

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 705G

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 MULTIPLE ASPECT
SIGNALLING BETWEEN BRINKLOW AND WOLVERTON NO. 2;
BETWEEN HUMBER ROAD JUNCTION AND RUGBY; BETWEEN
RUGBY, BILTON SIDINGS, CLIFTON MILL AND LONG BUCKBY;
BETWEEN BLISWORTH AND ROTHERSTHORPE CROSSING AND
BETWEEN ROADE JUNCTION AND MIDDLETON**

**IMPORTANT: This notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE", using code: ARNO 705G.**

The diagrams, with schedule of signal route indications, which are attached to this notice show the resignalling of the line at Rugby Station and its approaches consequent on the bringing into use of a new Power signalbox, to be named "Rugby", located on the Down side of the line at the south end of Rugby Station. This work will include the fifth and last stage of resignalling of the line between Stafford and Rugby and will link up with the existing multiple aspect signalling at Brinklow controlled from Nuneaton Power Box. On the Birmingham Line the resignalling will link up with the Coventry Power Box at Humber Road Junction.

Except where shown below the distances between distant and home signals leading to and from the resigalled area are shown on the accompanying diagrams.

The work will be carried out in three stages as follows and during these stages points and signals worked from the signal boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these stages will be found in Sections B and C of the appropriate Weekly Notice:—

**STAGE 1 Between Brinklow, Humber Road Junction and Bilton Sidings in the North to Clifton Mill, Hillmorton Sidings (Northampton Lines) and Kilsby Tunnel North End (Main Lines) in the South—
10.0 a.m. Saturday, 12th September, 1964, until 6.0 a.m. Monday,
14th September, 1964.**

The existing running signals controlled by Brinklow, Rugby No. 7, Rugby No. 5, Rugby No. 4, Rugby No. 3, Rugby No. 2, Rugby No. 1, Humber Road Junction, Brandon & Wolston and Hillmorton Sidings (Main Lines only) will be taken away and replaced by multiple aspect signalling controlled from Rugby Power signal box. Certain signalling alterations will also take place at Nuneaton Power Box, Coventry Power Box, Bilton Sidings, Clifton Mill, Kilsby Tunnel North End and Hillmorton Sidings (Northampton Lines only). All ground frames mentioned in this stage are electrically released from Rugby Power Box and will be provided with telephones and emergency bells.

BRINKLOW

The supervision of Up Slow and Up Fast signals RY 340, RY 338, RY 336, RY 339, RY 337 and RY 335, which have been temporarily controlled or supervised by Brinklow will be transferred to Rugby Power Box. Nuneaton Down Main Outer and Down Main Inner Distant signals will become NN 136 and NN 135 automatic signals respectively. Signal RY 301 will only exhibit red, double yellow and yellow aspects and Signal RY 331 will only exhibit red and yellow aspects.

A new ground frame named "Brinklow Frame" will be provided adjacent to Brinklow signal box to work the crossover road between the Down Main and Up Fast lines.

NEWBOLD

A new ground frame will be provided named "Newbold Frame" to control the crossover between the Up and Down Fast lines.

RUGBY NORTH END FRAME

This frame will be recovered.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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RUGBY FOOTBRIDGE FRAME

This frame will be recovered.

RUGBY

A new ground frame named "Up Sidings Frame" will be provided adjacent to siding 6A at the North end of the station to work the connection between the Up slow line and siding 6A.

A new ground frame named "Down Sidings Frame" will be provided at the London end of Platform 1 to control the connection Down slow to siding 4A.

Banner repeating signals will be provided 343 yards in rear of signals RY 179 and RY 181.

The existing catch points situated 140 yards before reaching the existing Up Peterborough I.B. Distant signal controlled from Rugby No. 1 Box will be repositioned 713 yards in rear of signal RY 54 and a catch point is provided 1,008 yards in rear of signal RY 177, Up Birmingham Fast Line.

KILSBY TUNNEL NORTH END

The link up between the existing signalling and the multiple aspect signalling at this signal box is shown in the link up Diagram and will remain in use until Stage 3. The existing Up Distant, Up Home, Down Distant and Down Home colour light signals will be taken away.

HILLMORTON SIDINGS

Signal RY 284 will exhibit red and yellow aspects only.

The link up between the existing signalling and the multiple aspect signalling at this signal box is shown in the link up Diagram and will remain in use until Stage 2. The existing Up Northampton Distant and Home Signals, also the Up Northampton Goods Distant and Home Signals will be taken away.

CLIFTON MILL

A new 3-aspect Down Home 1 signal will be provided and signals RY 81, RY 88, RY 91 and RY 92 will act as the Down Distant signals approximately 870 yards in rear. The existing semaphore Down Distant and Down Home 1 signals will be recovered.

BILTON SIDINGS

The Up Main Home signal with lower arm distant signal for Rugby No. 7, the Up Main Starting Signal with lower arm distant signal for Rugby No. 7 and the Down Home signals will be replaced by multiple aspect signals.

Signals RY 158, RY 157 and RY 163 will act as Down Distant signals for signal BS 24 approximately 1,027 yards in rear.

HUMBER ROAD JUNCTION

The existing Down Outer Distant, Down Inner Distant, Down Home and Up Home signals will be converted into automatic multiple aspect signals CY 71, CY 72, CY 73 and RY 327 respectively.

BRANDON BALLAST PIT

A new ground frame named "Brandon Ballast Pit Frame" will be brought into use near the 90 $\frac{1}{2}$ m.p. to work the crossover between the Up and Down lines.

BRANDON AND WOLSTON

A ground frame will be provided named "Brandon and Wolston Frame" to work the connection from the Up main to up siding. The crossover between the Up and Down lines will be retained clipped out of use until further notice.

STAGE 2 Between Hillmorton Sidings and Long Buckby—2.30 a.m. Sunday, 20th September until 8.0 p.m. Sunday, 20th September.

The existing running signals controlled by Hillmorton Sidings, Kilsby & Crick, and Watford Lodge will be taken away and replaced by multiple aspect signalling controlled from Rugby Power Box, see Stage 2 Diagram attached to this Notice. Certain signalling alterations will also take place at Long Buckby.

All ground frames mentioned in this stage are electrically released from Rugby Power Box and will be provided with telephones and emergency bells.

HILLMORTON SIDINGS

All the temporary signalling arrangements shown on the Link Up Plan for this signalbox, will be taken away together with the signalbox and the Down Distant and Down Home signals. Signals RY 49 and RY 51 will become 3-aspect signals and will be controlled from Rugby Power Box. Signal RY 279 will become a 4-aspect automatic signal, see Stage 2 Diagram attached to this Notice.

A new ground frame called "Hillmorton Sidings Frame" will be provided to work the crossover road between the Up and Down lines.

KILSBY & CRICK

A new ground frame will be provided adjacent to the Up sidings at the Rugby end called Kilsby and Crick No. 2 Frame to control the crossover between the Up and Down lines, also the slip connection to the Up sidings. A similar ground frame will also be provided at the Northampton end to operate the connection Up line to Up sidings named "Kilsby & Crick Frame No. 1."

LONG BUCKBY

New multiple aspect signals NH4 129, NH4 128 and NH4 127 which will eventually be supervised from Northampton No. 4 signal box, will be provided temporarily from this signal box. Signal NH4 127 will act as the Up Home signal and NH4 128 will act as the Up Distant signal. When the semaphore Down Home signal is cleared the line will be clear to signal RY 269.

