

C/B J



British Rail

SCOTTISH REGION

SPECIAL NOTICE

**PERMANENT WAY AND
SIGNALLING ARRANGEMENTS**

MOTHERWELL

SIGNALLING CENTRE

RESIGNALLING

STAGE 1

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

**8 December, 1972
GLASGOW,**

**C.L. Newbury,
Movements Manager.**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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MOTHERWELL SIGNALLING CENTRE**RESIGNALLING - STAGE 1****OPENING ARRANGEMENTS.**

The altered permanent way and signalling arrangements shown on the accompanying diagram and described herein will be brought into use in accordance with details which will be shown in Section 'B' of SW Notice No.51 and will be introduced at approximately 18 30 on Sunday 17 December, 1972.

DESCRIPTION OF SCHEME

Motherwell Signalling Centre, situated on the Down side of the main lines approximately ½ mile on Carstairs side of Motherwell station, will be brought into use and will control the points and signals within the area formerly covered by the undernoted signal boxes which will be dispensed with :-

Lesmahagow Jn.	Flemington	Wishaw South
Motherwell South	Shields Colliery	Braidhurst
Dalzell Works	Shieldmuir Jn.	

Motherwell Colliery box will cease to be a block post but will be renamed Logans Road and retained as the level crossing keepers hut. The crossing keeper will operate the connection between the Down main and Down siding and associated shunting signals as shown on the diagram. This connection, together with signals shown (1) and (3) on the diagram will not be brought into use, however, until a date which will be published later.

The methods of working on the lines between Motherwell Signalling Centre and the adjoining boxes will be:-

Main lines	Uddingston Jn. -	Track Circuit Block
	Garriongill Jn. -	Track Circuit Block.
Coatbridge lines	Milwood Jn. -	Absolute Block
Hamilton lines	Ross Jn. -	Track Circuit Block
Wishaw Connecting line	Wishaw Central-	Tokenless Block

DESIGNATION OF LOCATIONS

The area in the vicinity of the former Shields Colliery and Shieldmuir Jn. boxes will be designated Shieldmuir.

SIGNALLING ARRANGEMENTS

The description of all signals controlled from Motherwell Signalling Centre together with that of all new and altered signals shown on the accompanying diagram is as shown herein.

Signal Prefix Letter	Controlled From
<u>M</u>	Motherwell Signalling Centre
U	Uddingston Jn.
R	Ross Jn.
W	Wishaw Central
G	Garriongill Jn.

Signal numbers shown within brackets on the diagram are for reference purposes only.

All colour light signals shown on the accompanying diagram as existing were previously prefixed L and controlled from Lesmahagow Jn. box with the exception of :-

M382R, M382, M384, M386 previously controlled from Motherwell Colliery box;

M368, M369, M372 previously prefixed B and controlled from Braidhurst box;

Down Holytown distant and starting signals for Wishaw Central box.

Braidhurst semaphore Up Main distant signal (positioned below Milwood Jn. Up Main starting signal) will be retained as the Up Coatbridge distant signal for Motherwell Signalling Centre.

Signal	Aspect, Main or Draw ahead	Route indication, where provided	Application
RUNNING SIGNALS – UP DIRECTION			
Up Main			
M382R	main	—	Distant for M382.
M382	main	—	To M386
M384	main	—	Distant for M386
M386	main	—	To M398
M398	main	—	To M422
	main	junction indicator—indication 4	To M407 (via either main line crossover)
	main	junction indicator—indication 5	To M409
	draw ahead	junction indicator—indication 4	Towards M407 (via either main line crossover)
	draw ahead	junction indicator—indication 5	Towards M409
	draw ahead	—	Towards M407 (via either main line crossover) or M422 or M409.
	draw ahead	—	Towards Hamilton Goods loop
M422	main	—	To M426
	draw ahead	L	Towards M432
	draw ahead	B	Towards Dellburn branch
M426	main	—	To M444
	draw ahead	L	Towards M442
	draw ahead	—	Towards M444
M444	main	—	To M462
	main	junction indicator—indication 1	To M460
	main	junction indicator—indication 2	To M458
	draw ahead	junction indicator—indication 1	Towards M460
	draw ahead	junction indicator—indication 2	Towards M458
	draw ahead	DL	Towards M452
M462	main	—	To M476
	main	junction indicator	To Wishaw Connecting line
	draw ahead	S	Towards Up sidings
	draw ahead	X	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram)
M476	Main	—	To M484
M484	Main	—	To G534
G532	Main	—	Distant for G534 (acts also as Up Main outer distant for Law Jn.)
G534	Main	—	Up Main Home (acts also as Up Main inner distant for Law Jn.)
	draw ahead	—	Towards Morningside branch Up starting signal.

