

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 141G

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 MIDDLETON AND LONG BUCKBY,
BETWEEN DUSTON JCN. NORTH AND NORTHAMPTON No. 1
AND BETWEEN NORTHAMPTON No. 4 AND BOUGHTON
CROSSING**

**IMPORTANT:—This notice to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE", using the code:—
"ARNO 141G".**

The diagram, with schedule of route indications which is attached to this Notice, shows the resignalling of the line at Northampton Castle station and its approaches and will link up with the existing multiple aspect signalling controlled from Rugby Power Box at Middleton and Long Buckby.

The work will commence at 12.01 p.m. on Saturday 13th February, 1965 and is due to be completed by 6.00 a.m. on Monday 15th February, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers handsignalled as necessary. Fuller details of the working during this period will be found in Section B and C of the appropriate Weekly Notice.

The existing running signals controlled by Middleton, Duston Junction West (Roade Line only), Northampton No. 1 (except Platform 4 and 5 starting signals), Northampton No. 2, Northampton No. 3, Northampton No. 4, Northampton No. 5, Althorp Park and Long Buckby will be taken away and replaced by multiple aspect signalling controlled from the existing Northampton No. 1, Northampton No. 2, Northampton No. 3 and Northampton No. 4 signal boxes.

On completion of the work the permanent way layout and signalling will be as shown on the diagram and the following notes are intended to supplement the information thereon:—

MIDDLETON

The supervision of the Down Roade Branch signals NHI.101 and NHI.102 which have been temporarily controlled or supervised by this signal box will be transferred

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

to Northampton No. 1 and the telephones thereat will also be connected to that signal box.

A new ground frame named "Middleton Frame" will control the crossover in the Up and Down Main Lines, also the connection Down Main to Down Siding, and will be electrically released from Northampton No. 1.

DUSTON JUNCTION WEST

This signal box will be retained to control the Blisworth-Wellingborough Line but will cease to be a block post so far as the Roade Line is concerned, but will house a frame to operate the crossover between the Up and Down Main (Roade) Lines which will be electrically released from Northampton No. 1. This frame will be called "Duston Junction West High Level Frame".

BETWEEN NORTHAMPTON No. 3 AND NORTHAMPTON No. 4

The Up and No. 1 Down Goods Line adjacent to the Down Fast Line will become the No. 1 Down Goods Line and the No. 2 Down Goods Line will become the "Up and No. 2 Down" Goods Line.

NORTHAMPTON No. 4

A banner repeating signal will be provided 215 yards in rear of Down Fast signal NH4.2.

NORTHAMPTON No. 5

The crossover between the Down Slow and Up Slow Lines will be worked from a new ground frame named "Market Harborough Frame" which will be electrically released from Northampton No. 4.

ALTHORP PARK

The crossover between the Up and Down Main Lines, also the connection Up Siding to Up Main will be worked from a new ground frame named "Althorp Park Frame" which will be electrically released from Northampton No. 4.

LONG BUCKBY

The supervision of the Up Northampton Line Signals NH4.127, NH4.128 and NH4.129, which have been temporarily controlled or supervised by this signal box will be transferred to Northampton No. 4 and the telephones thereat will also be connected to that signal box.

The South connection Up yard to Up main will be worked from a new ground frame named "Long Buckby Up Line South Frame" which will be electrically released from Northampton No. 4. The crossover between the Up and Down Main Lines and the north connection Up Main to Up Yard will be worked from a new ground frame named "Long Buckby Up Line North Frame," which will be electrically released from Northampton No. 4.

The connection Down Sidings to Down Main will be worked from a new ground frame named "Long Buckby Down Line Frame" which will be electrically released from Northampton No. 4.



CATCH POINTS

The catch points between Middleton and Long Buckby will be rearranged and in future will be as shown below:—

Signal No.	Yards in rear of Signal
<i>UP MAIN</i>	
RY 224	1053
NH1 103	1141
NH1 105	1936
NH1 108	740
<i>DOWN MAIN</i>	
NH4 112	1385
NH4 113	1082
NH4 115	997
NH4 116	1035
NH4 118	1046
NH4 120	1313
NH4 122	1070
NH4 124	1224
NH4 126	1175

General

All colour light signals capable of showing a red aspect 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 at all the new colour light signals capable of showing a red aspect.