The existing Up Home, Up Distant and Down starting signals will be taken away.

New catch points will be brought into use 1,128 yards in rear of signal RY 269 and 1,382 yards in rear of signal RY 270.

STAGE 3 Between Kilsby Tunnel North End and Wolverton No. 2 and between Blisworth and Rothersthorpe Crossing and between Roade Junction and Middleton—10.0 a.m. Saturday, 26th September, 1964, until 6.0 a.m. Monday, 28th September, 1964.

The existing running signals controlled from Kilsby Tunnel North End, Welton Station, Weedon, Heyford, Banbury Lane, Gayton, Blisworth, Roade Junction, and Ashton will be taken away and replaced by multiple aspect signalling controlled from Rugby Power Box, see Stage 3 Diagram attached to this Notice. Certain signalling alterations will also take place at Wolverton No. 2, Rothersthorpe Crossing and Middleton.

All ground and shunting frames mentioned in this stage will be electrically released from Rugby Power Box except Blisworth S.M.J. frame, which remains unchanged and Exchange Siding frame, which is released from Rugby Power Box or Blisworth shunting frame. They are also provided with telephones and emergency bells.

KILSBY TUNNEL NORTH END

All the temporary signalling arrangements shown on the Link Up Plan will be taken away including the signal box. Signals RY 262 and RY 263 will be converted to 4-aspect semi-automatic signals and will be controlled from Rugby Power Box. Signal RY 258 will be converted to a 4-aspect automatic signal supervised from Rugby Power Box, see Stage 3 Diagram attached to this Notice.

The crossover between the Up and Down Lines will be operated from a new ground frame named "Kilsby Tunnel Frame".

WELTON

The Up Refuge siding to the Up Line connection will be controlled from a ground frame named "Welton No. 3 Frame". The Goods yard on the Up side of the line and the adjacent crossover will be controlled by a new ground frame named "Welton No. 1 Frame".

The private siding on the Down side of the line will be controlled from a new ground frame named "Welton No. 2 Frame".

WEEDON

The up sidings to up line connection will be controlled from a new ground frame named "Weedon Sidings Frame" and the crossover between the Up and Down Lines will be operated from a new ground frame called "Weedon Crossover Frame". The existing Depot Frame will continue to work the connection to the W.D. Depot but the dwarf shunting signal from Down Line to Siding will be recovered.

HEYFORD

A new ground frame will be provided to control movements from Up Goods Loop to Refuge sidings named "Heyford Frame".

The crossover between the Up and Down Lines will be clipped and padlocked for emergency use only.

BANBURY LANE

This signal box will be converted into a shunting frame and will control semi-automatic signals RY 232 and RY 235 to protect the level crossing.

GAYTON

A new ground frame will be provided on the Up side of the line to control the crossover between the Up and Down lines named "Gayton Frame".

...nting frame and will control signals
 ...released from Blisworth Shunting
 ...Blisworth is closed.

...iding will be operated from a new
 ...the crossover between the Down
 ...this frame.
 ...en the Up fast and Down slow lines
 ...low to Goods yard named "Roade
 ...Goods yard at the south end of the
 ...d Up slow lines will be worked from

...and the area controlled from a new
 ...als plated BY will be supervised by
 ...this Notice.
 ...h No. 2 Up Fast and Up Slow Home 1
 ...ects only and the existing signals in
 ...gram attached to this Notice.
 ...g Signals are cleared the line will be
 ...I.B. Home signals will be taken away.

...ed and the area controlled from
 ...signals plated NHI 101 and NHI 102
 ...s respectively for this signalbox. The
 ...wn Home 2 signal.
 ...e will be clear to signal RY 223.
 ...al with lower arm I.B. distant signal
 ...signalbox and Roade Junction will be
 ...into use 936 yards in rear of signal

...signals will be replaced by 2-aspect
 ...colour light Down Automatic Stop
 ...ese signals.
 ...a Up line 642 yards in rear of signal

...ing a red aspect and position light
 ...agram. The numbers shown against
 ...on the signals and are for reference
 ...colour light signals capable of display-

...NG SYSTEM
 ...g running signals will be taken away
 ...roximately 200 yards on the approach
 ...assenger running lines only, except
 ...yards approximately.

...and BY 176.

...ation over the resigalled lines after
 ...D of the Weekly Notice. The modifi-
 ...of line Crewe South Junction and
 ...otice) will apply over the resigalled

J. ROYSTON
 Line Manager.

...N.W.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING 1
AT RUGBY. SCHEDULE OF MAIN RUNNING
SIGNALS READING TO ALTERNATIVE ROUTES
OR CARRYING SUBSIDIARY ASPECTS AND OF
GROUND SHUNT SIGNALS.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDS.	JUNCTION INDS.	ROUTE	
	RY8	MAIN			DOWN MAIN	
		MAIN		POS ^N 4	DOWN ROADE BRANCH	
	RY9	MAIN		POS ^N 1	DOWN MAIN	
		MAIN			DOWN ROADE BRANCH	
	RY10	MAIN		POS ^N 1	UP SLOW	
		MAIN			UP FAST	
	RY11	MAIN			UP SLOW	
		MAIN		POS ^N 4	UP FAST	
	RY15	* MAIN		POS ^N 1	DOWN GOODS	
		* SUB.		POS ^N 1	DOWN GOODS	
		MAIN			DOWN MAIN	
		MAIN		POS ^N 4	DN. BLISWORTH BRANCH	
	RY18	SUB	NCK.		NECK	
		MAIN			UP MAIN	

* ALSO CONTROLLED BY BLISWORTH S.F.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.R.	JUNCTION IND.R.	ROUTE	
	RY22	MAIN		POS ^N 1	UP GOODS	
		SUB		POS ^N 1	UP GOODS	
		MAIN			UP MAIN	
	RY23	MAIN		POS ^N 1	DN. GOODS LOOP	
		SUB		POS ^N 1	DN. GOODS LOOP	
		MAIN			DOWN MAIN	
	RY28	SHUNT	UM		SET BACK TO UP MAIN	
		SHUNT			SIDING	
	RY29	MAIN		POS ^N 1	UP GOODS LOOP	
		SUB		POS ^N 1	UP GOODS LOOP	
		MAIN			UP MAIN	
	RY41	MAIN		POS ^N 1	UP GOODS LOOP	
		MAIN			UP NORTHAMPTON	
	RY42	SUB	SDG.		HILLMORTON SDGS.	
		MAIN			DOWN MAIN.	
	RY43	SHUNT	SDG.		HILLMORTON SDGS	
		SHUNT	DM.		DOWN MAIN	

* CONTROLLED BY HEYFORD GF

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
	RY45	SUB
		MAIN
	RY48	MAIN
	RY46	SHUNT
	RY47	MAIN
SUB		
	RY52	SHUNT
	RY53	SHUNT
	RY54	MAIN
	RY55	MAIN
	RY56	MAIN
		SUB
		MAIN
		SUB
		SUB
	RY57	MAIN
		SUB
		MAIN
		MAIN
		SUB
		SUB
		SUB
	RY58	MAIN
		SUB
		MAIN
	RY59	SHUNT
		SHUNT
		SHUNT

