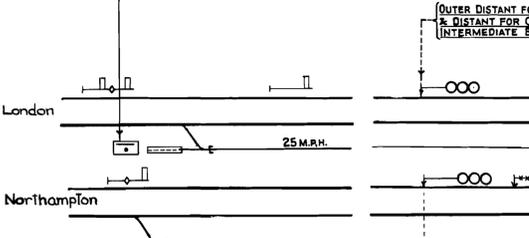
Where signals are positioned close together with less than braking distance between them it is not sufficient to give a distant indication only at the signal next in rear of a stop signal at red and an outer distant indication is given by the exhibition of the Y/Y aspect at the signal next in rear. The signalling is so arranged that there is always braking distance between the sighting of the first Y/Y aspect observed and the signal that is at red. Where the signals are so placed that there is braking distance between them the first indication a driver will get that the stop signal is at red is a single yellow light which always means next signal ahead at danger.

It must be understood that in a colour light area the aspects are capable of changing during the passage of a train consequent upon the movement of a preceding train after the signals are first sighted and it is possible, therefore, for a series of Y/Y or single yellow aspects to be observed at successive signals.

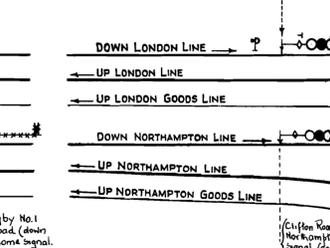
SPEED RESTRICTIONS.

The speed restrictions through the station are shown on this diagram. The maximum speed over the main running lines and through crossings between Nos. 1 and 7 signal boxes is indicated in figures on each line or crossing at the point where the restriction commences and is repeated as necessary, the commencement and termination of such speed on each line being indicated by brackets, thus (45 m.p.h.). The standard speed restriction of 15 miles per hour applies through all crossings where a special speed restriction is not indicated.

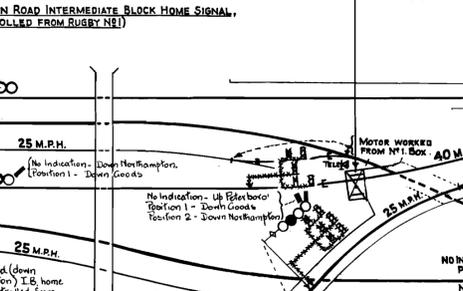
HILLMORTON SIDINGS BOX



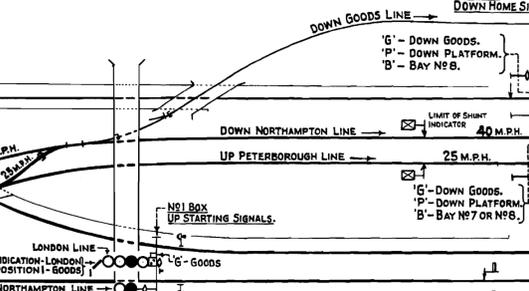
CLIFTON ROAD INTERMEDIATE BLOCK HOME SIGNAL, (CONTROLLED FROM RUGBY NO. 1)



