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 resignalled 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 I 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.

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

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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.

slow line and siding 6A.

A new ground frame named "Down Sidings Frame" will be provided at the London end of Platform I 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. I 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 I 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 I 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.

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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 $90\frac{3}{4}$ 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.

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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 supervised 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. I Frame '

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

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.

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.

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".

BLISWORTH

This signal box will be converted into a shunting frame and will control signals as shown in the schedule of signal indications.

The existing Exchange Siding Frame will be released from Blisworth Shunting Frame, when open, or Rugby Power Box, when Blisworth is closed.

The connection Down Fast to Down Refuge siding will be operated from a new ground frame named "Roade Frame No. 3" and the crossover between the Down Fast and Up Fast lines will also be worked from this frame.

A new ground frame will be provided between the Up fast and Down slow lines near Bridge 205 to work the connection Down slow to Goods yard named "Roade Frame No. 2". The connection Up slow line to Goods yard at the south end of the Goods yard and crossover between the Down and Up slow lines will be worked from a new frame called "Roade Frame No. 1".

WOLVERTON No. 2

This signalbox will eventually be abolished and the area controlled from a new power box at Bletchley. In the meantime all signals plated BY will be supervised by this signalbox as shown on the Diagram attached to this Notice.

Signals BY 175 and BY 176 acting as Wolverton No. 2 Up Fast and Up Slow Home 1 signals respectively will exhibit red and green aspects only and the existing signals in advance have been renamed as shown on the Diagram attached to this Notice.

When the Down Fast and Down Slow Starting Signals are cleared the line will be clear to signals RY 201 and RY 202 respectively.

The Down Fast and Down Slow I.B. Distant and I.B. Home signals will be taken away.

This signalbox will eventually be abolished and the area controlled from Northampton No. I signal box. In the meantime signals plated NHI 101 and NHI 102 will act as Down Distant and Down Home I signals respectively for this signalbox. The existing Down Home signal will be renamed Down Home 2 signal.

When the Up Home signal is cleared the line will be clear to signal RY 223. The existing Down Distant, Up starting signal with lower arm I.B. distant signal

and Up I.B. Home signal will be taken away.

The catch points on the Up line between this signalbox and Roade Junction will be taken away and new catch points will be brought into use 936 yards in rear of signal RY 14, and 908 yards in rear of signal RY 223.

ROTHERSTHORPE CROSSING

The existing Down Distant and Down Home signals will be replaced by 2-aspect colour light signals and an additional 2-aspect colour light Down Automatic Stop signal RC 101 will be provided to the rear of these signals.

Catch points will be brought into use on the Up line 642 yards in rear of signal RY 18, and 1,753 yards in rear of signal RY 229.

All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the Diagram. The numbers shown against semaphore and disc signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided on all the new colour light signals capable of display-

ing a red aspect except BS 24.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

The A.W.S. track equipment for the existing running signals will be taken away and A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals on passenger running lines only, except RY 185 and RY 305 where the distance is 1,100 yards approximately.

The following signals will also be fitted:-

RYR 54, RY 331, BY 175 and BY 176.

RULES AND REGULATIONS

Track Circuit Block working will be in operation over the resignalled lines after the completion of each stage as shown in Section D of the Weekly Notice. The modifications of certain rules applicable to the section of line Crewe South Junction and Brinklow (excl.) (as published in the Weekly Notice) will apply over the resignalled

Crewe, September, 1964.

J. ROYSTON Line Manager.

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J. ROYSTON
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING AT RUGBY. SCHEDULE OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE ROLITES or carrying subsidiary aspects and of SHUNT SIGNALS GROUND SIGNAL ASPECT ROUTE JUNCTION ROUTE MAIN DOWN MAIN MAIN POSMA DOWN ROADE BRANCH RY8 POSYI DOWN MAIN MAIN MAIN DOWN ROADE BRANCH RY9 POSHI LIP SLOW MAIN MAIN UP FAST RYIO MAIN UP SLOW MAIN POSº4 UP FAST RYII XMAIN POSº I DOWN GOODS X SUB. POSº I DOWN GOODS MAIN DOWN MAIN KY15 MAIN POS-4DN. BLISWORTH BRANCH NECK SUB NCK. RY18 MAIN UP MAIN * ALSO CONTROLLED BY BLISWORTH

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		SHUNT			BAY PLATFORM 7
		SHUNT			SET BACK UP FAST
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SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
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×	RY81	SUB	SDG.		PETERBORO'SDG.
l R		MAIN	Ρ		DN. PETERBORO!
		SUB			DN.PETERBORO'
		MAIN	7		UP NORTHAMPTON.
		SUB			UP NORTHAMPTON.
		MAIN	M		LIP MAIN
		SUB			UP MAIN
		SHUNT			LIP NORTHAMPTON
	RY82	SHUNT	_		UP MAIN
W :	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	SHUNT	1		CLIFTON RD.SIDING
		SHUNT	XDN	_	DN. NORTHAMPTON L.O.S
l ⊠		MAIN	2		UP NORTHAMPTON
l 8		SUB			UP NORTHAMPTON
	-	MAIN	М		UP MAIN
<u>6.183</u>	RY83	SUB			UP MAIN
<u> </u>		SUB	SDG.		CLIFTON RD SIDING
		SUB	XDN.		ON NORTHAMPTON L.O.S
		SHUNT		1	TO 81 SIGNAL
		SHUNT			LIP NORTHAMPTON(VIA
	G 10 1	SHUNT			UP MAIN (VIA'C')
00	KY84	SHUNT	NCK.		SIDING 2 NECK
		SHUNT			CLIFTON RD. SIDING
			XDN.	<u> </u>	DN. NORTHAMPTON LO
	0.100	SHUNT			TO 81 SIGNAL
	RY85	SHUNT			SIDING 3 NECK.
			1 2 3 3 7		
<u> </u>	_L		<u> </u>	<u> </u>	

