

B.R. 31015/5

**BRITISH RAILWAYS**

SCOTLAND REGION

For information of Railway Staff only

# **SPECIAL NOTICE**

**PERMANENT WAY & SIGNALLING  
ARRANGEMENTS**

# **PERTH RESIGNALLING**

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**(THIS NOTICE NEED NOT BE ACKNOWLEDGED)**

**GLASGOW, 19th February, 1962**

**H. M. HERBERT,**  
*Traffic Manager.*

# SIGNALLING RECORD SOCIETY

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## PERTH—RESIGNALLING

### OPENING ARRANGEMENTS

In accordance with details which will be shown in Section 'B' of S.W. and E.N. Notices No. 8, part of the altered arrangements described herein will be introduced during the weekend Saturday, 24th to Monday, 26th February, 1962. The remainder will be brought into operation on a date to be advised later.

### DESCRIPTION OF SCHEME

A new signalbox, to be known as PERTH and situated on the Down side of the (North) slow lines at the south end of Perth station, will be provided to control the points and signals within the area formerly covered by the undernoted signal boxes which will be dispensed with:—

Friarton	Glasgow Road Bridge
Edinburgh Road Bridge	Dovecotland Junction
St. Leonard's Bridge	Balhousie
St. Leonard's Junction	Perth New Yard
Perth Down Centre	Almond Valley Junction
Perth Up Centre	Orchardbank

This notice gives full details of the application of all signals, and diagrams (4 sheets) are enclosed which give a complete layout of all points and signals.

Details of the work to be brought into operation during the period 24th to 26th February are as follows:—

#### Signalboxes Eliminated

Dovecotland Junction, Balhousie, Perth New Yard and Almond Valley Junction.

#### Signalling

All the signalling shown on sheets 3 and 4 of the diagrams will become operative and in addition signals P.169, P. 176, P.177, P.178, P.179 and P. 182 shown on sheet 2 will become operative. The altered Permanent way layout in the vicinity of Dovecotland Junction box will be as shown on sheet 2 of the attached diagram.

The Down main outer and inner distant (semaphore) signals formerly worked from Dovecotland Junction box will be retained during the interim period to apply as the distant signals for P.179 and a new semaphore distant signal arm, applicable to the Down (North) slow line will be provided temporarily on the post which carries St. Leonard's Junction Up distant signal, to be the distant signal for P.169. P.182 will meantime also act as the Up distant signal for Glasgow Road Bridge box.

With reference to the special notice dated 31st July, 1961, issued in connection with Perth Marshalling Yard, the signals enumerated on pages 3 and 4 to be brought into use at a later date, will also become operative during the period 24th to 26th February. The signals concerned have also been included in this notice. In addition the telephones not previously provided will be brought into operation at all the signals mentioned under "TELEPHONES" on page 4 of the Perth Marshalling Yard notice.

The new signalling described will be controlled from the new box and the existing signalling controlled from other boxes not eliminated at this stage, will continue to apply during the interim period.

Absolute Block working will apply on the Up and Down fast lines between Glasgow Road Bridge box and Perth new box and Permissive Block working will apply on the Up and Down slow lines between Perth new box and St. Leonard's Junction box.

## LINE UTILISATION

Both-directional working will be introduced on the following lines:—

Down fast line, from signal P.29 to signal P.173 and from signal P.187 to connections leading to south end of Perth yard.

Down passenger loop line.

Up fast line, from signal P.174 to signal P.64.

Up passenger loop line.

No. 3 platform line.

Up (North) slow line, from signal P.76 to connections with main lines at south end.

## SIGNALLING ARRANGEMENTS

### Route Indicators

Where route indication is given, the eventual destination is shown but in the case of signals P.61, P.86 and P.88, trains may travel to destination point by alternative routes.

### Trains not completely within signals

Referring to the General Appendix instructions—when an engine is ahead of signals P.91, P.94, P.95, P.98 or P.165 owing to the length of the train, such signals must be regarded as controlling the starting of the train. To assist drivers in this connection, back indications are provided on these signals.

### Subsidiary signals

Except in the case of a train being propelled the driver of a passenger train must not pass a stop signal at danger in response to a subsidiary position light signal mounted underneath showing two white lights unless the calling-on indication 'C' is also given. If two white lights without a 'C' are displayed the driver must advise the signalman of the position, by telephone, and obtain authority to proceed.