The distances between distant and home signals leading to and from the resigalled area are shown on the diagram.

B.R. Standard Automatic Warning System

Automatic Warning System track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals on passenger running lines only.

The following signals will also be fitted:—

NH2. 9

NH4. 8

NH4. Up Distant from Boughton Crossing.

Duston Junction North Down Home from Duston Junction West Low Level with lower arm distant for Northampton No. 1.

Duston Junction North Up Branch Home from Bridge Street Junction with lower arm distant for Northampton No. 1.

Rules and Regulations

The Track Circuit Block System will be in operation on the resigalled lines between Rugby (Roade Junction) and Northampton No. 1 and between Northampton No. 4 and Rugby.



Absolute Block Regulations will continue to apply on the lines shown below:—

Between Duston Junction North and Northampton No. 1.—Up and Down
Branch.

Between Northampton No. 1 and Northampton No. 2.—Up and Down Main
Up and Down Plat-
form
Down Goods.

Between Northampton No. 2 and Northampton No. 4.—Up and Down Fast
... Up and Down Slow

Between Northampton No. 4 and Boughton Crossing.—Up and Down Branch.

Permissive Block Regulations will continue to apply between Northampton No. 3
and Northampton No. 4 on the Up Goods Line and will be applied on the No. 1 Down
Goods Line.

The "Up and No. 2 Down Goods" Line between Northampton No. 3 and
Northampton No. 4 will be worked under the Absolute Block Regulations in the Up
direction and under the Permissive Block Regulations in the Down direction.

Crewe,
February, 1965.

J. ROYSTON,
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING | 1
 BETWEEN MIDDLETON AND LONG BUCKBY, BETWEEN
 DUSTON JUNCTION NORTH AND NORTHAMPTON N° 1
 AND BETWEEN NORTHAMPTON N° 4 AND BOUGHTON
 CROSSING. SCHEDULE OF MAIN RUNNING SIGNALS
 READING TO ALTERNATIVE ROUTES OR CARRYING
 SUBSIDIARY ASPECTS AND OF SHUNTING SIGNALS.















NORTHAMPTON N° 1 (NHI)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE
	NHI-2	MAIN			DOWN MAIN
		SUB			DOWN MAIN
	NHI-5	MAIN	POS. 2		DOWN GOODS
		MAIN	POS. 1		DN. PLAT. LINE
		MAIN			DOWN MAIN
	NHI-4G	MAIN		B	UP BRANCH
		SUB			UP BRANCH
		MAIN		M	UP MAIN
		SUB			UP MAIN
	NHI-50	MAIN	POS. 1		UP BRANCH
		SUB			UP BRANCH
		MAIN			UP MAIN
		SUB			UP MAIN
	NHI-A	SHUNT			CARRIAGE SHED
	NHI-42	MAIN			UP BRANCH
	NHI-C	SHUNT			CARRIAGE SHED
	NHI-43	MAIN			UP BRANCH

NORTHAMPTON N°1 (NHI)

2





CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE INDR.	ROUTE
	NHI-51		DOWN MAIN
	NHI-11		SET BACK DOWN MAIN CARRIAGE SHED
	NHI-24		UP BRANCH SIDING
	NHI-54		UP MAIN
	NHI-14/15	UB	DOWN MAIN SET BACK UP BRANCH PLATFORM 4 PLATFORM 5
	NHI-21		UP MAIN
	NHI-20		UP PLATFORM LINE
	NHI-10		DOWN MAIN
	NHI-8		PLATFORM 4 PLATFORM 5
	NHI-9		SET BACK DOWN BRANCH
	NHI-7		SET BACK DOWN MAIN
	NHI-37		SET BACK DOWN MAIN
	NHI-38		NECK
	NHI-4		DOWN GOODS. DOWN PLATFORM LINE DOWN MAIN
	NHI-18		SET BACK UP MAIN
	NHI-1		SET BACK UP PLATFORM LINE



NORTHAMPTON N°2 (NH2)