Signal	Aspect, main or Draw ahead	Route indication where provided	Application
RUNNING SIGNALS – UP DIRECTION – continued			
Up Costbridge			
M368	Main	—	To M392
	Main	junction indicator	To M388
	draw ahead	junction indicator	Towards M388
	draw ahead	DL	Towards M374
M392	Main	—	To M422
	Main	junction indicator	To M407
	draw ahead	junction indicator	Towards M407
	draw ahead	—	Towards M407 or M422
Up Braidhurst Loop			
M388	Main	U	To M422
	Main	3	Towards M422
	draw ahead	—	Towards M407 or M422
	draw ahead	3	Towards M407
	draw ahead	H	Towards headshunt
	draw ahead	2	Towards Down Main
Down Braidhurst loop			
M394	main	U	To M422
	main	3	To M407 (via either main line crossover)
	main	4	To M409
	draw ahead	—	Towards M407 (via either main line crossover) or M409 or M422.
	draw ahead	2	Towards Down main (via either main line crossover)
	draw ahead	3	Towards M407 (via either main line crossover)
	draw ahead	4	Towards M409
	draw ahead	S	Towards Hamilton Goods loop
Up Hamilton			
M416R	main	—	Distant for M416
M416	main	—	To M412
M412	main	—	To M403
	draw ahead	—	Towards Hamilton Goods loop
M403	main	D	To M387
	main	B	To M369
	main	L	To M361
	draw ahead	—	Towards Down Main
	draw ahead	L	Towards M361
	draw ahead	S	Towards Up sidings

Signal	Aspect, main or Draw ahead	Route indication, where provided	Application
RUNNING SIGNALS – UP DIRECTION – continued			
Down Hamilton			
M401	main	D	To M387
	main	B	To M369 } via either main line
	main	L	To M361 } crossover.
	draw ahead	—	Towards Down Main
	draw ahead	L	Towards M361
	draw ahead	S	Towards Up sidings } via either main line crossover
Hamilton Goods loop			
M405	main	D	To M387
	main	B	To M369
	main	L	To M361
	draw ahead	—	Towards Down Main
	draw ahead	L	Towards M361
	draw ahead	S	Towards Up sidings
	draw ahead	Y	Along Down siding towards Logans Road shunting signals shown (3) and (4) on diagram.
Up Goods loop			
M442	main	U	To M462
	main	1	To M460
	main	2	To M458
	draw ahead	1	Towards M460
	draw ahead	2	Towards M458
	draw ahead	DL	Towards M452
No.1 goods loop			
M460	main	—	To M472
	draw ahead	1	Towards M472
M472			
	main	U	To M476
	main	B	To Wishaw connecting line
	draw ahead	B	Towards Wishaw connecting line
	draw ahead	H	Towards headshunt
	draw ahead	S	Towards Up sidings
	draw ahead	X	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram).
No.2 goods loop			
M458	main	1	To M472
	main	2	To M468
	draw ahead	1	Towards M472
	draw ahead	2	Towards M468