On lines worked in both directions where it is necessary to have a train contained within a signal in order to free other routes in rear a number of position light ground signals have been provided. These signals are termed "holding" signals and they will be cleared for running movements to which they are facing.

When a proceed aspect is given by a main colour light stop signal, any facing ground subsidiary signals, including those termed "holding" signals between this signal and the next stop signal will normally be in the clear position, but the signalman may restore such intervening signals to the danger position in an emergency or as other circumstances demand.

Position light ground signals must not be passed in the "On" position unless verbally instructed to do so by the signalman.

## RUNNING SIGNALS — UP DIRECTION

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Up main line</b>				
P.226	Main	—	To P.224	—
P.224	Main	—	To P.218	—
P.218	Main	—	To P.212	—
	LH Min. yellow	—	To cold store siding	—
	RH Min. yellow	—	To yard (also controlled from yard control tower)	—
P.212	Main	—	To P.188	—
P.188	Main	—	To P.182	—
	Main	RH Jn. indicator	To P.178	—
	Sub. 'C'	RH Jn. indicator	Towards P.178 (calling-on)	—
	Sub.	RH Jn. indicator	Towards P. 178	—
	LH Min. yellow	—	To Perth North goods arr. line	—
<b>From Yard (South end)</b>				
P.198	Main	U	To P. 188	—
	Main	D	To P.187	—
	Sub.	U	Towards P.188	—
	Sub.	D	Towards P.187	—
	Sub.	L	Towards P.194	—
P.194	Main	U	To P.188	—
	Main	D	To P.187	—
	Sub.	U	Towards P.188	—
	Sub.	D	Towards P.187	—
	Sub.	H	Towards head shunt	—
<b>Up fast line</b>				
P.182	Main	—	To P.174	—
P.174	Main	UL	To P.142	—
	Main	4	To P.138	—
	Main	9	To platform 9	—
	Main	8	To platform 8	—
	Main	7	To P.124	—
	Main	DL	To P.122	—
	Sub. 'C'	9	Towards platform 9 (calling-on)	—
	Sub. 'C'	8	Towards platform 8 (calling-on)	—
	Sub.	U	Towards P.172	—
Sub.	D	Towards P.171	—	

**RUNNING SIGNALS—UP DIRECTION—Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Up fast line—Continued</b>				
P.138	Main	3	To P.98	—
	Main	4	To P.128	—
	Sub. 'C'	3	Towards P.98 (calling-on)	—
	Sub. 'C'	4	Towards P.128 (calling-on)	—
	Sub.	L	Towards P.132	—
	Sub.	4	Towards P.128	—
P.128	Main	—	To P.96	—
	Sub.	—	Towards P.96	—
P.96	Main	L	To P.46	—
	Main	U	To P.48 via P.81	—
	Main	D	To P.49 via P.81	—
	Main	M	To P.88	—
	Sub. 'C'	L	Towards P.46 (calling-on)	—
	Sub.	E	Towards P.81	—
	Sub.	M	Towards P.88	—
	LH Min. yellow	—	To carriage sidings	—
P.88	Main	U	To P.48	—
	Main	D	To P.49	—
	Main	N	To P.52	—
	Sub. 'C'	N	Towards P.52 (calling-on)	—
	Sub.	U	Towards P.48	—
	Sub.	D	Towards P.49	—
	Sub.	N	Towards P.52	—
	Sub.	H	To Down south head shunt	—
P.48	Main	—	To P.14	—
	LH Min. yellow	—	To P.35	—
	RH Min. yellow	—	To P.39	—
<b>Up passenger loop line</b>				
P.142	Main	3	To P.98	—
	Main	4	To P.96 via P.132	—
	Main	4	To P.128	—
	Sub. 'C'	3	Towards P.98 (calling-on)	—
	Sub. 'C'	4	Towards P.128 (calling-on)	—
	Sub.	L	Towards P.132	—
	Sub.	4	Towards P.128	—
<b>Down fast line</b>				
P.187	Main	—	To P.178	—
	Sub. 'C'	—	Towards P.178 (calling-on)	—
	Sub.	—	Towards P.178	—
	RH Min. yellow	—	To P. Way sidings	—