Γ	<u> </u>	<u> </u>				
						
5161	NAL	SIGNAL	AGDECT	ROUTE	JUNCTION	SOUTE .
PRO	PILE O	NUMBER	ASPECT MAIN	INDA	INOS	TO SIGNAL 81
•	8					
	RY86	SUB	NCK.	<u></u>	TO SIGNAL 81 SIDING 3 NECK.	
		SUB	SDG.		CLIFTON RD. SDG.	
			SUB	XDN.		DN NORTHAMPTON L.O.S
			SHUNT	7214.		UP NORTHAMPTON
(RY87	SHUNT			LIP MAIN.
			SUB	SDG.		PETERBORO' SIDING
į	ģΠ		MAIN		POSEX	DOWN PETERBORO'.
	8		SUB			DOWN PETERBORO!
		l.	MAIN			LIP NORTHAMPTON GDS.
Z	ا ك		SUB			LIP NORTHAMPTON GOS.
		RY88	SUB		-	UP NORTHAMPTON GOS.
	Т		MAIN			LIP NORTHAMPTON(VIAFORG)
			SUB			UP NORTHAMPTON (VIA'F OR'G')
			MAIN			LIP MAIN
			SUB		_	UP MAIN
			SHUNT	NCK.		SIDING 6 NECK
		RY89	SHUNT			PETERBORO'SIDING
			SHUNT		<u> </u>	DOWN PETERBORO'
X			SHUNT			LIP NORTHAMPTON GDS.
			SHUNT	SDG.		UP NORTHAMPTON (VIA'FORG
			SHUNT			UP MAIN
			SUB	SDG.	<u> </u>	PETERBORO' SIDING.
罕_			MAIN	<u> </u>	P0583	DOWN PETERBORO!
		,	SUB		. 53 5	DOWN PETERBORO:
8	- 81		MAIN		PO5º2	UP NORTHAMPTON GDS.
	ROI		SUB			UP NORTHAMPTON GDS.
	134	RY91	SUB		P05º2	LIP NORTHAMPTON GOS
			MAIN			LIP NORTHAMPTON
	4		SUB	·		UP NORTHAMPTON
			MAIN			UP MAIN
			SUB			UP MAIN
			SUB	SDG.		PETERBORO'SIDING (VIA'L)
	\ .		MAIN	P	 	ON.PETERBORO (VIA'H')
	-> -		SUB	-	<u> </u>	DN.PETERBORO'(VIA'H')
	오미		MAIN	G		LIP NORTHAMPTON GDS.
	3	-	SUB		<u> </u>	UP NORTHAMPTON GDS.
		RY92	SUB	G		UP NORTHAMPTON GDS.
ك	(X 5;		MAIN	7	 	UP NORTHAMPTON
			SUB	<u>-</u>	<u> </u>	UP NORTHAMPTON
•	7		MAIN	M		LIP MAIN
			SUB	•••		UP MAIN
					L	

SIGNAL PROFILE	SIGNAL	ASP
		SHU
		SHU
	RY93	SHU
<u>• •</u>		SHU
	<u> </u>	SHU
	RY94	SHU
N/J	& &	SHU
	RY95	SHU
	``	SHU
		SHU
	RY96	SHU
		SHU
		MAI
	ł	SU
	RY97	MAI
	K137	SU
		SUE
	<u> </u>	
	RY98	SHU
	<u> </u>	
À		MAI
8	RY99	SU! MA!
	17133	SU
T		SU
		SHU
\square	RYIOI	
0		SHU
X:	RY102	SHU
	RYI03	SHU
	8 ∠	SHU
	RYIO4	SHU
	RY105	SHU
	RY106	SHU
X :	RY107	SHU
NA		SHU
		# The state of the
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ICTION	ROUTE
	TO SIGNAL 81
	TO SIGNAL 81
	SIDING 3 NECK.
	<u>CLIFTON RD. SDG.</u>
	ON NORTHAMPTON L.O.S.
	UP NORTHAMPTON
	LIP MAIN.
	PETERBORO' SIDING
	DOWN PETERBORO'.
	DOWN PETERBORO!
15 <u>4</u> 2	LIP NORTHAMPTON GDS.
	UP NORTHAMPTON GOS.
	LIP NORTHAMPTON GOS.
) 5 m I	UP NORTHAMPTON(VIAFORG)
	UP NORTHAMPTON (VIA'F 'OR'G')
	LIP MAIN
	LIP MAIN
	SIDING 6 NECK_ PETERBORO'SIDING
	DOWN PETERBORO'
	LIP NORTHAMPTON GOS.
	UP NORTHAMPTON (VIA'FORG)
-	UP MAIN
	PETERBORO' SIDING.
VNI	
1925	DOWN PETERBORO:
26 N 2	UP NORTHAMPTON GDS.
J5- <u>Z</u>	UP NORTHAMPTON GDS.
26N2	UP NORTHAMPTON GOS.
05º1	LIP NORTHAMPTON
,	UP NORTHAMPTON
	UP MAIN
	UP MAIN
	PETERBORO'SIDING(VIA'J)
	ON.PETERBORO (VIA'H')
	DN.PETERBORO'(VIA'H')
	LIP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON GDS.
	UP NORTHAMPTON
	LIP NORTHAMPTON
	LIP MAIN
	LIP MAINI