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE
	NH2-2	MAIN ✱	POS. 2.		UP & N°2 DN. GDS.
		SUB ✱	POS. 2		UP & N°2 DN. GDS.
		MAIN ✱	POS. 1		N°1 DOWN GOODS
		SUB ✱	POS. 1		N°1 DOWN GOODS
		MAIN ✱			DOWN FAST
		MAIN ✱	POS. 4		DN. SLOW VIA Z
	MAIN ✱	POS. 4		DN. SLOW VIA X	
	NH2-7	MAIN ✱	POS. 2		UP & N°2 DN. GDS.
		SUB ✱	POS. 2		UP & N°2 DN. GDS.
		MAIN ✱	POS. 1		N°1 DOWN GOODS
		SUB ✱	POS. 1		N°1 DOWN GOODS
		MAIN ✱			DOWN FAST
MAIN ✱		POS. 4		DOWN SLOW	
	NH2-9	SUB		NCK	NECK
		MAIN ✱	POS. 2		UP & N°2 DN. GDS.
		SUB ✱	POS. 2		UP & N°2 DN. GDS.
		MAIN ✱	POS. 1		N°1 DOWN GOODS
		SUB ✱	POS. 1		N°1 DOWN GOODS
		MAIN ✱			DOWN FAST
	NH2-12	MAIN ✱		G 2	UP & N°2 DN. GDS.
		SUB ✱		G 2	UP & N°2 DN. GDS.
		MAIN ✱		G 1	N°1 DOWN GOODS
		SUB ✱		G 1	N°1 DOWN GOODS
		SUB ✱			DOWN FAST VIA W
		MAIN ✱		F	DOWN FAST VIA Y
		MAIN ✱		S	DOWN SLOW
	NH2-14	MAIN ✱		G 2	UP & N°2 DN. GDS.
		SUB ✱		G 2	UP & N°2 DN. GDS.
		MAIN ✱		G 1	N°1 DOWN GOODS
		SUB ✱		G 1	N°1 DOWN GOODS
		SUB ✱			DOWN FAST VIA W
		MAIN ✱		F	DOWN FAST VIA Y
		MAIN ✱		S	DOWN SLOW.

✱ ALSO CONTROLLED BY NORTHAMPTON N°3.



NORTHAMPTON N°2(NH2)

4

CONTINUED






SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^s	ROUTE
	NH2-89	MAIN	B3	PLATFORM 3
		SUB	B3	PLATFORM 3
		MAIN	B2	PLATFORM 2
		SUB	B2	PLATFORM 2
	NH2-64	*		UP & N°2 DN. GOODS
		*		N°1 DOWN GOODS
		*		DOWN FAST
		*		DOWN SLOW
	NH2-63		S	CARRIAGE SDG.
			DM	SET BACK DN. MAIN
			DP	SET BACK DN. PLAT. LINE
			DG	SET BACK DN. GDS. LINE
			SDG.	RIVER SDG. 'B'
			SDG.	RIVER SDG. 'A'
	NH2-100/101		Y	GOODS YARD
			S	UP SLOW
			DS	SET BACK DN. SLOW
			C	CARRIAGE SDG.
			P	UP PLAT. LINE
			M	UP MAIN
	NH2-20			UP SLOW
	NH2-22			NECK
	NH2-21	*		UP & N°2 DN. GOODS
		*		N°1 DOWN GOODS
		*		DOWN FAST
	*		DOWN SLOW	
	NH2-24			NECK
	NH2-23	*		UP & N°2 DN. GOODS
		*		N°1 DOWN GOODS
		*		DOWN FAST
	*		DOWN SLOW	

* ALSO CONTROLLED BY NORTHAMPTON N°3
 * YELLOW ARM & LIGHT (RULE 47)

NORTHAMPTON N°2 (NH2)

5

CONTINUED.