**RUNNING SIGNALS — UP DIRECTION—Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Down fast line—Continued</b>				
P.124	Main	7	To P.94	—
	Main	L	To P.91	—
	Sub.	7	Towards P.118	—
	Sub.	L	Towards P.116	—
P.94	Main	U	To P.86	MN Off U
	Main	D	To P.49 via P.82	MN Off D
	Main	N	To P.52	MN Off N
	Sub. 'C'	N	Towards P.52 (calling-on)	Sub. Off N
	Sub.	D	Towards P.82	Sub. Off D
P.49	Main	—	To P.14	—
	LH Min. yellow	—	To P.35	—
	RH Min. yellow	—	To P.39	—
<b>Down passenger loop line</b>				
P.122	Main	7	To P.94	—
	Main	L	To P.91	—
	Sub.	7	Towards P.118	—
	Sub.	L	Towards P.116	—
P.91	Main	U	To P.86	MN Off U
	Main	D	To P.49 via P.82	MN Off D
	Main	N	To P.52	MN Off N
	Sub. 'C'	N	Towards P.52 (calling-on)	Sub. Off N
	Sub.	D	Towards P.82	Sub. Off D
<b>Up Dundee line</b>				
P.114	Main	—	To P.112	—
P.112	Main	—	To P.102	—
	Sub.	—	Towards P.110	—
P.102	Main	L	To P.46	—
	Main	U	To P.48	—
	Main	D	To P.49	—
	Sub. 'C'	L	Towards P.46 (calling-on)	—
	Sub.	L	Towards P.46	—
	Sub.	E	Towards P.81	—
	LH Min. yellow	—	To carriage sidings	—
P.46	Main	—	To P.14	—
	LH Min. yellow	—	To P.35	—
	RH Min. yellow	—	To P.39	—

**RUNNING SIGNALS — UP DIRECTION—Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>No. 3 platform line</b>				
P.98	Main	L	To P.46	MN Off L
	Main	U	To P.48	MN Off U
	Main	D	To P.49	MN Off D
	Sub. 'C'	L	Towards P.46 (calling-on)	Sub. Off L
	Sub.	E	Towards P.81	Sub. Off E
	LH Min. yellow	—	To carriage sidings	—
<b>No. 5 platform line</b>				
P.87	Main	—	To P.86	—
P.86	Main	U	To P.48	—
	Main	D	To P.49	—
	Main	N	To P.52	—
	Sub. 'C'	N	Towards P.52 (calling-on)	—
	Sub.	U	Towards P.48	—
	Sub.	D	Towards P.49	—
	Sub.	N	Towards P.52	—
	Sub.	H	To Down south head shunt	—
<b>No. 6 platform line</b>				
P.95	Main	U	To P.86	MN Off U
	Main	D	To P.49 via P.82	MN Off D
	Main	N	To P.52	MN Off N
	Sub. 'C'	N	Towards P.52 (calling-on)	Sub. Off N
	Sub.	D	Towards P.82	Sub. Off D
<b>Up North slow line</b>				
P.178	Main	—	To P.78	—
	Sub. 'C'	—	Towards P.78 (calling-on)	—
P.78	Main	—	To P.58	—
	Sub. 'C'	—	Towards P.58 (calling-on)	—
	Sub.	—	Towards P.58	—
P.58	Main	—	To P.52	—
	Sub. 'C'	—	Towards P.52 (calling-on)	—
	Sub.	—	Towards P.52	—
P.52	Main	—	To P.14	—
	LH Min. yellow	—	To P.35	—
	RH Min. yellow	—	To P.45	—
<b>Up main line</b>				
P.14	Main	—	To P.6	—
	Sub.	—	Towards P.6	—
P.6	Main	—	To Hilton Jn. Up home signals	—

## RUNNING SIGNALS — DOWN DIRECTION

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided	
<b>Down main line</b>					
P.5a	Main	—	To P.5b	—	
P.5b	Main	—	To P.11	—	
P.11	Main	—	To P.29	—	
	LH Min. yellow	E	To engine sheds	—	
	LH Min. yellow	L	To Down goods loop	—	
P.29	Main	LH Jn. indicator	To P.75	—	
	Main	—	To P.61	—	
	Main	RH Jn. indicator	To P.65.	—	
	Sub. 'C'	LH Jn. indicator	Towards P.75 (calling-on)	—	
	Sub. 'C'	RH Jn. indicator	Towards P.65 (calling-on)	—	
	Sub.	LH Jn. indicator	Towards P.75	—	
	Sub.	—	Towards P.61	—	
	Sub.	RH Jn. indicator	Towards P.65	—	
	<b>Down goods loop line</b>				
	P.28	Main	N	To P.43	—
Main		D	To P.61	—	
Main		L	To P.65	—	
Sub. 'C'		N	Towards P.43 (calling-on)	—	
Sub. 'C'		L	Towards P.65 (calling-on)	—	
Sub.		N	Towards P.43	—	
Sub.		L	Towards P.65	—	
P.43	Main	N	To P.75	—	
	Sub. 'C'	N	Towards P.75 (calling-on)	—	
	Sub.	N	Towards P.75	—	
	Sub.	X	Towards P.57	—	
<b>Engine shed outgoing line</b>					
P.27	Main	N	To P.43	—	
	Main	D	To P.61	—	
	Main	L	To P.65	—	
	Sub. 'C'	N	Towards P.43 (calling-on)	—	
	Sub. 'C'	L	Towards P.65 (calling-on)	—	
	Sub.	N	Towards P.43	—	
	Sub.	X	Towards P.57	—	
Sub.	L	Towards P.65	—		