Signal	Aspect, Main or Draw ahead	Route indication, where provided	Application
RUNNING SIGNALS – UP DIRECTION – continued			
No.2 goods loop – continued			
M468	main	U	To M476
	main	B	To Wishaw Connecting line.
	draw ahead	—	Towards Wishaw Connecting line
	draw ahead	H	Towards headshunt
	draw ahead	S	Towards Up sidings
	draw ahead	X	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram)
Dalzell yard branch			
M454	main	—	To M468
	draw ahead	2	Towards M468
RUNNING SIGNALS – DOWN DIRECTION			
Down main			
M533	main	—	Distant for M483
M483	main	—	To M473
	main	junction indicator	To M463
	draw ahead	junction indicator	Towards M463
M473	main	—	To M445
	main	junction indicator	To M447
	draw ahead	junction indicator	Towards M447
	draw ahead	DY	Towards Down Yard
	draw ahead	1	Towards No.1 Up goods loop
	draw ahead	2	Towards No.2 Up goods loop
	draw ahead	UY	Towards Up yard
M445	main	—	To M427
	draw ahead	—	Towards M427
	draw ahead	L	Towards M437
M427	main	—	To M423
	draw ahead	—	Towards M423
M423	main	—	To M399
MR399	left hand	—	M399 exhibiting proceed aspect to Down main
	right hand	—	M399 exhibiting proceed aspect to Down Coatbridge or Down Braidhurst loop.
M399	main	—	To M387
	main	junction indicator—indication 4	To M361
	main	junction indicator—indication 5	To M369
	draw ahead	junction indicator—indication 4	Towards M361
	draw ahead	S	Towards Up Sidings
	draw ahead	—	Towards M387

} via either main
line crossover

Signal	Aspect or Draw
RUNNING SIGNALS	
Down Main – continued	
M387	main
M385	main
M381	main
U33RR	main
Down Holytown	
W517	main
	main
Wishaw Connecting	
M475	main
	main
	draw
	draw
	draw
	draw
Down Goods Loop	
M463	main
	draw
	draw
M447	main
	draw
	draw
Dellburn Branch	
M425	main
Down Hamilton	
M407	main
	draw
R417	main
Up Hamilton	
M409	main
	draw
	draw
Down Coatbridge	
M369	main
M367	main

Signal	Aspect Main or Draw ahead	Route Indication where provided	Application
RUNNING SIGNALS – DOWN DIRECTION – continued			
Down Main – continued			
M387	main	—	To M385
M385	main	—	To M381
M381	main	—	To U33
U33RR	main	—	Outer distant for U33
Down Holytown			
W517	main	—	To Down Holytown starting signal
	main	junction indicator	To M475
Wishaw Connecting Line			
M475	main	—	To M445
	main	junction indicator	To M447
	draw ahead	junction indicator	Towards M447
	draw ahead	DY	Towards M467 thence Down yard
	draw ahead	1	Towards M467 thence No.1 Up goods loop
	draw ahead	2	Towards M467 thence No.2 Up goods loop
	draw ahead	UY	Towards M467 thence Up yard
Down Goods Loop			
M463	main	—	To M447
	draw ahead	L	Towards M447
	draw ahead	Y	To Down sidings
M447	main	—	To M427
	draw ahead	H	Towards headshunt
	draw ahead	L	Towards M437
Dellburn Branch			
M425	main	—	To M423
Down Hamilton			
M407	main	—	To R417.
	draw ahead	—	Towards R417.
R417	main	—	Down home 1.
Up Hamilton			
M409	main	—	To R417.
	draw ahead	—	Towards R417.
	draw ahead	X	Towards Up Hamilton Limit of shunt.
Down Coatbridge			
M369	main	—	To M367.
M367	main	—	Down Coatbridge starting (acts also as Down main distant for Milwood Jn.)

Signal	Aspect Main or Draw ahead	Route Indication where provided	Application
RUNNING SIGNALS – DOWN DIRECTION – continued			
Down Braidhurst Loop M361	main	—	To M367.
	draw ahead	H	Towards headshunt.
	draw ahead	X	Towards Up Coatbridge Limit of shunt.