UP MAIN

						7
						_
-	SIGNAL	SIGNAL	ACDECT	ROUTE	JUNICTION	DOUTE
ŀ	PROFILE	NUMBER	ASPECT	INDR	JUNCTION	
١			SHUNT			PETERBORO'SIDING
		RY93	SHUNT			DOWN PETERBORO'
	\Box	בפוא				UP NORTHAMPTON GDS.
	ت		SHUNT			UP NORTHAMPTON UP MAIN
ŀ			SHUNT		SDG.	PETERBORO'SIDING (VIA'I') ORENGINE SHED I OR 2
l		RY94	SHUNT		300.	DN. PETERBORO(VIA'H)
	Ø∕ ī	8				UP NORTHAMPTONGDS
	X:	RY95	SHUNT			UP NORTHAMPTON
		N 93	SHUNT			
ŀ			SHUNT			UP MAIN
	\Box	RY96	SHUNT			SIDING 5
	<u>• •</u>	~ 1 50	SHUNT			DOWN FAST DOWN SLOW
ŀ			MAIN			DOWN FAST
	8		SUB			DOWN FAST
			MAIN		POSE4	DOWNSLOW
I		RY97	SUB		P0584	DOWN SLOW
١			SUB		PU354	DOWN SLOW
١	\perp		308			DOWN SLOW
ł			SHUNT			DOWN SLOW
١		RY98	5/10/41			DOWN SLOW
			MAIN		POSM I	DOWN FAST
	8		SUB		P 0 3 = 1	DOWN FAST
	Ø	RY99	MAIN			DOWN SLOW
	NO.		SUB	5		DOWN SLOW
	T		SUB			DOWN SLOW
			SHUNT			ALONG SIDING 5
١	\Box	RYIOI	5110111			72010 010110 0
		1	SHUNT	DS		SET BACK DN. SLOW
	X :	RY102	SHUNT	23		SIDING 4A
		RYIO3	SHUNT			SET BACK DN.SLOW
			SHUNT			SET BACK DN. FAST
١		_	SHUNT			SIDING 5 ORGB
١			SHUNT			SET BACK UP SLOW
١			SHUNT			SIDING GA
			SHUNT	US		SET BACK UPSLOW
	X :	RY107	SHUNT			SIDING GA
ł						
_						•