2

JUNCTION INDR.	ROUTE
POS ^N 1	UP GOODS
POS ^N 1	UP GOODS
	UP MAIN
POS ^N 1	DN. GOODS LOOP
POS ^N 1	DN. GOODS LOOP
	DOWN MAIN
	SET BACK TO UP MAIN SIDING
POS ^N 1	UP GOODS LOOP
POS ^N 1	UP GOODS LOOP
	UP MAIN
POS ^N 1	UP GOODS LOOP
	UP NORTHAMPTON.
	HILLMORTON SDGS.
	DOWN MAIN.
	HILLMORTON SDGS
	DOWN MAIN

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE	
	RY45	SUB	NCK		HILLMORTON SDG. NECK	
		MAIN			DOWN MAIN	
	RY48	MAIN				UP MAIN
		SUB	SDG.			HILLMORTON SDGS.
	RY46	SHUNT			HILLMORTON SDGS.	
		MAIN			DOWN MAIN	
	RY47	SUB	SDG.		HILLMORTON SDGS.	
	RY52	SHUNT			SET BACK DN. PETERBORO'	
		SHUNT			PETERBORO' SIDINGS	
	RY53	SHUNT			PETERBORO' SIDINGS	
	RY54	MAIN		POS ^N 1	DOWN GOODS	
		MAIN			DOWN NORTHAMPTON	
	RY55	MAIN		POS ^N 1	DOWN GOODS	
		MAIN			DOWN NORTHAMPTON	
	RY56	MAIN		POS ^N 1	DOWN GOODS	
		SUB		POS ^N 1	DOWN GOODS	
		MAIN			DOWN FAST	
		MAIN		POS ^N 4	DOWN SLOW	
		SUB		POS ^N 4	DOWN SLOW	
		SUB			DOWN SLOW	
	RY57	MAIN	G		DOWN GOODS	
		SUB	G		DOWN GOODS	
		MAIN	F		DOWN FAST	
		MAIN	S		DOWN SLOW	
		SUB	S		DOWN SLOW	
		SUB			DOWN SLOW	
		MAIN	B8		BAY PLATFORM 8	
		SUB	B8		BAY PLATFORM 8	
		SUB	SDG.		SIDING 2	
MAIN	B7		BAY PLATFORM 7			
SUB	B7		BAY PLATFORM 7			
	RY58	MAIN		POS ^N 1	UP GOODS	
		SUB		POS ^N 1	UP GOODS	
		MAIN			UP MAIN	
	RY59	SHUNT			DOWN SLOW	
		SHUNT			BAY PLATFORM 8	
		SHUNT			SIDING 2	
		SHUNT			UP MAIN	
		SHUNT			UP NORTHAMPTON	

HEYFORD GF

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.	JUNCTION IND.	ROUTE
	RY61	SHUNT			DOWN SLOW
		SHUNT			BAY PLATFORM 8
		SHUNT			SIDING 2
		SHUNT			SET BACK UP MAIN
		SHUNT			SET BACK UP NORTHAMPTON
	RY62	SHUNT			SET BACK UP NORTHAMPTON
		SHUNT			SET BACK UP NORTHAMPTON GDS.
	RY63	SHUNT			CLIFTON MILL SIDING
		SHUNT	P		DOWN PETERBORO
	RY64	SHUNT			DOWN GOODS
		SHUNT			DOWN FAST
		SHUNT			DOWN SLOW
		SHUNT			BAY PLATFORM 8
		SHUNT			SIDING 2
	RY65	SHUNT			BAY PLATFORM 7
		SHUNT			DOWN SLOW
		SHUNT			BAY PLATFORM 8
		SHUNT			SIDING 2
	RY66	SHUNT			BAY PLATFORM 7
		SHUNT			SIDING 3
		SHUNT			BAY PLATFORM 7
		SHUNT			SET BACK UP FAST
		SHUNT			SET BACK UP GOODS
	RY67	SHUNT			SIDING 2
		SHUNT			SIDING 3
		SHUNT			BAY PLATFORM 7
		SHUNT			SET BACK UP FAST
	RY68	SHUNT			SET BACK UP GOODS(VIA J)
		SHUNT			PETERBORO SIDING
RY71	SHUNT			PETERBORO SIDING	
	SHUNT			SIDING 2	
RY72	SHUNT			SIDING 3	
	SHUNT			BAY PLATFORM 7	
	RY73	SHUNT			SIDING 2
		SHUNT			SIDING 3
		SHUNT			BAY PLATFORM 7
		SHUNT	SI		SIDING 1
		SHUNT	US		SET BACK UP SLOW
		SHUNT			SIDING 6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
		SHUNT
		SHUNT
	RY74	SHUNT
		SHUNT
	RY75	MAIN
		SLE
	RY76	SHUNT
		SHUNT
		SHUNT
	RY77	SHUNT
		SHUNT
	RY79	SHUNT
		SHUNT
	RY81	SLE
		MAIN
		SLE
		MAIN
		SLE
	RY82	SHUNT
		SHUNT
		SHUNT
	RY83	MAIN
		SLE
		MAIN
		SLE
		SLE
	RY84	SHUNT
		SHUNT
	RY85	SHUNT
		SHUNT