Signal	Route where provided
SHUNTING SIGNALS	
Down Coatbridge M372	

Down Braidhurst M374

Signal	Route indication where provided	Application
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SHUNTING SIGNALS

Up main M397	B	Towards M369
	L	Towards M361
	S	Towards Up sidings
	X	Towards Up Braidhurst loop Limit of shunt.
M439	D	Towards M427
	X	Towards Up main Limit of shunt
M471	—	Towards Down yard or Towards M447 or Towards M445 or Towards M457 or Towards M455 or Towards Up yard.
Down main (6)	—	To sidings (controlled from Wishaw South ground frame)
M448	—	Towards M452
M446	—	Towards M458 or Towards M460 or Towards M462 or Back along Down main towards M448.
M438	—	Towards M442 or Towards M444 or Back along Down main towards M446
M424	—	Towards Dellburn branch or Back along Down main towards M438.
M402	—	Back along Down main or Towards M407 or Towards M409 or Towards Hamilton Goods loop.
(1)	—	To Down siding (controlled from Logans Road)
Down Hamilton M408	—	Towards Hamilton Goods loop or Towards M403 or Back along Down Hamilton towards M401.

**Shed sidings, E
Departure line,
Wagon works
M371, M373**

M375, M377

***M379**

*** also controlled**

**Up sidings
M396**

**Hamilton Goods
M406
M411**

**Down Siding
M404**

(3)

(4)

(2)

**Up Goods Loop
M432**

M429

M437

Signal	Route indication, where provided	Application
SHUNTING SIGNALS – continued		
Down Coatbridge		
M372	L	Towards M374
	X	Back along Down Coatbridge
Down Braidhurst loop		
M374	L	Towards M394
	R	Towards shed sidings
	E	Towards engine sidings
	A	Towards arrival line
	S	Towards wagon works sidings (controlled from Braidhurst No.1 ground frame)
Shed sidings, Engine sidings, Departure line, Arrival line, Wagon works		
M371, M373	H	Towards headshunt
M375, M377	D	Towards M367
*M379	X	Towards Up Coatbridge limit of shunt.
* also controlled from Braidhurst No.1 ground frame.		
Up sidings		
M396	U	Towards M422
	2	Towards Down main } via either main
	3	Towards M407 } line crossover
	4	Towards M409
	S	Towards Hamilton goods loop
Hamilton Goods Loop		
M406	—	Towards M405
M411	D	Towards R417
	X	Towards Up Hamilton Limit of shunt.
Down Siding		
M404	—	Towards Hamilton Goods Loop
(3)	—	Along Down Siding (controlled from Logans Road)
(4)	—	Towards M387 (controlled from Logans Road) (Until (3) above provided, applies Along Down sidings).
(2)	—	Towards M404 (controlled from Logans Road)
Up Goods Loop		
M432	Y	To Yard
	L	Towards M442
M429	—	Towards Up Goods Loop Limit of shunt.
M437	D	Towards M427.
	X	Towards Up Main Limit of shunt.
	L	Back along Up Goods Loop towards M429
	Y	To Yard

Signal	Route indication, where provided	Application
SHUNTING SIGNALS—continued		
Hamilton sidings, yard		
M428	—	To yard
M435	X	Towards Up Goods Loop Limit of shunt
	S	To Up Sidings
M434	—	Towards M442
No.1 goods loop		
M443	D	Towards M427
	X	Towards M439
	L	Towards M437
M457	1	Towards M443
	2	Towards M441
	S	Towards Lanarkshire Steel works sidings.
	B	Towards Dalzell yard branch
No.2 goods loop		
M441	D	Towards M427
	X	Towards M439
	L	Towards M437
M455	2	Towards M441
	S	Towards Lanarkshire Steel works sidings
	B	Towards Dalzell yard branch
Lanarkshire Steel works siding		
M456	—	Towards M468 or
	—	Towards M472 or
	—	Towards Glen's siding (controlled from Glens ground frame)
Shieldmuir Up yard, Headshunt		
M474	H	Towards Headshunt
	B	Towards Wishaw Connecting line
	S	Towards Up sidings
	U	Towards M476
	X	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram)
M465	1	Towards M457
	2	Towards M455
	Y	To Up yard
Wishaw Connecting line, Up sidings		
M467, M469	—	Towards Down yard or
		Towards M447 or
		Towards M445 or
		Towards M457 or
		Towards M455 or
		Towards Up yard

Signal	Route indication, where provided
SHUNTING SIGNALS—continued	
Down goods loop	
M464	
M452	
No. 1 siding	
M466	
No.2 siding, N	
M451, M453	
Shieldmuir Down	
M461	
Wishaw South	
(7)	
controlled from	
Flemington dep	
(5)	
controlled from	
DELLBURN BRANCH	
The Dellburn branch is controlled from the signal at Motherwell. The instructions are shown on the NOTICE BOARD.	