SIGNAL	BIGNAL	A C C C C C T	ROUTE	JUNCTION	20175
SIGNAL	NUMBER	ASPECT MAIN	INDR.		ROUTE UP FAST
À		SUB		709-1	LIP FAST
8	ryi08				LIP SLOW
		SUB			UP SLOW
		SUB	5		UPSLOW
<u></u>		MAIN			UP FAST
		SUB			UP FAST
	RY109			POSMA	UPSLOW
ŽΙ	KYIUS	SUB			UP SLOW
8				7 00 7	3200
<u> </u>		SUB	SDG.		DN. THROUGH SIDING
8 8		MAIN			DOWN GOODS
× X	RYIII	SUB	G		DOWN GOODS
-		SHUNT			DN.THROUGH SIDING
		SHUNT			DOWN GOODS
		SHUNT	NCK.		SIDING 5 NECK
		SHUNT	F		DN.FAST TO RY128 SIGNAL
		SHUNT	5		DOWN SLOW
		MAIN			DOWN FAST
ام ۱	RYIIZ	SUB			DN.FAST TO RY128 SIGNAL
[X 8		MAIN		POSM4	DOWN SLOW
		SUB			DOWN SLOW
		SHUNT	F		ON.FAST TO RYI28 SIGNAL
D∕ ī	RY114	SHUNT	NCK		SIDING 4 NECK
X:		SHUNT	S		DOWN SLOW(VIA'K)
		MAIN		POSNI	DOWN FAST (VIA "L")
Ιά		SUB			DOWN FAST (VIA'L')
	RY115	MAIN			DOWN SLOW
	~~~	SUB			DOWN SLOW
<u></u>					
		SUB	SDG.	<del></del>	HARBORO SIDINGS
		SUB	ARR.		ARRIVAL LINE
		MAIN	F		DOWN FAST (VIA'L')
	RYIIG	SUB			DOWN FAST (VIA'L')
<b>131</b> -21		MAIN	5	<u> </u>	DOWN SLOW (VIA'M)
T		SUB		<u> </u>	DOWN SLOW (MA'M)
		SUB	XUS	1	SET BACK UP SLOW TO LOS
		SUB	XUF		SET BACK UP FAST TO LO.S.

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SIGNAL PROFILE	SIGNAL	ASP
	RYII7	SU SU MAI SU SU SU SU
	RY118	51 51 61 61 51 51 51
	RYII9	511 MA S11 MA S11 S11
_	RY121	SHU
	RY122	SHL
<u> </u>	RY123 RY124	5HU 5HU 5HU
	RY125	SHU

<u></u>	8								Э
NCTION NOTION	ROUTE		}	SIGNAL	SIGNAL	ASPECT	ROUTE INDR.	JUNCTION INOS:	ROUTE
	UP FAST		ŀ	PROFILE	NUMBER	SUB	SDG.	IND#	HARBORO'SIDINGS
	LIP FAST					SUB	ARR	<del> </del>	ARRIVAL LINE
	LIP SLOW					MAIN	F		DOWN FAST (VIA'N')
	UP SLOW	4		Ø		SUB	<u> </u>		DOWN FAST(VIA'N')
	UPSLOW	1			RY117		5	<del></del>	DOWN SLOW(VIA'N')
	UP FAST				KYII /	SUB			DOWN SLOW (VIA'N')
	UP FAST			L-W		SUB	XUS		SET BACK UP SLOW TO LOS
	UPSLOW				1	SUB	XUF		SET BACK UP FAST TO L.O.S.
c-	UP SLOW			٠	1				7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7
						SUB	SDG.		HARBORO' SIDINGS
-						SUB	ARR	<u> </u>	ARRIVAL LINE
	DN. THROUGH SIDING			69		MAIN	=		DOWN FAST(VIA'N')
-	DOWN GOODS				KY118	SUB		†	DOWN FAST (VIA'N')
	DOWN GOODS					MAIN	5	<del></del>	DOWN SLOW (VIA'N')
						SUB			DOWN SLOW(VIA'N')
						SUB	XUS		SET BACK UP SLOW TO LOS
:	DN.THROUGH SIDING			<u> </u>		SUB	XUF		SET BACK UP FAST TO L.O.S.
	DOWN GOODS					SUB	SDG.	•	HARBORO' SIDINGS
-	SIDING 5 NECK			152	}	SUB	ARR.		ARRIVAL LINE
:	DN.FAST TO RY128 SIGNAL			<b>X</b>		MAIN	F		DOWN FAST (VIA'N')
	DOWN SLOW				77/110	SUB			DOWN FAST (VIA'N')
ř	DOWN FAST				RYII9	MAIN	5		DOWN SLOW(VIAN')
	DNLFAST TO RY128 SIGNAL				1	SUB			DOWN SLOW(VIA'N')
10574	DOWN SLOW						XUS		SET BACK UP SLOW TO L.O.S.
	DOWN SLOW					SUB			SET BACK UP FAST TO L.O.S.
					<b>3</b> 242.	SHUNT			SIDING BA NECK
		Ĭ			RY121	SHUNT			UP SLOW.
	ON. FAST TO RY128 SIGNAL	Ì				SHUNT			HARBORO'SIDINGS
;	SIDING 4 NECK	(				SHUNT			ARRIVAL LINE
	DOWN SLOW(VIA'K)			<b>X</b> ::		SHUNT			DOWN FAST
1050	DOWN FAST (VIA L')			W:-	RY122	SHUNT	5		DOWN SLOW
	DOWN FAST (VIA'L')				1	SHUNT			SET BACK UP SLOW TO LOS.
	DOWN SLOW	l	ļ	l		SHUNT	XUF		SET BACK UPFAST TO LOS(VAQ)
	DOWN SLOW					SHUNT	_		SIDINGS 1-3
					72/107	SHUNT			SET BACK UP GOODS
	HARBORO SIDINGS	}	1		RY123	SHUNT			UP SIDINGS
i	ARRIVAL LINE	]				GUINT			SET BACK UP GOODS
	DOWN FAST (VIA 'L')	1			RY124	SHUNT			UP SIDINGS
	DOWN FAST (VIA'L')	1	1		RY125	SHUNT			ALONG SIDING 5