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE INDICATOR	ROUTE
 48 44	NH2-48	✱	UP & N°2 DN. GDS. VIA W.
		✱	N°1 DOWN GOODS VIA W.
		✱	DOWN FAST VIA W
		✱	DOWN SLOW VIA W
	NH2-44	✱	UP & N°2 DN. GDS. VIA Y
		✱	N°1 DOWN GDS. VIA Y
		✱	DOWN FAST VIA Y
		✱	DOWN SLOW VIA Y
 65 66	NH2-65	✱	UP & N°2 DN. GDS. VIA W
		✱	N°1 DOWN GDS. VIA W
		✱	DOWN FAST VIA W
		✱	DOWN SLOW VIA W
	NH2-66	✱	UP & N°2 DN. GDS. VIA Y
		✱	N°1 DOWN GOODS VIA Y
		✱	DOWN FAST VIA Y
		✱	DOWN SLOW VIA Y
 82 67	NH2-82		HORSE DOCK SIDINGS
			PLATFORM 3
		PLATFORM 2	
NH2-67			CARRIAGE SIDING.
 83 84	NH2-83		HORSE DOCK SIDINGS
	NH2-84		PLATFORM 3
			PLATFORM 2
 88 87	NH2-88	✱	UP & N°2 DOWN GOODS
		✱	N°1 DOWN GOODS
		✱	DOWN FAST
		✱	DOWN SLOW
	NH2-87	✱	SIDINGS

✱ YELLOW ARM & LIGHT, (RULE 47)

✱ ALSO CONTROLLED BY NORTHAMPTON N°3

NORTHAMPTON N°3 (NH3)

6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE
	NH3-26	MAIN Δ		P	UP PLAT. LINE
		MAIN Δ		M	UP MAIN.
		SUB Δ		DF.	DOWN FAST
	NH3-49	SUB		SDG.	GOODS YARD
		MAIN Δ		S	UP SLOW
		MAIN Δ		P	UP PLAT. LINE
		MAIN Δ		M	UP MAIN.
	NH3-52	MAIN Δ			UP SLOW
		MAIN Δ	POS. 4		UP PLAT. LINE
		MAIN Δ	POS. 5		UP MAIN
	NH3-56	MAIN Δ			UP PLAT. LINE
		MAIN Δ	POS. 1.		UP MAIN
	NH3-32				SIDINGS
	NH3-33				SIDINGS
	NH3-39				GOODS YARD
	NH3-40				GOODS YARD
	NH3-41				GOODS YARD
	NH3-50	Δ			UP SLOW
		Δ			UP PLAT. LINE
		Δ			UP MAIN

Δ ALSO CONTROLLED BY NORTHAMPTON N°2

NORTHAMPTON N^o4 (NH4)

7

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDS.	ROUTE INDR.	ROUTE
	NH4-14	SUB Ø		SDG.	DOWN SIDINGS
		MAIN			DOWN GOODS
		SUB		G	DOWN GOODS
	NH4-19	SUB Ø		SDG.	DOWN SIDINGS
		SUB Ø		DEP.	DN. DEP. LINE
	NH4-23	MAIN			UP GOODS
		SUB		G	UP GOODS
	NH4-46	SUB		SDG.	SIDING 2
		SUB		SDG.	SIDING 1
		MAIN		F	DOWN FAST
		MAIN		S	DOWN SLOW
	NH4-49	SUB		SDG.	SIDINGS
		MAIN		G	UP GOODS
		SUB		G	UP GOODS
		MAIN		S	UP SLOW
	NH4-51	SUB		SDG.	SIDING 2
		SUB		SDG.	SIDING 1
		MAIN		F	DOWN FAST
		MAIN		S	DOWN SLOW
	NH4-79	MAIN	POS. 1.		UP GOODS
		SUB	POS. 1.		UP GOODS
		MAIN.			UP SLOW
		MAIN	POS. 4		UP FAST

Ø ALSO CONTROLLED BY DOWN SIDINGS.

NORTHAMPTON N°4 (NH4)

8

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND ^R .	ROUTE
	NH4-80	MAIN	POS. 1.	UP GOODS
		SUB	POS. 1.	UP GOODS
		MAIN		UP SLOW
	NH4-82	MAIN	POS. 2.	UP GOODS
		SUB	POS. 2.	UP GOODS
		MAIN	POS. 1.	UP SLOW
		MAIN		UP FAST
	NH4-83	MAIN	POS. 2.	UP GOODS
		SUB	POS. 2.	UP GOODS
		MAIN	POS. 1.	UP SLOW
		MAIN		UP FAST
	NH4-11			SIDING 3
	NH4-13			UP GOODS
	*			
	NH4-33			SIDINGS
				UP GOODS
	NH4-34			SIDINGS
				UP GOODS
NH4-63	Q		SET BACK DN. DEP. LINE	
	Q		DN. SIDINGS	
	NH4-25			DOWN SLOW
	NH4-30			UP GOODS
				UP SLOW
	NH4-55			DN. DEP. LINE
	NH4-56/75			UP FAST
			SET BACK DOWN FAST.	