Signal	Route indication, where provided	Application
SHUNTING SIGNALS – continued		
Down goods loop		
M464	B	Towards Wishaw Connecting line.
	S	Towards Up sidings
	U	Towards M476
	DX	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram).
M452	LX	Back along Down goods loop
	L	Towards M464
	1	Towards No. 1 siding
	Y	Towards No. 2 or No. 3 siding
No. 1 siding		
M466	B	Towards Wishaw Connecting line
	S	Towards Up sidings
	U	Towards M476
	DX	Towards Wishaw South ground frame controlled Down main shunting signal (shown (6) on diagram)
	LX	Back along Down goods loop
M449	Y	To Down yard
	H	Towards headshunt
	D	Towards M427
	L	Towards M437
	G	Towards Flemington depot (controlled from Flemington Down ground frame)
No.2 siding, No.3 siding		
M451, M453	H	Towards headshunt
	D	Towards M427
	L	Towards M437
Shieldmuir Down yard		
M461	—	Towards No.1 siding
Wishaw South sidings		
(7)	—	Towards headshunt
	1	Towards M473 or M463
controlled from Wishaw South ground frame.		
Flemington depot single line		
(5)	—	Towards No.1 siding
controlled from Flemington Down ground frame.		

DELLBURN BRANCH

The Dellburn branch will be worked in accordance with the special instructions issued to the signalmen at Motherwell Signalling Centre and the Persons in charge at Lanarkshire yard and Dalzell New Yard. The instructions under the heading WORKING OF SINGLE LINES WHERE TELEPHONE OR TELEPHONE AND NOTICE BOARD ARRANGEMENTS APPLY at page 222 of the Sectional Appendix are applicable.

DALZELL YARD BRANCH

Yard working applies. Up trains will be worked in accordance with the special instructions issued to the signalmen at Motherwell Signalling Centre and the pointsman at Ravenscraig No.1 ground frame.

Bridge No.1 – Restriction on Class 47 or 50 Locomotives

Trains worked by Class 47 or 50 locomotives or Class 47 or 50 locomotives running light in both Up and Down directions must not pass other trains or locomotives on the adjacent line at Bridge No.1.

Drivers working Class 47 or 50 locomotives in the Down direction must not cross Bridge No.1 until the permission of the pointsman at Ravenscraig No.1 ground frame has been obtained, using the telephone provided at the notice board.

Drivers working Class 47 or 50 locomotives in the Up direction must not leave Dalzell New Yard until instructed by the Person in charge of the yard who must first establish from the signalman at Motherwell Signalling Centre and the pointsman at Ravenscraig No.1 ground frame that no Down train is approaching the bridge.

FLEMINGTON DEPOT LINE

Yard working applies between Flemington Down ground frame and the Depot.

GROUND FRAME ARRANGEMENTS

Ground frames will be provided as described below:—

(i) Electrically controlled from Motherwell Signalling Centre:—

Braidhurst No.1 ground frame

A four-lever ground frame to operate the connection between the Arrival line and the Wagon works headshunt together with the shunt signals M374 and M379 applying, respectively, to and from the Wagon works sidings.

Braidhurst No.2 ground frame

A two-lever ground frame to operate the connection between the Wagon works sidings and the Arrival line.

Findlay's ground frame

A two-lever ground frame to operate the connection between the Up Braidhurst loop and Findlay's sidings.

Flemington Up ground frame

A two-lever ground frame to operate the connection between No.2 goods loop and the adjacent siding. Trains do not shut in.