	DOWN SLOW (VIA'M)								
	DOWN SLOW (MA'M)	1							
	SET BACK UP SLOW TO LOS								
	SET BACK UP FAST TO LOS.	Ì							

PROFILE	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
		SHUNT		-	SIDING 4
<b>M</b> .:	RY126	SHUNT	DF		SET BACK DOWN FAST
		SHUNT			SIDING 5
	RY127	SHUNT			SIDING 4
	RY128	SHUNT			DOWN FAST
		SHUNT			BAY PLATFORM 6
		SHUNT	DS		SET BACK DOWN SLOW
	RY129	SHUNT			SIDING 4 (VIA K)
		SHUNT	DF		DOWN FAST
		SHUNT			SIDING 5
		SHUNT			SIDING 5
	RY131	SHUNT			SET BACK DOWN GOODS
	RY 132	SHUNT			SET BACK DOWN GOODS
 		SHUNT			HARBORO' SIDINGS
		GUINT	-		HARBORO' SIDINGS
	RY135	SHUNT			ARRIVAL LINE
	RY137	SHUNT			HARBORO' SIDINGS
		SHUNT			ARRIVAL LINE
		SHUNT	F		DOWN FAST
		GUINT	s		DOWN SLOW
		SHUNT			SET BACK UP FAST TO L.O.
		SHUNT			SET BACK UP GOODS I.
		SHUNT		<del>                                     </del>	SET BACK UP GOODS 2.
		SHUNT			SIDINGS 1-3.
		SHUNT			HARBORO'SIDINGS
		SHUNT			ARRIVAL LINE
X		SHUNT	F		DOWN FAST
		SHUNT	5		DOWN SLOW
	RY138	SHUNT			SET BACK UP FAST TO L.O.S
		SHUNT			SET BACK LIP GOODS I.
		SHUNT			SET BACK UP GOODS 2.
		SHUNT	002		SIDINGS 1-3
					UP GOODS
$\Box$	RY139	SHUNT			SIDINGS 1-3
	<del>                                     </del>	SUB	ENG.		LIP & DN. ENGINE LINE
		MAIN	G		UP GOODS
	RY141	SUB			UP GOODS
		SUB	G		UP GOODS
				<del>                                     </del>	SIDINGS 1-3
$\Box$	RY142		<del> </del>	<del>                                     </del>	J.J., 1997
	<del> </del>	<del> </del> -			
	ļ	1			
	1	1	1	1	1

SIGNAL	SIGNAL NUMBER	ASPE
	RYI46	SHUN SHUN SHUN
	RY147	5HU 5HU 5HU 6HU 5HU 5HU 5HU 5HU
	RYI48	5HU 5HU 5HU 5HU 5HU 5HU 5HU 5HU
	RY149	5HU 5HU 5HU 5HU 5HU 5HU 5HU 5HU
		4

INCTION	
UNCTION INDS	
	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 I.
	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 I.
	SET BACK UP GOODS 2.
	51DING5 1-3
	UP GOODS
	SIDINGS 1-3
	LIP&DN. ENGINE LINE
	UP GOODS
	UP GOODS
	UP GOODS
-	SIDINGS 1-3

					[1]
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE	JUNCTION INDR	ROUTE_
		SHUNT			UP&DN.ENGINE LINE
		SHUNT			UP GOODS
		SHUNT			UP FAST
		SHUNT			UP SLOW
	RYI46	SHUNT			BAY PLATFORM 3
ĺ		SHUNT			BAY PLATFORM 4
		SHUNT			BAY PLATFORM 5
		SHUNT			BAY PLATFORM 6
			D.T.S.		DN.THROUGH SIDINGS
		_	D.C.K.		DOCK SIDING
		SHUNT			UP&DN.ENGINE LINE
		SHUNT			UP GOODS
		SHUNT			UP FAST
1	RY147	SHUNT			UP SLOW
		SHUNT			BAY PLATFORM 3
		SHUNT			BAY PLATFORM 4
		SHUNT			BAY PLATFORM 5
]	ļ	SHUNT			BAY PLATFORM 6
		SHUNT	D.T. S.		DN.THROUGH SIDINGS
		SHUNT	_		UP&DN.ENGINE LINE
	ļ	SHUNT			UP GOODS
		SHUNT			UP FAST
ſ	1.	SHUNT			UP SLOW
1	RYI48	SHUNT			BAY PLATFORM 3 (VIÁN)
		SHUNT			BAY PLATFORM4(VAN)
		SHUNT		ļ	BAY PLATFORM 5 (VIAN)
Ĭ		SHUNT		<u> </u>	BAY PLATFORMG(VIAM)
		SHUNT	D.S.		SET BACK DN. SLOW(VIA'L').
		SHUNT	D. F.		SET BACK DOWN FAST.
		SHUNT			UP&DN.ENGINE LINE
1	ł	SHUNT			UP GOODS
		SHUNT			UP FAST
	RY149	SHUNT			UP SLOW
		SHUNT			BAY PLATFORM 3(VIA'N')
1		SHUNT		<u> </u>	BAY PLATFORM4(VIA'N)
		SHUNT			BAY PLATFORM 5 (VA'N'
		SHUNT		_	BAY PLATFORM G(VIAM)
		SHUNT	D.S.	<u> </u>	SET BACK DOWN SLOW
		J			
		t			
<u> </u>	<u> </u>	L		<u></u>	<u> </u>

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION INDE	ROUTE
		MAIN			LIP SLOW
		SUB			UP SLOW
		SUB	5		LIP SLOW
		MAIN	83		BAY PLATFORM 3
		SUB	83		BAYPLATFORM 3