ACTION NO.	ROUTE
	DOWN SLOW
	BAY PLATFORM 8
	SIDING 2
	SET BACK UP MAIN
	SET BACK UP NORTHAMPTON
	SET BACK UP NORTHAMPTON
	SET BACK UP NORTHAMPTON GDS.
	CLIFTON MILL SIDING
	DOWN PETERBORO
	DOWN GOODS
	DOWN FAST
	DOWN SLOW
	BAY PLATFORM 8
	SIDING 2
	BAY PLATFORM 7
	DOWN SLOW
	BAY PLATFORM 8
	SIDING 2
	BAY PLATFORM 7
	SIDING 2
	SIDING 3
	BAY PLATFORM 7
	SET BACK UP FAST
	SET BACK UP GOODS
	SIDING 2
	SIDING 3
	BAY PLATFORM 7
	SET BACK UP FAST
	SET BACK UP GOODS (VIA J)
	PETERBORO' SIDING
	PETERBORO' SIDING
	SIDING 2
	SIDING 3
	BAY PLATFORM 7
	SIDING 2
	SIDING 3
	BAY PLATFORM 7
	SIDING 1
	SET BACK UP SLOW
	SIDING 6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDS.	JUNCTION INDS.	ROUTE
	RY74	SHUNT	LS		SET BACK UP SLOW
		SHUNT			SIDING 6
		SHUNT	LF		SET BACK UP FAST
		SHUNT	LG		SET BACK UP GOODS
		SHUNT			UP & DN. ENGINE LINE
		SHUNT			HORSE & CARRIAGE SIDING
		SHUNT	CAR		CARRIAGE SHED SIDING
	RY75	MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
	RY76	SHUNT			SET BACK UP GOODS
		SHUNT			UP & DN. ENGINE LINE
		SHUNT			HORSE & CARRIAGE SDG.
	RY77	SHUNT			UP & DN. ENGINE LINE
		SHUNT			HORSE & CARRIAGE SDG.
	RY79	SHUNT			SIDING 6
	RY81	SUB	SDG.		PETERBORO' SDG.
		MAIN	P		DN. PETERBORO'
		SUB			DN. PETERBORO'
		MAIN	N		UP NORTHAMPTON.
		SUB			UP NORTHAMPTON.
		MAIN	M		UP MAIN
	RY82	SHUNT			UP NORTHAMPTON
		SHUNT			UP MAIN
		SHUNT			CLIFTON RD. SIDING
		SHUNT	XDN		DN. NORTHAMPTON L.O.S.
	RY83	MAIN	N		UP NORTHAMPTON
		SUB			UP NORTHAMPTON
		MAIN	M		UP MAIN
		SUB			UP MAIN
		SUB	SDG.		CLIFTON RD SIDING
		SUB	XDN.		DN. NORTHAMPTON L.O.S.
	RY84	SHUNT			TO 81 SIGNAL
		SHUNT			UP NORTHAMPTON (VIA C)
		SHUNT			UP MAIN (VIA C)
		SHUNT	NCK.		SIDING 2 NECK
		SHUNT			CLIFTON RD. SIDING
		SHUNT	XDN.		DN. NORTHAMPTON L.O.S.
	RY85	SHUNT			TO 81 SIGNAL
		SHUNT	NCK.		SIDING 3 NECK.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.	JUNCTION IND.	ROUTE
	RY86	MAIN			TO SIGNAL 81
		SUB			TO SIGNAL 81
		SUB	NCK.		SIDING 3 NECK.
		SUB	SDG.		CLIFTON RD. SDG.
		SUB	XDN.		DN. NORTHAMPTON L.O.S.
	RY87	SHUNT			UP NORTHAMPTON
		SHUNT			UP MAIN.
	RY88	SUB	SDG.		PETERBORO' SIDING
		MAIN		POS ^N 3	DOWN PETERBORO'
		SUB			DOWN PETERBORO'
		MAIN		POS ^N 2	UP NORTHAMPTON GDS.
		SUB			UP NORTHAMPTON GDS.
		SUB		POS ^N 2	UP NORTHAMPTON GDS.
		MAIN		POS ^N 1	UP NORTHAMPTON (VIA F OR G)
		SUB			UP NORTHAMPTON (VIA F OR G)
		MAIN			UP MAIN
SUB			UP MAIN		
	RY89	SHUNT	NCK.		SIDING 6 NECK
		SHUNT			PETERBORO' SIDING
		SHUNT			DOWN PETERBORO'
		SHUNT			UP NORTHAMPTON GDS.
		SHUNT	SDG.		UP NORTHAMPTON (VIA F OR G)
		SHUNT			UP MAIN
	RY91	SUB	SDG.		PETERBORO' SIDING.
		MAIN		POS ^N 3	DOWN PETERBORO'
		SUB			DOWN PETERBORO'
		MAIN		POS ^N 2	UP NORTHAMPTON GDS.
		SUB			UP NORTHAMPTON GDS.
		SUB		POS ^N 2	UP NORTHAMPTON GDS.
		MAIN		POS ^N 1	UP NORTHAMPTON
		SUB			UP NORTHAMPTON
		MAIN			UP MAIN
SUB			UP MAIN		
	RY92	SUB	SDG.		PETERBORO' SIDING (VIA J)
		MAIN	P		DN. PETERBORO' (VIA 'H')
		SUB			DN. PETERBORO' (VIA 'H')
		MAIN	G		UP NORTHAMPTON GDS.
		SUB			UP NORTHAMPTON GDS.
		SUB	G		UP NORTHAMPTON GDS.
		MAIN	N		UP NORTHAMPTON
		SUB			UP NORTHAMPTON
		MAIN	M		UP MAIN
SUB			UP MAIN		

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
	RY93	SHUNT
		SHUNT
	RY94 & RY95	SHUNT
		SHUNT
		SHUNT
		SHUNT
	RY96	SHUNT
		SHUNT
	RY97	MAIN
		SUB
		MAIN
		SUB
		SUB
	RY98	SHUNT
	RY99	MAIN
		SUB
		MAIN
		SUB
	RY101	SHUNT
	RY102	SHUNT
		SHUNT
	RY103 & RY104	SHUNT
		SHUNT
		SHUNT
		SHUNT
	RY105	SHUNT
		SHUNT
		SHUNT
	RY107	SHUNT
		SHUNT
		SHUNT
		SHUNT

JUNCTION NOS	ROUTE
	TO SIGNAL 81
	TO SIGNAL 81
	SIDING 3 NECK.
	CLIFTON RD. SDG.
	DN. NORTHAMPTON L.O.S.
	UP NORTHAMPTON
	UP MAIN.
	PETERBORO' SIDING
POS ^N 3	DOWN PETERBORO'
	DOWN PETERBORO'
POS ^N 2	UP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
POS ^N 2	UP NORTHAMPTON GDS.
POS ^N 1	UP NORTHAMPTON (VIA 'F' OR 'G')
	UP NORTHAMPTON (VIA 'F' OR 'G')
	UP MAIN
	UP MAIN
	SIDING 6 NECK
	PETERBORO' SIDING
	DOWN PETERBORO'
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON (VIA 'F' OR 'G')
	UP MAIN
	PETERBORO' SIDING.
POS ^N 3	DOWN PETERBORO'
	DOWN PETERBORO'
POS ^N 2	UP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
POS ^N 2	UP NORTHAMPTON GDS.
POS ^N 1	UP NORTHAMPTON
	UP NORTHAMPTON
	UP MAIN
	UP MAIN
	PETERBORO' SIDING (VIA 'J')
	DN. PETERBORO' (VIA 'H')
	DN. PETERBORO' (VIA 'H')
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON
	UP NORTHAMPTON
	UP MAIN
	UP MAIN

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	RY93	SHUNT			PETERBORO' SIDING
		SHUNT			DOWN PETERBORO'
		SHUNT			UP NORTHAMPTON GDS.
		SHUNT			UP NORTHAMPTON
		SHUNT			UP MAIN
	RY94 & RY95	SHUNT		SDG.	PETERBORO' SIDING (VIA 'I') OR ENGINE SHED 1 OR 2 (VIA 'I')
		SHUNT			DN. PETERBORO' (VIA 'H')
		SHUNT			UP NORTHAMPTON GDS.
		SHUNT			UP NORTHAMPTON
	RY96	SHUNT			SIDING 5
		SHUNT			DOWN FAST
		SHUNT			DOWN SLOW
	RY97	MAIN			DOWN FAST
		SUB			DOWN FAST
		MAIN		POS ^N 4	DOWN SLOW
		SUB		POS ^N 4	DOWN SLOW
		SUB			DOWN SLOW
	RY98	SHUNT			DOWN SLOW
	RY99	MAIN		POS ^N 1	DOWN FAST
		SUB			DOWN FAST
		MAIN			DOWN SLOW
		SUB	S		DOWN SLOW
		SUB			DOWN SLOW
	RY101	SHUNT			ALONG SIDING 5
	RY102	SHUNT	DS		SET BACK DN. SLOW
		SHUNT			SIDING 4A
	RY103 & RY104	SHUNT			SET BACK DN. SLOW
		SHUNT			SET BACK DN. FAST
		SHUNT			SIDING 5 OR 6B
		SHUNT			SET BACK UP SLOW
		SHUNT			SIDING 6A
	RY107	SHUNT	US		SET BACK UP SLOW
		SHUNT			SIDING 6A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDS	ROUTE
	RY108	MAIN		POS# 1	UP FAST
		SUB			UP FAST
		MAIN			UP SLOW
		SUB			UP SLOW
		SUB	S		
	RY109	MAIN			UP FAST
		SUB			UP FAST
		MAIN		POS# 4	UP SLOW
		SUB		POS# 4	UP SLOW
	RY111	SUB	SDG.		DN. THROUGH SIDING
		MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
	RY112	SHUNT			DN. THROUGH SIDING
		SHUNT			DOWN GOODS
		SHUNT	NCK.		SIDING 5 NECK
		SHUNT	F		DN. FAST TO RY128 SIGNAL
		SHUNT	S		DOWN SLOW
	RY113	MAIN			DOWN FAST
		SUB			DN. FAST TO RY128 SIGNAL
		MAIN		POS# 4	DOWN SLOW
		SUB			DOWN SLOW
	RY114	SHUNT	F		DN. FAST TO RY128 SIGNAL
		SHUNT	NCK		SIDING 4 NECK
		SHUNT	S		DOWN SLOW (VIA 'K')
	RY115	MAIN		POS# 1	DOWN FAST (VIA 'L')
		SUB			DOWN FAST (VIA 'L')
		MAIN			DOWN SLOW
		SUB			DOWN SLOW
	RY116	SUB	SDG.		HARBORO SIDINGS
		SUB	ARR.		ARRIVAL LINE
		MAIN	F		DOWN FAST (VIA 'L')
		SUB			DOWN FAST (VIA 'L')
		MAIN	S		DOWN SLOW (VIA 'M')
		SUB			DOWN SLOW (VIA 'M')
		SUB	XLS		SET BACK UP SLOW TO L.O.S.
		SUB	XLF		SET BACK UP FAST TO L.O.S.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
	RY117	SUB
		SUB
		MAIN
		SUB
		MAIN
	RY118	SUB
		SUB
		MAIN
		MAIN
		SUB
	RY119	SUB
		SUB
		MAIN
		MAIN
		SUB
	RY121	SHU
		SHU
	RY122	SHU
		SHU
		SHU
SHU		
SHU		
	RY123	SHU
	RY124	SHU
		SHU
RY125	SHU	