Flemington Down ground frame

A four-lever ground frame to operate the connection between No.1 siding and the single line to Flemington depot together with signal M449 applying to the depot and the signal applying from the single line to No.1 siding.

Glens ground frame

A three-lever ground frame to operate the connection between the Down Dalzell yard branch line and Glen's sidings together with signal M456 applying from Lanarkshire Steel Works sidings to Glen's sidings.

Wishaw South ground frame

A four-lever ground frame to operate the connection between the Down main line and the sidings together with the signal applying from the Down main to the sidings and the sidings exit signal.

(ii) Uncontrolled

A three-lever ground frame to operate the connections between the Dellburn branch single line and the A.E.G. depot sidings. The ground frame is secured by padlock the key to which is kept in Motherwell Signalling Centre.

NOTICE BOARD

Notice boards

Logans Road
A single sided
words SHUNT
Down main line
crossing. The
closed against
line with main

Carriage Siding
A single sided
INSTRUCTIONS

Shieldmuir – N
A single sided
STOP-AWAIT II

Dalzell Yard Br
A single sided
LOCOMOTIVES

SIGNAL POST

Although not
in accordance

With the excep
throughout the

NOTICE BOARDS

Notice boards will be provided as described below:—

Logans Road Level Crossing

A single sided notice board, facing Motherwell station and normally illuminated. When illuminated, the words SHUNT LIMIT are displayed. The notice board is applicable to trains shunting forward on the Down main line towards the level crossing during which time road traffic may be using the level crossing. The wording on the notice board will be extinguished when the level crossing gates are closed against the roadway and signal M399, M401, M403, or M405 has been cleared for the Down main line with main aspect exhibited.

Carriage Sidings

A single sided illuminated notice board, facing the carriage sidings and worded TELEPHONE FOR INSTRUCTIONS.

Shieldmuir – No.1 Siding

A single sided illuminated notice board, facing to Down direction trains and worded ARRIVING TRAINS STOP-AWAIT INSTRUCTIONS.

Dalzell Yard Branch – Bridge No.1

A single sided illuminated notice board, facing to Down trains and worded CLASS 47 and CLASS 50 LOCOMOTIVES – RESTRICTED ARRANGEMENTS.

SIGNAL POST SIGNS

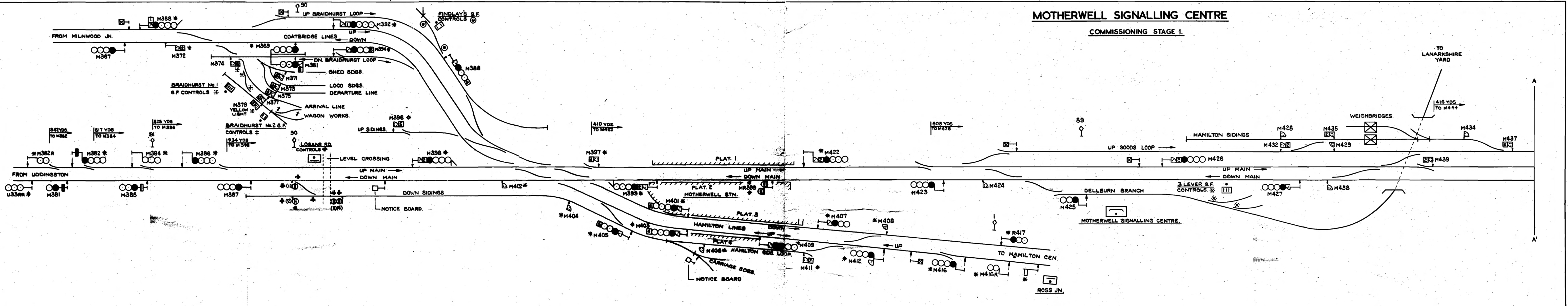
Although not shown on the accompanying diagram, the following signs are provided, where applicable in accordance with Regional practise.