Booces-	RY151	MAIN	В4		BAY PLATFORM 4
X   X		SUB	B4		BAY PLATFORM 4
		MAIN	85		BAY PLATFORM 5
		SUB	85		BAYPLATFORM 5
		MAIN	В6		BAY PLATFORM 6
		SUB	B6		BAYPLATFORM 6
		SUB	ENG.		LIP & DN. ENGINE LINE
		MAIN	G		up goods
		SUB			UP GOODS
		SUB	G		UP GOODS
		MAIN			UP FAST
		MAIN	5		UP SLOW (VIA 'Q' OR'P')
		SUB			UP SLOW(VIA'Q' OR'P')
מ או	RY152	SUB	9		LIP SLOW (VIA 'Q'OR 'P')
	K 1132	MAIN	83		BAY PLATFORM 3
		SUB	83		BAY PLATFORM 3
		MAIN	B4		BAY PLATFORM 4
		SUB	84		BAY PLATFORM 4
	Ì	MAIN	85	<u> </u>	BAY PLATFORM 5
		SUB	85		BAYPLATFORM 5
		MAIN	B6		BAY PLATFORM 6
		SUB	BG		BAY PLATFORM 6
		SUB	ENG.	<b></b>	UP \$ DN. ENGINE LINE
Ø		MAIN	G		UP GOODS
		SUB			UP GOODS
	RY153	SUB	G		UP GOODS
N.		MAIN	F		UP FAST
		MAIN	5		UP SLOW
_		SUB			UP SLOW
		SUB	5		UPSLOW
					<u> </u>
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		L	<u> </u>		· · · · · · · · · · · · · · · · · · ·

PROFILE	SIGNAL NUMBER	ASPE SUE SUE MAIN
	RY 154	SUE SUE MAI MAI
I		SUE
<b>8</b>		5UE 5U 5U MAI
	RY155	MAIL SUE MAIL SUE
		MAID SUE MAIL SUE
		SU
	RY156	1
	RY157	SUE MAI SUE MAI MAI
	RY158	SUI MAI SUI MAII
	) RY159	MAII MAII MAII

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WILL CTION	T
UNCTION INDE	
<u> </u>	UP SLOW
	UP SLOW
	LIP SLOW
	BAY PLATFORM 3
	BAYPLATFORM 3
	BAY PLATFORM 4
	BAY PLATFORM 4
· ·	BAY PLATFORM 5
	BAYPLATFORM 5
	BAY PLATFORM 6
	BAYPLATFORM 6
	LIP & DN. ENGINE LINE
	UP GOODS
	UP GOODS
	UP GOODS
	UP FAST
<del></del>	UP SLOW (VIA 'Q' OR'P')
	UP SLOW(VIA Q' OR'P')
`	LIPSLOW(VIA'Q'OR'P')
	BAY PLATFORM 3
	BAY PLATFORM 3 BAY PLATFORM 4
	BAY PLATFORM 4 BAY PLATFORM 5
	BAYPLATFORM 5
	BAY PLATFORM 6
	BAY PLATFORM 6
	UP & DN. ENGINE LINE
	UP GOODS
	up goods
	UP GOODS
	UP FAST
	UP SLOW
	UP SLOW
	UP SLOW
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81	ONA OFIL	<u></u>	SIGNAL	ASPECT	ROUTE	JUNCTION	
PR	OFIL		NUMBER	_	_	NOTION	DEAD END SIDING
1			ļ	SUB	NCK. ENG.	<u> </u>	UP & DN. ENGINE LINE
				MAIN	6		UP GOODS
	$\bowtie$			<del></del>		<del> </del>	UP GOODS
ł	8		RY 154	SUB	G		UP GOODS
1				MAIN	F		UP FAST
	Τ			MAIN	5		UP SLOW
Ĭ.	L		ľ	SUB			UP SLOW
				SUB	s	<del></del>	UPSLOW
$\vdash$			<del>                                     </del>	SUB	SDG.	<del>                                     </del>	UP SIDINGS.
			[	SUB	NCK.	<del> </del>	DEAD END SIDING
1	8			SUB	ENG		LIP & DN. ENGINE LINE
1				MAIN	6	<del>-</del>	UP GOODS
	<b>Ģ</b>						UPGOODS
			RY155	SUB	G		UP GOODS
1	$\perp$			MAIN	F	_	UP FAST
				SUB			UP FAST
				MAIN	5		UP SLOW
ł			1	SUB			LIP SLOW
				SUB	5		LIP SLOW
			RY156	SHUNT			TO RY 163 SIGNAL
İ							
				SUB	SHL	_	SHUNTING LINE TO 163 SIGNAL
	8			SUB	LSI		LEAMINGTONSDGI
1	8		DV157	MAIN	L-		DOWN LEAMINGTON
			KY157	SUB			DOWN LEAMINGTON
l			ļ	MAIN	В		ON. BIRMINGHAM (VIA'TOR)
	_			MAIN	5		DN, SLOW (VIA'TW, TX or UX)
L				MAIN	F		DOWN FAST
<u></u>	<u>~</u>	77		SUB	LSI		LEAMINGTON SDG. 1.
	2	Ż	RY158	MAIN	<u></u>		DOWN LEAMINGTON
lВ	Ž	S	RY158	SUB			DOWN LEAMINGTON
	Ç,	r		MAIN	В		DOWN BIRMINGHAM(VIATOR)
Π				MAIN	5		DOWN SLOW(VIA'TW, TXORUX)
上		1		MAIN	F		DOWN FAST
-	<u> </u>	- 7 ]		MAIN			DOWN BIRMINGHAM
	8	S		MAIN		PO5½ I	DOWN SLOW (VIA'X'OR'W')
\ <u>\</u>	$\mathbf{Z}$	Ŏ	RY159	MAIN	_		DOWN FAST
		Y					
Ц		1					
L							

SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE	JUNCTION INDR.	ROUTE
E_U_3		MAIN		P05º2	DN BIRMINGHAM