**RUNNING SIGNALS — DOWN DIRECTION — Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Down fast line</b>				
P.61	Main	L	To P.121	—
	Main	7	To P.123	—
	Main	6	To platform 6	—
	Main	5	To platform 5	—
	Main	4	To P.137	—
	Main	3	To P.131	—
	Main	2	To P.109	—
	Sub. 'C'	6	Towards platform 6 (calling-on)	—
	Sub. 'C'	5	Towards platform 5 (calling-on)	—
	Sub.	D	Towards P.83	—
	Sub.	U	Towards P.84	—
Sub.	E	Towards P.85	—	
P.123	Main	L	To P.151	—
	Main	7	To P.153	—
	Sub. 'C'	L	Towards P.151 (calling-on)	—
	Sub. 'C'	7	Towards P.153 (calling-on)	—
	Sub.	L	Towards P.145	—
	Sub.	7	Towards P.153	—
P.153	Main	—	To P.179	—
	Sub.	D	Towards P.179	—
	Sub.	X	Towards Up fast shunt limit	—
P.179	Main	—	To P.185	—
	Sub.	—	Towards P.185	—
P.185	Main	—	To P.191	—
	Sub.	—	Towards P.191	—
P.191	Main	—	To P.213	—
	LH Min. yellow	Y	Towards P.193	—
	LH Min. yellow	E	Towards engine road (via second connection and P.199)	—
	LH Min. yellow	R	Towards reception sidings (via second connection and P.199)	—
<b>Down passenger loop line</b>				
P.121	Main	L	To P.151	—
	Main	7	To P.153	—
	Sub. 'C'	L	Towards P.151 (calling-on)	—
	Sub. 'C'	7	Towards P.153 (calling-on)	—
	Sub.	L	Towards P.145	—
	Sub.	7	Towards P.153	—

**RUNNING SIGNALS — DOWN DIRECTION—Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Down passenger loop line—Continued</b>				
P.151	Main	—	To P.179	—
	Sub.	D	Towards P.179	—
	Sub.	X	Towards Up fast shunt limit	—
<b>Up fast line</b>				
P.137	Main	4	To P.165	—
	Main	L	To P.159	—
	Sub.	4	Towards P.139	—
	Sub.	L	Towards P.159	—
P.165	Main	—	To P.179	MN Off
	Sub.	D	Towards P.179	Sub. Off D
	Sub.	X	Towards Up fast shunt limit	Sub. Off X
	Sub.	H	Towards Up north head shunt	Sub. Off H
<b>Up passenger loop line</b>				
P.159	Main	—	To P.179	—
	Sub.	—	Towards P.161	—
<b>No. 3 platform line</b>				
P.131	Main	4	To P.165	—
	Main	L	To P.159	—
	Main	3	Along No. 3 platform	—
	Sub.	L	Towards P.133	—
	Sub.	3	Along No. 3 platform	—
<b>No. 8 platform line</b>				
P.147	Main	—	To P.155	—
P.155	Main	—	To P.179	—
	Sub.	D	Towards P.179	—
	Sub.	X	Towards Up fast shunt limit	—
<b>No. 9 platform line</b>				
P.148	Main	—	To P.155	—
<b>Down Dundee line</b>				
P.65	Main	4	To P.137	—
	Main	3	To P.131	—
	Main	2	To P.109	—
	Sub.	E	Towards P.85	—
P.109	Main	—	To P.113	—
	Sub.	D	Towards P.113	—
	Sub.	H	To Dundee side head shunt	—
(Banner repeater P.109R is provided 119 yards before reaching P.109)				