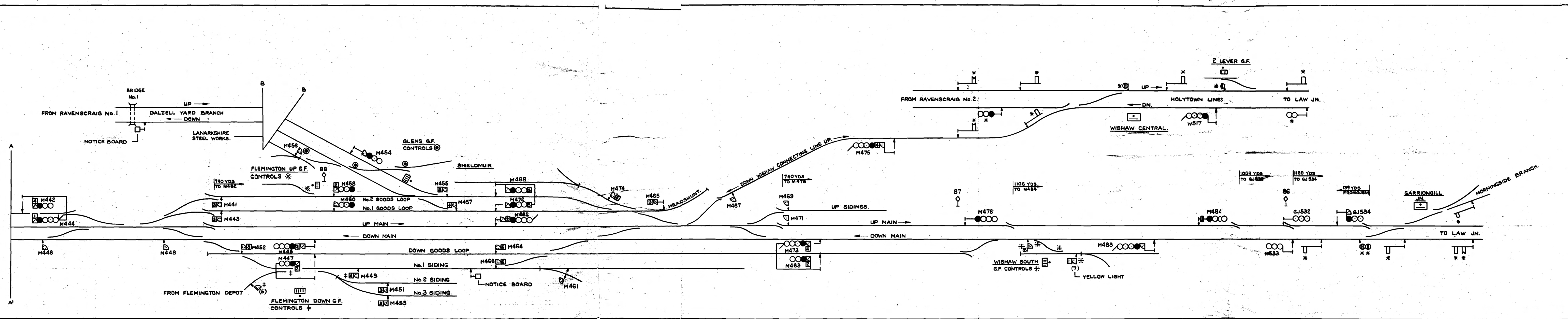
With the exception of signals M382R, M384, M416R, M533 and G532, signal telephones have been provided throughout the scheme.

MOTHERWELL SIGNALLING CENTRE

COMMISSIONING STAGE 1.



A A1



EXPLANATION OF SYMBOLS.

MAIN LINE COLOUR LIGHT SIGNALS.		* DENOTES EXISTING SIGNAL.	
2 ASPECT SIGNALS		POINTS.	
● — RED ASPECT	○ — CAPABLE OF DISPLAYING RED OR GREEN ASPECT.	○ — CATCH OR TRAP	— HAND
○ — CAPABLE OF DISPLAYING RED OR GREEN ASPECT.	○ — CAPABLE OF DISPLAYING YELLOW OR GREEN ASPECT.	— CONTROLLED.	
3 ASPECT SIGNALS			
● — RED ASPECT.	○ — CAPABLE OF DISPLAYING RED, YELLOW OR GREEN ASPECT.	○ — CAPABLE OF DISPLAYING YELLOW, DOUBLE YELLOW, OR GREEN ASPECT.	
4 ASPECT SIGNALS.		SHUNTING SIGNALS.	
● — RED ASPECT.	○ — CAPABLE OF DISPLAYING RED, YELLOW, DOUBLE YELLOW OR GREEN ASPECT.	⊖ — GROUND DISC.	⊖ — GROUND POSITION LIGHT
		⊖ — ELEVATED NORMAL ASPECT - RED & WHITE HORIZONTAL LIGHTS. (EXCEPT WHERE SHOWN) PROCEED ASPECT TWO WHITE LIGHTS AT 45°	⊖ — SMALL ARM.
SEMAPHORE SIGNALS.		SUBSIDIARY SIGNALS.	
⊖ — FULL SIZE	⊖ — DISTANT.	○ — POSITION LIGHT (NORMAL OUT) PROCEED ASPECT TWO WHITE LIGHTS AT 45°.	
ROUTE INDICATORS		MISCELLANEOUS	
○ — JUNCTION TYPE	○ — RULE BOOK-SECT. 'C'	⊖ — LIMIT OF SHUNT INDICATOR	⊖ — DENOTES AUTOMATIC SIGNAL.
○ — THEATRE TYPE	○ — STENCIL TYPE, FIGURE IN SQUARE DENOTES NUMBER OF ROUTES CAPABLE OF BEING DISPLAYED.	⊖ — BANNER REPEATER	◇ — MILE POST.