ACTION INDE.	ROUTE
05 ² 1	UP FAST
	UP FAST
	UP SLOW
	UP SLOW
	UP SLOW
	UP FAST
	UP FAST
05 ² 4	UP SLOW
05 ² 4	UP SLOW
	DN. THROUGH SIDING
	DOWN GOODS
	DOWN GOODS
	DN. THROUGH SIDING
	DOWN GOODS
	SIDING 5 NECK
	DN. FAST TO RY128 SIGNAL
	DOWN SLOW
	DOWN FAST
	DN. FAST TO RY128 SIGNAL
05 ² 4	DOWN SLOW
	DOWN SLOW
	DN. FAST TO RY128 SIGNAL
	SIDING 4 NECK
	DOWN SLOW (VIA 'K')
05 ² 1	DOWN FAST (VIA 'L')
	DOWN FAST (VIA 'L')
	DOWN SLOW
	DOWN SLOW
	HARBORO SIDINGS
	ARRIVAL LINE
	DOWN FAST (VIA 'L')
	DOWN FAST (VIA 'L')
	DOWN SLOW (VIA 'M')
	DOWN SLOW (VIA 'M')
	SET BACK UP SLOW TO L.O.S.
	SET BACK UP FAST TO L.O.S.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDE.	ROUTE	
	RY117	SUB	SDG.		HARBORO' SIDINGS	
		SUB	ARR.		ARRIVAL LINE	
		MAIN	F		DOWN FAST (VIA 'N')	
		SUB			DOWN FAST (VIA 'N')	
		MAIN	S		DOWN SLOW (VIA 'N')	
		SUB			DOWN SLOW (VIA 'N')	
		SUB	XUS		SET BACK UP SLOW TO L.O.S.	
		SUB	XLF		SET BACK UP FAST TO L.O.S.	
	RY118	SUB	SDG.		HARBORO' SIDINGS	
		SUB	ARR.		ARRIVAL LINE	
		MAIN	F		DOWN FAST (VIA 'N')	
		SUB			DOWN FAST (VIA 'N')	
		MAIN	S		DOWN SLOW (VIA 'N')	
		SUB			DOWN SLOW (VIA 'N')	
		SUB	XUS		SET BACK UP SLOW TO L.O.S.	
		SUB	XLF		SET BACK UP FAST TO L.O.S.	
	RY119	SUB	SDG.		HARBORO' SIDINGS	
		SUB	ARR.		ARRIVAL LINE	
		MAIN	F		DOWN FAST (VIA 'N')	
		SUB			DOWN FAST (VIA 'N')	
		MAIN	S		DOWN SLOW (VIA 'N')	
		SUB			DOWN SLOW (VIA 'N')	
		SUB	XUS		SET BACK UP SLOW TO L.O.S.	
		SUB	XLF		SET BACK UP FAST TO L.O.S.	
	RY121	SHUNT	NCK.		SIDING 6A NECK	
		SHUNT			UP SLOW.	
	RY122	SHUNT				HARBORO' SIDINGS
		SHUNT				ARRIVAL LINE
		SHUNT	F			DOWN FAST
		SHUNT	S			DOWN SLOW
		SHUNT	XUS			SET BACK UP SLOW TO L.O.S.
		SHUNT	XLF			SET BACK UP FAST TO LOS (VIA Q)
		SHUNT				SIDINGS 1-3
	RY123	SHUNT				SET BACK UP GOODS
SHUNT					UP SIDINGS	
RY124		SHUNT				SET BACK UP GOODS
	SHUNT				UP SIDINGS	
RY125	SHUNT				ALONG SIDING 5	

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDS	JUNCTION INDS	ROUTE
N.C.	RY126	SHUNT			SIDING 4
		SHUNT	DF		SET BACK DOWN FAST
		SHUNT			SIDING 5
D	RY127	SHUNT			SIDING 4
	RY128	SHUNT			DOWN FAST
N.C.	RY129	SHUNT			BAY PLATFORM 6
		SHUNT	DS		SET BACK DOWN SLOW
		SHUNT			SIDING 4 (VIA K)
		SHUNT	DF		DOWN FAST
		SHUNT			SIDING 5
D	RY131	SHUNT			SIDING 5
		SHUNT			SET BACK DOWN GOODS
	RY132	SHUNT			SET BACK DOWN GOODS
	RY134	SHUNT			HARBORO' SIDINGS
	RY135	SHUNT			HARBORO' SIDINGS
N.C.	RY137	SHUNT			ARRIVAL LINE
		SHUNT			HARBORO' SIDINGS
		SHUNT	F		DOWN FAST
		SHUNT	S		DOWN SLOW
		SHUNT	X LIF		SET BACK UP FAST TO L.O.S.
		SHUNT	LG1		SET BACK UP GOODS 1.
		SHUNT	LG2		SET BACK UP GOODS 2.
	RY138	SHUNT			SIDINGS 1-3.
		SHUNT			HARBORO' SIDINGS
		SHUNT			ARRIVAL LINE
		SHUNT	F		DOWN FAST
		SHUNT	S		DOWN SLOW
		SHUNT	X LIF		SET BACK UP FAST TO L.O.S.
D	RY139	SHUNT			UP GOODS
		SHUNT			SIDINGS 1-3
N.C.	RY141	SUB	ENG.		UP/DN. ENGINE LINE
		MAIN	G		UP GOODS
		SUB			UP GOODS
		SUB	G		UP GOODS
D	RY142	SHUNT			SIDINGS 1-3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
N.C.	RY146	SHUNT
		SHUNT
	RY147	SHUNT
		SHUNT
RY148	SHUNT	
	SHUNT	
RY149	SHUNT	
	SHUNT	