Q ALSO CONTROLLED BY DOWN SIDINGS

* YELLOW ARM & LIGHT (RULE 47)

NORTHAMPTON N°4 (NH4)

9

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE
⊕	NH4-71	DOWN FAST
⊕ ₂₄	NH4-24	TO SIGNAL 25
⊕ ₂₁	NH4-21	SET BACK UP GOODS
⊕ ₄₀	NH4-40	DOWN SLOW
⊕ ₃₉	*	SET BACK UP GOODS
	NH4-39	SIDING 1.
	*	SIDING 2.
⊕ ₄₅	NH4-45	SET BACK DOWN GOODS
⊕ ₇₀	NH4-70	SET BACK DOWN DEP. LINE
⊕ ₅₀	NH4-50	SET BACK DOWN GOODS
⊕ ₆₉	NH4-69	SET BACK DOWN DEP. LINE.
	NH4-62	DOWN SLOW
⊕ ₆₂		SET BACK UP GOODS
⊕ ₆₁	NH4-61	SIDING 1
		SIDING 2
⊕ ₆₈	NH4-68	SET BACK DOWN SLOW
⊕ ₆₀	NH4-60	SET BACK DOWN DEP. LINE.
⊕ ₆₅	NH4-65	SIDINGS
⊕ ₆₆	NH4-66	UP GOODS
⊕ ₆₇	NH4-67	SET BACK DOWN SLOW

DOWN SIDINGS (DS)

⊕	DS-1	SORTING SIDINGS
	DS-2	SORTING SIDINGS
⊕	DS-4	DN. DEP. LINE (TOP ARM)
⊕		STORAGE SIDINGS. (TOP ARM.)
⊕		SORTING SDGS. (BOTTOM ARM)

* YELLOW ARM & LIGHT. (RULE 47)

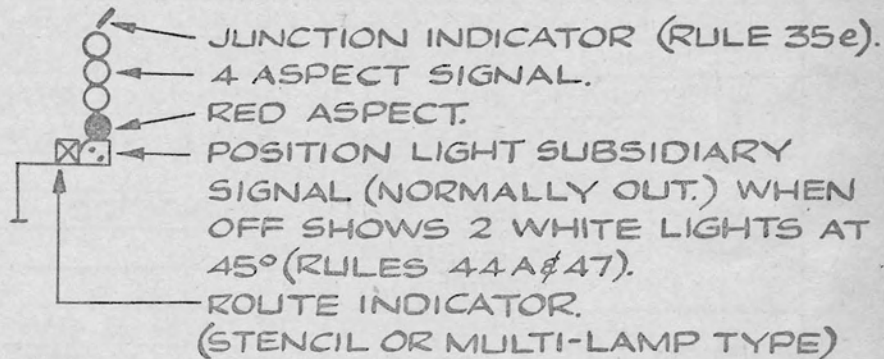


APPENDIX

SIGNAL BOX REFERENCES.

NH1 - NORTHAMPTON N°1
NH2 - NORTHAMPTON N°2
NH3 - NORTHAMPTON N°3
NH4 - NORTHAMPTON N°4
BC - BOUGHTON CROSSING.
DJN - DUSTON JUNCTION NORTH
RY - RUGBY
DS - DOWN SIDINGS

EXPLANATION OF SIGNAL INDICATIONS MAIN RUNNING SIGNALS.



- ☐ AUTOMATIC SIGNAL.
- ☐ SEMI-AUTOMATIC SIGNAL.

SHUNTING SIGNALS

- ⊖ MECHANICAL DISC SIGNAL
- ⊖Y MECHANICAL DISC SIGNAL YELLOW ARM AND LIGHT.
- ⊖ SINGLE STROKE BELL
- ⊖ TELEPHONE
- ⊖ BANNER REPEATING SIGNAL.
- ☒ LIMIT OF SHUNT
- CP CATCH OR TRAP POINTS.
- ☐ 'STOP AWAIT INSTRUCTIONS' BOARD