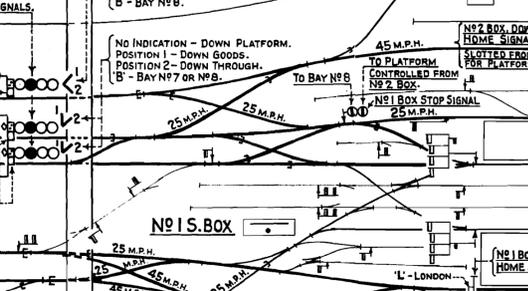
CLIFTON ROAD JUNCTION BOX



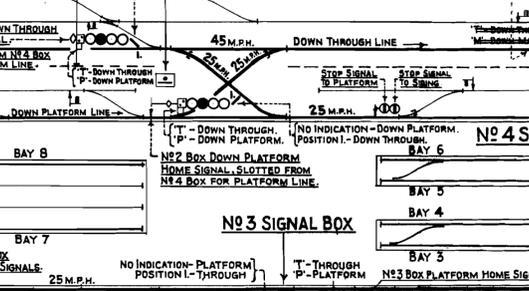
NO. 1 SIGNAL BOX



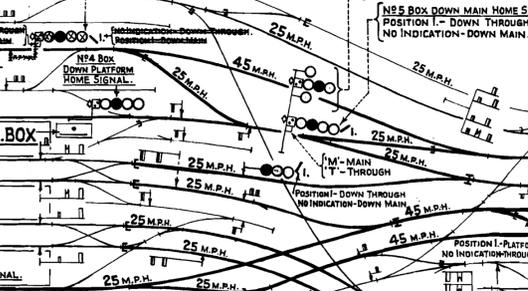
NO. 2 SIGNAL BOX



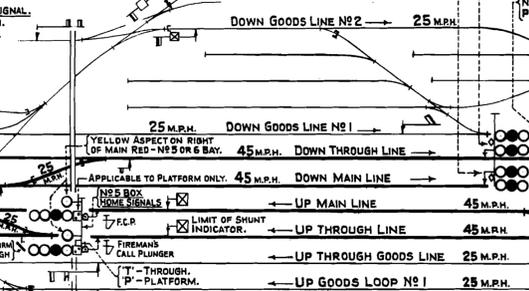
NO. 3 SIGNAL BOX



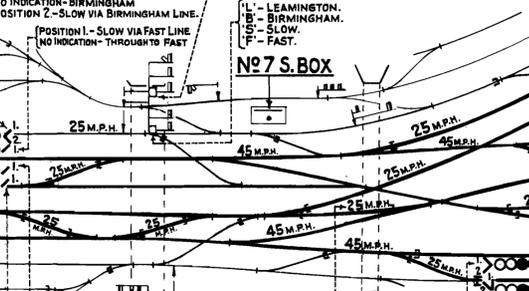
NO. 4 S. BOX



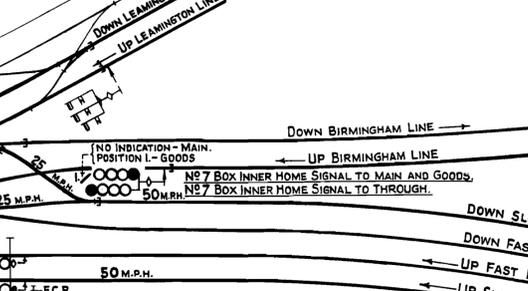
NO. 5 SIGNAL BOX



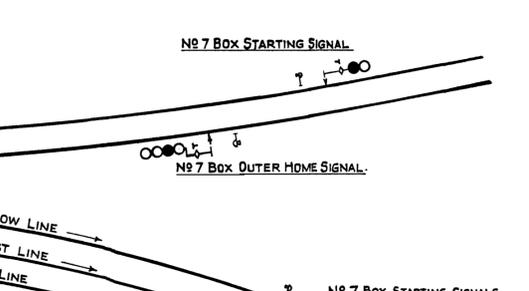
NO. 6 SIGNAL BOX



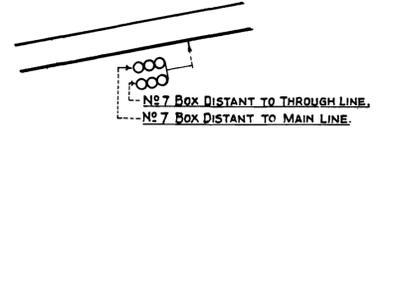
NO. 7 S. BOX



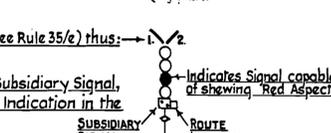
NO. 7 BOX STARTING SIGNAL



NO. 7 BOX DISTANT TO THROUGH LINE



NOTE:-
 A Junction Indicator exhibits a line of White Lights when a Proceed Aspect is given for a Diverging Route (see Rule 35/e) thus:
 A Junction Indicator is never illuminated with a Subsidiary Signal.
 A Route Indicator is an illuminated letter under the Main Signal, and is generally associated with a Subsidiary Signal, but where a Route Indication is given with the Main Signal, this is shown by including the Letter Indication in the note with the Junction Indications.



RUGBY ALTERATIONS TO SIGNALLING

Indicates Signal capable of showing Red Aspect

ROUTE INDICATOR

SUBSIDIARY SIGNAL

Distant for Clifton Road (up Peterboro) I.B. block home signal

Distant for Clifton Road (down Northampton) I.B. home signal (detached from Rugby No. 1)

Clifton Road (up Peterboro) I.B. home signal (controlled from Rugby No. 1)

Motor worked from No. 1 Box

Limit of Shunt Indicator

No Indication - Down Northampton

No Indication - Up Peterboro

No Indication - Down Goods

No Indication - Down Platform

No Indication - Down Through

No Indication - Platform

No Indication - Through

No Indication - Main

No Indication - Goods

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No Indication - Goods

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