JUNCTION INDR.	ROUTE
	SIDING 4
	SET BACK DOWN FAST
	SIDING 5
	SIDING 4
	DOWN FAST
	BAY PLATFORM 6
	SET BACK DOWN SLOW
	SIDING 4 (VIA K)
	DOWN FAST
	SIDING 5
	SIDING 5
	SET BACK DOWN GOODS
	SET BACK DOWN GOODS
	HARBORO' SIDINGS
	HARBORO' SIDINGS
	ARRIVAL LINE
	HARBORO' SIDINGS
	ARRIVAL LINE
	DOWN FAST
	DOWN SLOW
	SET BACK UP FAST TO L.O.S.
	SET BACK UP GOODS 1.
	SET BACK UP GOODS 2.
	SIDINGS 1-3.
	HARBORO' SIDINGS
	ARRIVAL LINE
	DOWN FAST
	DOWN SLOW
	SET BACK UP FAST TO L.O.S.
	SET BACK UP GOODS 1.
	SET BACK UP GOODS 2.
	SIDINGS 1-3
	UP GOODS
	SIDINGS 1-3
	UP/DN. ENGINE LINE
	UP GOODS
	UP GOODS
	UP GOODS
	SIDINGS 1-3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE	
	RY146	SHUNT			UP&DN.ENGINE LINE	
		SHUNT			UP GOODS	
		SHUNT			UP FAST	
		SHUNT			UP SLOW	
		SHUNT			BAY PLATFORM 3	
		SHUNT			BAY PLATFORM 4	
		SHUNT			BAY PLATFORM 5	
		SHUNT			BAY PLATFORM 6	
		SHUNT	D.T.S.		DN.THROUGH SIDINGS	
		SHUNT	D.C.K.		DOCK SIDING	
		RY147	SHUNT			UP&DN.ENGINE LINE
			SHUNT			UP GOODS
	SHUNT				UP FAST	
	SHUNT				UP SLOW	
	SHUNT				BAY PLATFORM 3	
	SHUNT				BAY PLATFORM 4	
	SHUNT				BAY PLATFORM 5	
	SHUNT				BAY PLATFORM 6	
	RY148	SHUNT	D.T.S.		DN.THROUGH SIDINGS	
		SHUNT			UP&DN.ENGINE LINE	
		SHUNT			UP GOODS	
		SHUNT			UP FAST	
		SHUNT			UP SLOW	
		SHUNT			BAY PLATFORM 3 (VIA 'N')	
		SHUNT			BAY PLATFORM 4 (VIA 'N')	
		SHUNT			BAY PLATFORM 5 (VIA 'N')	
		SHUNT			BAY PLATFORM 6 (VIA 'M')	
		SHUNT	D.S.		SET BACK DN.SLOW (VIA 'L')	
	RY149	SHUNT	D.F.		SET BACK DOWN FAST.	
		SHUNT			UP&DN.ENGINE LINE	
		SHUNT			UP GOODS	
		SHUNT			UP FAST	
		SHUNT			UP SLOW	
		SHUNT			BAY PLATFORM 3 (VIA 'N')	
		SHUNT			BAY PLATFORM 4 (VIA 'N')	
		SHUNT			BAY PLATFORM 5 (VIA 'N')	
		SHUNT			BAY PLATFORM 6 (VIA 'M')	
		SHUNT	D.S.		SET BACK DOWN SLOW	

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	RY151	MAIN			UP SLOW
		SUB			UP SLOW
		SUB	S		UP SLOW
		MAIN	B3		BAY PLATFORM 3
		SUB	B3		BAY PLATFORM 3
		MAIN	B4		BAY PLATFORM 4
		SUB	B4		BAY PLATFORM 4
		MAIN	B5		BAY PLATFORM 5
		SUB	B5		BAY PLATFORM 5
		MAIN	B6		BAY PLATFORM 6
SUB	B6		BAY PLATFORM 6		
	RY152	SUB	ENG.		UP & DN. ENGINE LINE
		MAIN	G		UP GOODS
		SUB			UP GOODS
		SUB	G		UP GOODS
		MAIN			UP FAST
		MAIN	S		UP SLOW (VIA 'Q' OR 'P')
		SUB			UP SLOW (VIA 'Q' OR 'P')
		SUB	S		UP SLOW (VIA 'Q' OR 'P')
		MAIN	B3		BAY PLATFORM 3
		SUB	B3		BAY PLATFORM 3
MAIN	B4		BAY PLATFORM 4		
SUB	B4		BAY PLATFORM 4		
MAIN	B5		BAY PLATFORM 5		
SUB	B5		BAY PLATFORM 5		
MAIN	B6		BAY PLATFORM 6		
SUB	B6		BAY PLATFORM 6		
	RY153	SUB	ENG.		UP & DN. ENGINE LINE
		MAIN	G		UP GOODS
		SUB			UP GOODS
		SUB	G		UP GOODS
		MAIN	F		UP FAST
		MAIN	S		UP SLOW
SUB			UP SLOW		
SUB	S		UP SLOW		

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
	RY154	SUB
		SUB
		MAIN
		SUB
	RY155	SUB
		SUB
		MAIN
		SUB
	RY156	SHUN
	RY157	SUB
		SUB
		MAIN
		SUB
	RY158	SUB
		MAIN
		MAIN
		MAIN
	RY159	MAIN
		MAIN
		MAIN

JUNCTION IND.	ROUTE
	UP SLOW
	UP SLOW
	UP SLOW
	BAY PLATFORM 3
	BAY PLATFORM 3
	BAY PLATFORM 4
	BAY PLATFORM 4
	BAY PLATFORM 5
	BAY PLATFORM 5
	BAY PLATFORM 6
	BAY PLATFORM 6
	UP & DN. ENGINE LINE
	UP GOODS
	UP GOODS
	UP GOODS
	UP FAST
	UP SLOW (VIA 'Q' OR 'P')
	UP SLOW (VIA 'Q' OR 'P')
	UP SLOW (VIA 'Q' OR 'P')
	BAY PLATFORM 3
	BAY PLATFORM 3
	BAY PLATFORM 4
	BAY PLATFORM 4
	BAY PLATFORM 5
	BAY PLATFORM 5
	BAY PLATFORM 6
	BAY PLATFORM 6
	UP & DN. ENGINE LINE
	UP GOODS
	UP GOODS
	UP GOODS
	UP FAST
	UP SLOW
	UP SLOW