		MAIN		P052 1	DOWN SLOW(VIA X)
	RYIGI	MAIN			DOWN FAST (VIA'A')
⊥ ⊥					
	RY162	SHUNT	_	_	SIDINGS 1-2
	K1102	SHUNT			DOWN SIDINGS.
		SUB	SHL		SHUNTING LINE
		SUB	S		LEAMINGTON SDG. 1.
8	PY 163	MAIN	٦		DN. LEAMINGTON.
		SUB			DN. LEAMINGTON.
		MAIN	B		DN. BIRMINGHAM
<u> </u>		MAIN	<b>5</b>		DN. SLOW
		SHUNT			TO RY 162 SIGNAL
	RYI64				
	RYI65	SHUNT	G		SET BACK DOWN GOODS
		SHUNT			SIDINGS 1-2 (VIA'Z')
		SHUNT			DOWN SIDINGS (VIAY)
		SHUNT			LEAMINGTON SDG. 2 OR EEC
	RY166	SHUNT			LEAMINGTON SDG.1.
		SHUNT			DOWN LEAMINGTON
		SHUNT	DS		SET BACK DOWN SLOW
<b>n</b>	-	SHUNT	DF		SET BACK DOWN FAST
	RY107	SHUNT	DG		SET BACK DOWN GOODS
		SHUNT			SIDINGS (VIA'T')
		SHUNT			TO SIGNAL RY 165
	RY168	SHUNT			TO RY 164 SIGNAL
<u>••</u>					
		SHUNT			reception siding
	04169	SHUNT SHUNT	G2.		UP GOODS 2
	# 103	SHUNT	G1.		UP 60005 1
M(	RY 171	SHUNT	5		UP SLOW
		SHUNT			TO SIGNAL RY 165
		SHUNT			shunting line
			SDG.		RECEPTION SDG.
/000 <b>6</b> -		MAIN			up 60005 2
🛛	RY172	SUB			upgoods 2
		MAIN			upgoods 1
		SUB		P0541	up Goods 1
		MAIN			UP SLOW

SIGNAL	SIGNAL NUMBER	ASPE
		MAI SUE MAI SUE MAI MAI
	RYI77	MAI SUI MAI SUI MAI MAI
	RYI78	MAI SU MAI SU MAI MAI
	RY179	MAI MA

,	
UNCTION INDR.	KOUTE
20542	DN BIRMINGHAM
502ª I	DOWN SLOW(VIA X)
	DOWN FAST (VIA'A')
	SIDINGS 1-2 DOWN SIDINGS.
·	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 EEC
	LEAMINGTON SDG.I.
	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 60005 1
	UP SLOW
	TO SIGNAL RY 165
_	SHUNTING LINE
	RECEPTION SDG.
05 ⁴ 2	UP GOODS 2
	UPGOODS 2
	UPGOODS I
	UP GOODS 1
JJ-1	UP SLOW

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					<u> </u>
					•
SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE	JUNCTION INDR	ROUTE
	NUMBER	SUB.	SDG.	1140K	RECEPTION SIDINGS
),000 <b>.</b>		MAIN		P0543	UPGOODS 2.
18		SUB	-		UPGOODS 2.
	RY176	MAIN		P0292	UPGOODS 1.
		SUB		PO2ã5	UP GOODS 1.
] ]		MAIN		POS¤ I	UP FAST
		MAIN			UP SLOW
		SUB	SDG.		RECEPTION SIDINGS
<del>  성</del>		MAIN	κ.	POS¤2	UP 600DS 2.
		SUB		<b>boers</b>	UP GOODS 2.
	RY177	MAIN		POS¤ I	UP GOODS 1.
		SUB		POSU I	UP GOODS 1.
		MAIN			UP FAST
<u> </u>		MAIN		P05º 4	UP SLOW
		SUB	SDG.	·	RECEPTION SIDINGS
<b>΄΄</b>	RYI78	MAIN		PO2# I	UP GOODS 2.
8		SUB		POSE I	UP GOODS 2.
		MAIN			UP GOODS 1.
T		SUB	G		UP GOODS 1.
1		MAIN		POS¤4	UP FAST.
		MAIN		POSN5	UP SLOW.
		MAIN		POS¤ I	UP NUNEATON SLOW
ĬŽ Ř		MAIN			UP FAST.
)))))	RY179	MAIN		POSM4	UP SLOW.
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r					i

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION INDE	ROUTE
PROFILE	NUMBER	MAIN	IND ^Q	INDE.	UP SLOW
118 - S		MAIN		P05#4	UP FAST
N <b>2</b> ≲	RY184			105 7	
h ,					
,					
	<del> </del>	MAIN			UP BIRMINGHAM FAST
8	RY185	MAIN		P0544	UP BIRMINGHAM SLOW
8		,		<del> </del>	
	RY 189	MAIN			UP SLOW
<del> </del>	K 1 109	MAIN		POSM4	UP FAST
>		MAIN		POSILI	DOWN GOODS LOOP
ΙX		MAIN			DOWN MAIN
¥	RY191				
Ω		MAIN			up goods
		SUB	ی		up 600ds
	RY282				
<u> </u>					_
0 0	RY 284	MAIN			UP NORTHAMPTON GOODS
		SUB	NG		UP NORTHAMPTON GOODS
<u> </u>					
(A)		MAIN			UP NORTHAMPTON GOODS
రాష్ట్ర		SUB	NG		UP NORTHAMPTON GOODS
<b>6</b> 88	RY 286				
				ļ	
				<u> </u>	
		i			

# BLISWORTH

16

ROFILE	SIGNAL NUMBER	ASP
$\infty$		SU
	BH2	MAI
<u>\$</u>	вне	5НЦ
	BH 12	SHU
	BH 13	SHU
	BH 26	SHU
	BH 27	SHL
<u> </u>	вн17	SHU
_	BH21	<b>ЭНЦ</b>