**RUNNING SIGNALS — DOWN DIRECTION—Continued**

Signal	Aspect, main, subsidiary or miniature yellow	Route indication, where provided	Application	Back indication, where provided
<b>Down Dundee line—Continued</b>				
P.113	Main	—	To Barnhill Down home signal	—
<b>Down (North) slow line</b>				
P.75	Main	—	To P.169	—
	Sub. 'C'	—	Towards P.169 (calling-on)	—
	Sub.	—	Towards P.169	—
	LH Min. yellow	—	To Central yard	—
P.169	Main	—	To P.183	—
	Sub. 'C'	—	Towards P.183 (calling-on)	—
	Sub.	—	Towards P.183	—
P.183	Main	—	To P. 191	—
	Sub.	—	Towards P.191	—
<b>Down main line</b>				
P.213	Main	—	To P.221	—
	Sub.	—	Towards P.221	—
P.221	Main	—	To P.223	—
	Sub.	—	Towards P.223	—
P.223	Main	—	To Stanley Jn. Down auto signal	—
<b>From yard (north end)</b>				
P.219	Main	—	To P.223	—
	Sub.	—	Towards P.223	—

## SHUNTING SIGNALS

No.	Application	Route indication where provided
P.8	Top signal—Towards P.10 Bottom signal—To siding	— —
P.9	Towards P.6	—
P.10	To engine sheds Towards P.28 Towards P.29 Back along Up main line To Up sidings	E L D X S
P.12	Towards P.6	—
P.13	Towards P.15	—
P.15	Top signal—Towards P.24 Bottom signal—Towards P.26	— —
P.16	To Gasworks	—
P.17	Top signal—Towards P.16 Bottom signal—Towards P.6	—
P.18	Top signal—Towards P.16 Bottom signal—Towards P.6	— —
P.24	Towards P.25	—
P.25	Towards P.75 Towards P.61 Towards P.44	N D L
P.26	Towards P.75 Towards P.61 Towards P.44 To carriage sidings To C. and W. sidings (also controlled from ground frame)	N D L S S
P.31	Towards P.43 Towards P.57 Towards P.61 Towards P.65	N X D L
P.35	Towards P.17 Towards P.18 To dead end siding (also controlled from ground frame)	L R S
P.36	Towards P.17	—
P.39	Towards engine shed outgoing line Towards Down goods loop line Towards engine shed ingoing line	O X E
P.41	Back along Down goods loop line Towards engine shed outgoing line Towards engine shed ingoing line	X O E

## SHUNTING SIGNALS—Continued

No.	Application	Route indication where provided
P.44	Towards P.65	—
P.45	Towards P.41	—
P.47	Towards P.35 Towards P.14 Towards P.39	S U E
P.51	Towards P.35 Towards P.14 Towards P.45	S U L
P.57	Towards P. 76 Towards Down carriage sidings Towards P.83 Towards P.84	X S D U
P.59	Towards Down carriage sidings Towards P.83 Towards P.84	S D U
P.62	Top signal—Towards Down south head shunt Bottom signal—Towards P.52	— —
P.64	Top signal—Towards P.84 Bottom signal—Towards P.85	— —
P.66	Towards P.68	—
P.67	Top signal—Towards P.68 Bottom Signal—Along siding	— —
P.68	Top signal—Towards P.85 Bottom signal—Towards platform 1	— —
P.69	To carriage sidings	—
P.76	To Central yard Towards P.169 Back along Up (North) slow line	Y N X
P.77	Towards P.58	—
P.79	Top signal—Towards P.58 Bottom signal—Towards P.51	— —
P.81	To carriage sidings Towards P.46 Towards P.47 Towards P.48 Towards P.49	S L X U D
P.82	Towards P.49 Towards Down south head shunt Towards P.52	D H N

## SHUNTING SIGNALS—Continued

No.	Application	Route indication where provided
P.83	Towards station Down sidings Towards P.121 Towards P.123 Towards platform 6	S L 7 6
P.84	Towards station Down sidings Towards P.121 Towards P.123 Towards platform 6 Towards platform 5 Towards P.127	S L 7 6 5 4
P.85	Towards P.127 Towards P.97 Towards platform 1	4 E X
P.92	Towards P.91	—
P.93	Towards P.91	—
P.97	Towards P.131 Towards P.109 Towards Dundee siding	3 2 S
P.99	Towards P.81	—
P.101	Towards P.81	—
P.108	Top Signal—To Dundee side head shunt Bottom signal—Towards P.113	— —
P.110	Towards P.102 Towards P.101 Towards P.99	1 S 2
P.111	Top signal—Towards P.101 Bottom signal—Towards P.99	— —
P.116	Towards P.92	—
P.118	Towards P.94	—
P.127	Top signal—Towards P.135 Bottom signal—Towards P.133	— —
P.129	Towards P.133	—
P.132	Towards P.98 Towards Up south head shunt Towards P.96	3 H 4
P.133	Towards P.139 Towards P.159 Towards carriage sidings	4 L S