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.	JUNCTION IND.	ROUTE
	RY154	SUB	NCK.		DEAD END SIDING.
		SUB	ENG.		UP & DN. ENGINE LINE
		MAIN	G		UP GOODS
		SUB			UP GOODS
		SUB	G		UP GOODS
		MAIN	F		UP FAST
		MAIN	S		UP SLOW
		SUB			UP SLOW
		SUB	S		UP SLOW
			RY155	SUB	SDG.
SUB	NCK.				DEAD END SIDING
SUB	ENG.				UP & DN. ENGINE LINE
MAIN	G				UP GOODS
SUB					UP GOODS
SUB	G				UP GOODS
MAIN	F				UP FAST
SUB					UP FAST
MAIN	S				UP SLOW
SUB					UP SLOW
	RY156	SHUNT			TO RY 163 SIGNAL
	RY157	SUB	SHL		SHUNTING LINE TO 163 SIGNAL
		SUB	LSI		LEAMINGTON SDG. I.
		MAIN	L		DOWN LEAMINGTON
		SUB			DOWN LEAMINGTON
		MAIN	B		DN. BIRMINGHAM (VIA 'T' OR 'U')
		MAIN	S		DN. SLOW (VIA 'TW', 'TX' OR 'UX')
		MAIN	F		DOWN FAST
		SUB	LSI		LEAMINGTON SDG. I.
	RY158	MAIN	L		DOWN LEAMINGTON
		SUB			DOWN LEAMINGTON
		MAIN	B		DOWN BIRMINGHAM (VIA 'T' OR 'U')
		MAIN	S		DOWN SLOW (VIA 'TW', 'TX' OR 'UX')
		MAIN	F		DOWN FAST
		MAIN		POS# 2	
	RY159	MAIN		POS# 1	DOWN SLOW (VIA 'X' OR 'W')
		MAIN			DOWN FAST
		MAIN			

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	RY161	MAIN		POS ^N 2	DN. BIRMINGHAM
		MAIN		POS ^N 1	DOWN SLOW (VIA 'A')
		MAIN			DOWN FAST (VIA 'A')
	RY162	SHUNT			SIDINGS 1-2
		SHUNT			DOWN SIDINGS.
	RY163	SUB	SHL		SHUNTING LINE
		SUB	LSI		LEAMINGTON SDG. 1.
		MAIN	L		DN. LEAMINGTON.
		SUB			DN. LEAMINGTON.
		MAIN	B		DN. BIRMINGHAM
		MAIN	S		DN. SLOW
	RY164	SHUNT			TO RY 162 SIGNAL
	RY165	SHUNT	DG		SET BACK DOWN GOODS
		SHUNT			SIDINGS 1-2 (VIA 'Z')
		SHUNT			DOWN SIDINGS (VIA 'Y')
	RY166	SHUNT			LEAMINGTON SDG. 2 OR REC
		SHUNT			LEAMINGTON SDG. 1.
		SHUNT			DOWN LEAMINGTON
	RY167	SHUNT	DS		SET BACK DOWN SLOW
		SHUNT	DF		SET BACK DOWN FAST
		SHUNT	DG		SET BACK DOWN GOODS
		SHUNT			SIDINGS (VIA 'T')
		SHUNT			TO SIGNAL RY165
	RY168	SHUNT			TO RY 164 SIGNAL
	RY169 & RY171	SHUNT	SDG.		RECEPTION SIDING
		SHUNT	G2.		UP GOODS 2
		SHUNT	G1.		UP GOODS 1
		SHUNT	S		UP SLOW
		SHUNT			TO SIGNAL RY165
		SHUNT			SHUNTING LINE
	RY172	SUB	SDG.		RECEPTION SDG.
		MAIN		POS ^N 2	UP GOODS 2
		SUB		POS ^N 2	UP GOODS 2
		MAIN		POS ^N 1	UP GOODS 1
		SUB		POS ^N 1	UP GOODS 1
		MAIN			UP SLOW

SIGNAL PROFILE	SIGNAL NUMBER	ASPE
	RY176	SUE
		MAI
		SUE
		MAI
		MAI
	RY177	SUE
		MAI
		SUE
		MAI
		MAI
	RY178	SUE
		MAI
		SU
		MAI
		MAI
	RY179	MAI
		MAI

JUNCTION INDR.	ROUTE
POS ^N 2	DN. BIRMINGHAM
POS ^N 1	DOWN SLOW (VIA 'A')
	DOWN FAST (VIA 'A')
	SIDINGS 1-2
	DOWN SIDINGS.
	SHUNTING LINE
	LEAMINGTON SDG. 1.
	DN. LEAMINGTON.
	DN. LEAMINGTON.
	DN. BIRMINGHAM
	DN. SLOW
	TO RY 162 SIGNAL
	SET BACK DOWN GOODS
	SIDINGS 1-2 (VIA 'Z')
	DOWN SIDINGS (VIA 'Y')
	LEAMINGTON SDG. 2 OR REC ^T
	LEAMINGTON SDG. 1.
	DOWN LEAMINGTON
	SET BACK DOWN SLOW
	SET BACK DOWN FAST
	SET BACK DOWN GOODS
	SIDINGS (VIA 'T')
	TO SIGNAL RY 165
	TO RY 164 SIGNAL
	RECEPTION SIDING
	UP GOODS 2
	UP GOODS 1
	UP SLOW
	TO SIGNAL RY 165
	SHUNTING LINE
	RECEPTION SDG.
POS ^N 2	UP GOODS 2
POS ^N 2	UP GOODS 2
POS ^N 1	UP GOODS 1
POS ^N 1	UP GOODS 1
	UP SLOW

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	RY176	SUB.	SDG.		RECEPTION SIDINGS
		MAIN		POS ^N 3	UP GOODS 2.
		SUB		POS ^N 3	UP GOODS 2.
		MAIN		POS ^N 2	UP GOODS 1.
		SUB		POS ^N 2	UP GOODS 1.
		MAIN		POS ^N 1	UP FAST
		MAIN			UP SLOW
	RY177	SUB	SDG.		RECEPTION SIDINGS
		MAIN		POS ^N 2	UP GOODS 2.
		SUB		POS ^N 2	UP GOODS 2.
		MAIN		POS ^N 1	UP GOODS 1.
		SUB		POS ^N 1	UP GOODS 1.
		MAIN			UP FAST
		MAIN		POS ^N 4	UP SLOW
	RY178	SUB	SDG.		RECEPTION SIDINGS
		MAIN		POS ^N 1	UP GOODS 2.
		SUB		POS ^N 1	UP GOODS 2.
		MAIN			UP GOODS 1.
		SUB	G		UP GOODS 1.
		MAIN		POS ^N 4	UP FAST.
		MAIN		POS ^N 5	UP SLOW.
	RY179	MAIN		POS ^N 1	UP NUNEATON SLOW
		MAIN			UP FAST.
		MAIN		POS ^N 4	UP SLOW.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	RY184	MAIN			UP SLOW
		MAIN		POS#4	UP FAST
	RY185	MAIN			UP BIRMINGHAM FAST
		MAIN		POS#4	UP BIRMINGHAM SLOW
	RY189	MAIN			UP SLOW
		MAIN		POS#4	UP FAST
	RY191	MAIN		POS#1	DOWN GOODS LOOP
		MAIN			DOWN MAIN
	RY282	MAIN			UP GOODS
		SUB	G		UP GOODS
	RY284	MAIN			UP NORTHAMPTON GOODS
		SUB	NG		UP NORTHAMPTON GOODS
	RY286	MAIN			UP NORTHAMPTON GOODS
		SUB	NG		UP NORTHAMPTON GOODS

BLISWORTH

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT
	BH2	SUB
		MAIN
	BH6	SHUN
	BH12	SHUN
	BH13	SHUN
	BH26	SHUN
	BH27	SHUN
	BH17	SHUN
	BH21	SHUN
	BH16	SHUN
	BH28	SHUN
	BH24	SHUN
<u>HEYF</u>		
	HY4	SHUN
<u>BILTON SID</u>		
	BS20	SHUN
	BS19	SHUN

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FUNCTION INDR.	ROUTE
	UP SLOW
05 ^N 4	UP FAST
	UP BIRMINGHAM FAST
05 ^N 4	UP BIRMINGHAM SLOW
	UP SLOW
05 ^N 4	UP FAST
05 ^N 1	DOWN GOODS LOOP
	DOWN MAIN
	UP GOODS
	UP GOODS
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS

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BLISWORTH SHUNTING FRAME.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	BH 2	SUB	NCK.		NECK
		MAIN			UP MAIN
	BH 6	SHUNT			UP SIDINGS
	BH 12	SHUNT	SDG.		UP SIDINGS
	BH 13	SHUNT	B		DOWN BRANCH
	BH 26	SHUNT	G		DOWN GOODS
	BH 27	SHUNT	M		DOWN MAIN
	BH 17	SHUNT			DOWN GOODS
	BH 21	SHUNT			SHUNTING NECK
	BH 16	SHUNT			SET BACK DN.MAIN TO L.O.S.
	BH 28	SHUNT			SET BACK DN.MAIN TO L.O.S.
	BH 24	SHUNT			UP MAIN

HEYFORD GROUND FRAME.