<u> </u>	BH 16	SHU
<u>8</u>	BH 28	SHU
8	BH 24	SHU
	. 15	- \ / [-]

HEYF

A HYA SHUM

BILTON SIDI

<b>含</b>	B520	SHU
<u> </u>	BS19	SHU
<u> </u>		

B C TOO	
IND [®] .	
	UP SLOW
105º4	UP FAST
-	
	<del></del>
-	117.000
<u> </u>	UP BIRMINGHAM FAST
<u>1054</u>	UP BIRMINGHAM SLOW
-	
ļ	UP SLOW
05ª4	UP FAST
	DOWN GOODS LOOP
- •	DOWN MAIN
<u> </u>	
<u> </u>	
<u>.</u>	
	up goods
k.	up 60005
	<del></del>
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS
	UP NORTHAMPTON GOODS
ĺ	<b>I</b>
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J	J

# BLISWORTH SHUNTING FRAME.

SIGNAL	SIG NAL NUMBER	ASPECT	ROUTE	JUNCTION INDR.	ROUTE
Ω		SUB	ZCK.		NECK
. 8	BH2				
<b>187</b>		MAIN			LIP MAIN
<u> </u>					
8	вне	SHLINT			up sidings
	510				
	BH 12	SHUNT	SDG.		LIP SIDINGS
<u>ê</u> x	BH 13	SHUNT	B		DOWN BRANCH
_ <del></del>	BH 26	SHLINT	G		DOWN GOODS
	BH 27	SHUNT	Μ		DOWN MAIN
	ВН17	SHUNT			down goods
⊖_					
	BH 21	SHUNT			SHUNTING NECK
	BH 16	SHUNT			SET BACK DN. MAIN TO L.OS.
	BH 28	SHUNT			SET BACK DN. MAIN TO L.O.S.
<u> </u>	BH 24	SHUNT			UP MAIN

# HEYFORD GROUND FRAME.

	UYA .	SHUNT		UP	60005	LOOP	
<u> </u>	M T AF		 				

# BILTON SIDING SIGNAL BOX.

含	B520 SHU	<b>1</b> T	DN.MAIN TOSIGNALI	RY171
<u>\$</u>	BS 19 SHUN	(T	UP MAIN.	
	1			
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		1		
	1 1			
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# **APPENDIX**

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS.

# MAIN RUNNING SIGNALS

VUNCTION INDICATOR (RULE 35e) ROUTE INDICATOR MAIN SIGNAL 8-4 ASPECT SIGNAL.

RED-ASPECT.

ROLITE INDICATOR FOR SUBSIDIARY SIGNAL
POSITION LIGHT SUBSIDIARY SIGNAL
(NORMALLY OUT) WHEN OFF SHOWS 2
WHITE LIGHTS AT 45°(RULES 44A \$ 47),

BALITOMATIC SIGNAL EISEMI-ALITOMATIC 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 I RED AND I WHITE LIGHT.
HORIZONTALLY FOR NORMAL INDICATION,
AND 2 WHITE LIGHTS INCLINED AT 45°
FOR PROCEED INDICATION.

WI

POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.

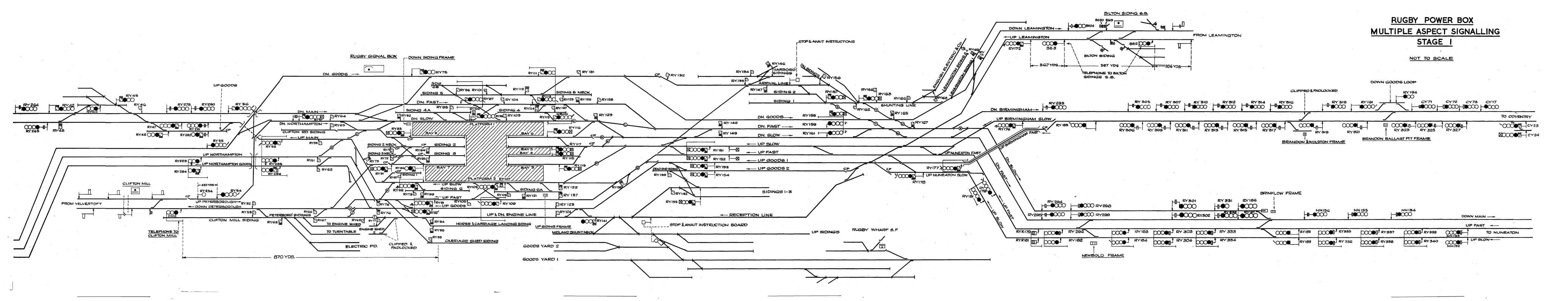
- MECHANICAL DISC SHUNTING SIGNAL.

BANNER REPEATER.

CP CATCH OR TRAP POINTS.

"LIMIT OF SHUNT" INDICATION BOARD.

P-TELEPHONE A-BELL



MULTIPLE ASPECT SIGNALLING

STAGES 2 & 3

NOT TO SCALE. STAGE 3. **HEYFORD** WOLVERTON STATION CASTLETHORPE STATION BLISWORTH SF. TEMPORARILY ACTING AS WOLVERTON Nº2 UP FAST DISTANT FOR HOME? WELTON WOLVERTON Nº 1 UP PAST OUTER DISTANT WOLVERTON Nº2 TELEPHONE TO WOLVERTON Nº 2. TO WOLVERTON Nº2 5.8. TO WOLVERTON Nº2 5.8. DOWN PAST STARTING WOLVERTON Nº258. TO WOLVERTON Nº2 S.B. WOLVERTON Nº2 UP FAST HOME 2 ___ BANBURY LANE LEVEL CROSSING WOLVERTON Nº2 UP FAST STARTING __ WOLVERTON Nº2. E BUGBROOK L.C. RY235 THOSE OF THE PROPERTY OF THE P FROM LONDON BHG BHG BIDINGS WOLVERTON Nº2 ALSO ACTING AS WOLVERTON TELEPHONES TO WOLVERTON Nº2 S.B. 1644705 ROADE FRAME Nº1 WOLVERTON Nº 1 UP SLOW OUTER DISTANT TEMPORARILY ACTING AS ALSO ACTING AS WOLVERTON Nº2. INNER DISTANTS WOLVERTON Nº2 UP SLOW HOME! TELEPHONE TO TELEPHONE TO WOLVERTON Nº2 5B. STAGE 2 WOLVERTON Nº2 5.B. WOLVERTON Nº2 S.B. RY229 LONG BUCKBY S.B. -TELEPHONE TO MIDDLETON TO NORTHAMPTON TEMPORARILY ACTING HOME I SIGNAL FROM NORTHAMPTON --- ROTHERSHORPE CROSSING UP HOME RY39 UP GOODS LOOP RY224 MIDDLETON S.B.

RUGBY POWER BOX

# RUGBY POWER BOX

# MULTIPLE ASPECT SIGNALLING

LINK UP AT STAGE I