## SHUNTING SIGNALS—Continued

No.	Application	Route indication where provided
P.134	Towards P.132	—
P.135	Towards P.137	—
P.136	Towards P.98	—
P.139	Towards P.165	—
P.144	Towards P.151	—
P.145	Towards P.151	—
P.146	Top signal—Towards P.122	—
	Bottom signal—Towards station Down sidings	—
P.149	Top signal—Towards Down north head shunt	—
	Bottom signal—Towards P.179	—
P.152	Towards carriage sidings	—
P.154	Top signal—Towards No. 9 platform	—
	Bottom signal—Towards No. 8 platform	—
P.161	Towards P.163	—
P.162	Towards P.163	—
P.163	Towards P.179	D
	Towards Up fast shunt limit	X
	Towards Up north head shunt	H
P.164	Towards loading bank siding	S
	Towards P.142	L
	Towards P.138	4
P.171	Towards P.154	B
	Towards P.124	L
	Towards P.146	DL
	Towards carriage sidings	S
P.172	Towards loading bank siding	S
	Towards P.142	UL
	Towards P.138	4
	Towards P.154	B
P.173	Top signal—Towards P.172	—
	Bottom signal—Towards P.171	—
P.176	Towards P.183	—
P.177	Towards S. and T. sidings	—
P.184	Towards P.191	—
P.186	Towards P.191	—

## SHUNTING SIGNALS—Continued

No.	Application	Route indication where provided
P.189	Towards P.225	—
P.193	Towards Up sorting sidings	Y1
	Towards Down sorting sidings	Y2
	Towards P.199	L
	Towards Turntable	T
P.195	Towards P.194	—
P.196	Towards P.194	—
P.197	Towards P.194	—
P.199	Towards engine road	E
	Towards Reception line 6 (Also controlled from yard control tower)	6
	Towards Reception line 5 (Also controlled from yard control tower)	5
	Towards Reception lines 1, 2, 3 and 4 (Also controlled from yard control tower)	R
P.201	Towards P.198	—
P.202	Towards P.198	—
P.203	Towards P.198	—
P.204	Towards P.198	—
P.205	Towards P.198	—
P.206	Towards P.198	—
P.207	Towards P.209	—
P.208	Top signal—Towards P.198	—
	Bottom signal—Towards P.195	—
P.209	Along engine road (Also controlled from yard control tower)	—
P.211	Towards P.208	—
P.214	Towards Up line shunt limit	—
P.215	Towards yard signal 12 (controlled by yard only)	O
	Towards P.221 (Also controlled from yard control tower)	D
	Towards Up line shunt limit (Also controlled from yard control tower)	X
P.217	Towards yard (Also controlled from yard control tower)	—
P.222	Top signal—Towards P.217	—
	Bottom signal—Towards yard (Also controlled from yard control tower)	—
P.225	Top signal—Towards P.193	—
	Bottom signal—Towards P.227	—
P.227	Top signal—Towards P.199	—
	Bottom signal—Towards P.213	—
P.228	Top signal—Towards P.188	—
	Bottom signal—Towards P.187	—

## GROUND FRAME ARRANGEMENTS

Ground frames controlling points and signals will be provided as described below, electrically controlled from Perth signal box:—

### Dead-end siding

A three-lever ground frame to operate the connection between Up siding rounding loop and dead-end siding together with the shunt signal, P.35 applying to dead-end siding.

### C. and W. siding

A three-lever ground frame to operate the connection between the Up siding loop and C. and W. siding together with the shunt signal P.26 applying to C. and W. siding.

### Princes Street Station

A two-lever ground frame to operate the connection between the single line and station siding.

### Cattle bank siding

A two-lever ground frame to operate the connection between Perth North goods arrival line and Cattle bank sidings.

### Signal post signs

Although not shown on the accompanying diagrams, the following signs are provided, where applicable, in accordance with Regional practice:—



With the exception of certain ground signals, signal telephones have been provided throughout the scheme.