	HY 4	SHUNT			UP GOODS LOOP
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BILTON SIDING SIGNAL BOX.

	BS 20	SHUNT			DN.MAIN TO SIGNALRY 171
	BS 19	SHUNT			UP MAIN.

APPENDIX

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS.

MAIN RUNNING SIGNALS

-  JUNCTION INDICATOR (RULE 35e)
-  ROUTE INDICATOR MAIN SIGNAL
-  4 ASPECT SIGNAL.
-  RED-ASPECT.
-  ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
-  POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44A & 47).

AUTOMATIC SIGNAL SEMI-AUTOMATIC SIGNAL SIGNAL PLATE PREFIXES.

BY-BLETCHLEY. CM-CLIFTON MILL.
WN-WOLVERTON. BS-BILTON SIDING
RY-RUGBY. CY-COVENTRY
NH-NORTHAMPTON NN-NUNEATON
BH-BLISWORTH
RC-ROTHERSTHORPE CROSSING.

POSITION LIGHT SHUNTING SIGNALS. (RULE 47)

-  SHOWING 1 RED AND 1 WHITE LIGHT, HORIZONTALLY FOR NORMAL INDICATION, AND 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.

-  POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.

-  MECHANICAL DISC SHUNTING SIGNAL.

-  BANNER REPEATER.

-  CATCH OR TRAP POINTS.

-  "LIMIT OF SHUNT" INDICATION BOARD.

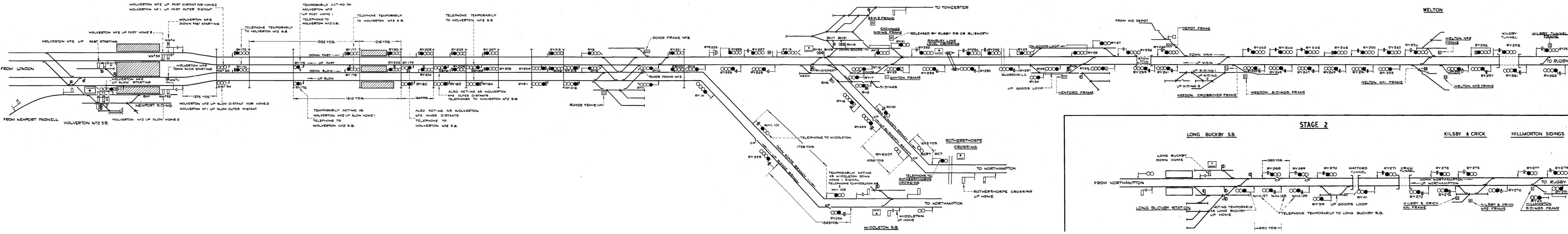
-  TELEPHONE  BELL

RUGBY POWER BOX

MULTIPLE ASPECT SIGNALLING

STAGES 2 & 3

NOT TO SCALE

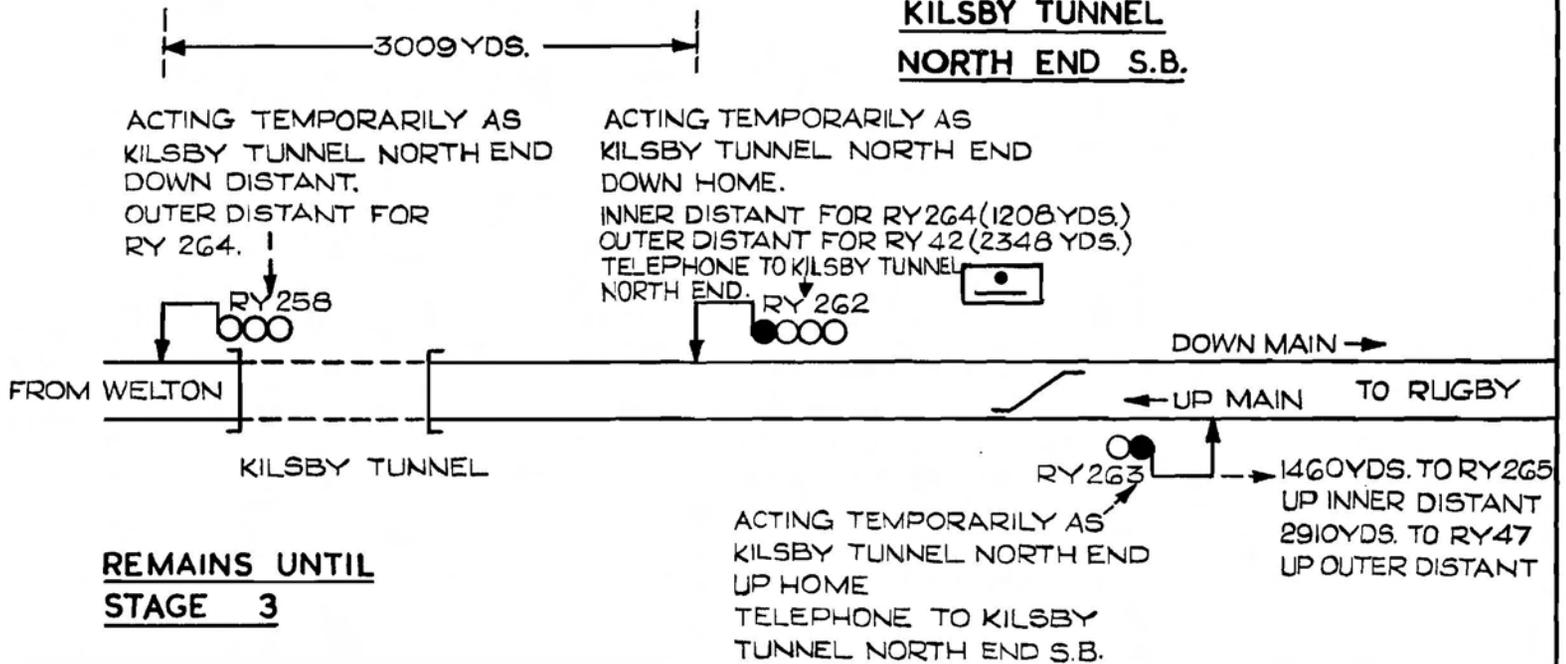


RUGBY POWER BOX

MULTIPLE ASPECT SIGNALLING

LINK UP AT STAGE 1

KILSBY TUNNEL NORTH END S.B.



REMAINS UNTIL STAGE 2

HILLMORTON SIDING S.B.

