

London Midland and Scottish Railway Company

(CENTRAL AND WESTERN SECTIONS).

This Notice must be kept strictly private and must not be given to the Public.

SPECIAL NOTICE

TO

DRIVERS, GUARDS, SIGNALMEN,

AND

OTHERS CONCERNED

Respecting the Introduction of Colour Light Signals (in place of Existing Semaphore Signals) between Ordsall Lane No. 2 Box, Salford Station Box, and Manchester (Victoria) East Junction Box;

ALSO

Bringing into use New Signal Boxes at Deal Street, Manchester (Victoria) West Junction, and Irwell Bridge Sidings;

AND

Abolition of Salford (L. N. W.) Box, Manchester (Exchange) Nos. 2 and 1 Boxes, and Manchester (Victoria) Deal Street, Irwell Bridge Junction, West Junction, and Irwell Bridge Sidings Boxes.

CHIEF GENERAL SUPERINTENDENT.

Derby,

February 22nd, 1929.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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On **Sunday, March 10th**, COMMENCING AT 12-1 A.M., the semaphore signals for the up and down fast and slow lines between Salford and Victoria Station (L.Y. side) will be dispensed with, along with the existing Victoria Deal Street and Irwell Bridge Signal Boxes, and new colour light signalling will be introduced.

A new signal box at DEAL STREET, and a new signal box opposite the existing Irwell Bridge Box, to be known as VICTORIA WEST JUNCTION, will be brought into use so far as this section of the line is concerned.

The present West Junction Signal Box will be renamed VICTORIA STATION.

All the points at present worked from the existing signal boxes will be worked from the new boxes.

The existing Irwell Bridge Sidings Signal Box will also be dispensed with and a new signal box brought into use.

On **Sunday, March 17th**, COMMENCING AT 12-1 A.M., the semaphore signals for the up and down fast and slow lines between Ordsall Lane and the east end of Manchester (Exchange) will be dispensed with, together with the existing Salford (L.N.W.) and Manchester (Exchange) Nos. 2 and 1 Signal Boxes, and new colour light signalling will be introduced and worked from the present Ordsall Lane No. 2, the new Victoria Deal Street, and West Junction Signal Boxes.

All the points worked from the Exchange No. 2 Signal Box, together with new junctions between the north and south up and down slow lines and the new facing connection leading from the up fast to Nos. 1 and 2 platforms at Exchange Station, will be worked from the new Victoria Deal Street Signal Box.

All the points at the east end of Manchester (Exchange) will be worked from the new Victoria West Junction Signal Box.

On **Sunday, March 24th**, COMMENCING AT 12-1 A.M., the semaphore signals worked from the Victoria Station Signal Box, together with the up fast and up slow line semaphore signals from Footbridge direction, and up north and up south semaphore signals from the direction of Millgate, worked from Victoria East Junction Signal Box, will be dispensed with and colour light signalling will be introduced.

The Victoria Station Signal Box will be dispensed with. The junction at that place will be rearranged, and will be worked from the new Victoria West Junction Box.

A DIAGRAM showing the new signals, their position and application, is attached to this notice.

The new colour light running signals will be known as two-aspect, three-aspect, or four-aspect signals, and these aspects are indicated on the diagram—

Shunt-back signals will show two aspects.

Siding signals will show two or three aspects.

Calling-on signals will show two aspects.

RUNNING SIGNALS.

Each four-aspect running signal will consist of a group of four lamps, and the light or lights exhibited at any one time will be either—

- (a) A red,
- or
- (b) One yellow,
- or
- (c) Two yellows,
- or
- (d) A green.

RUNNING SIGNALS—continued.

Each three-aspect running signal will consist of a group of three lamps, and the light or lights exhibited at any one time will be either—

- (a) A red,
or
- (b) One yellow,
or
- (c) Two yellows.

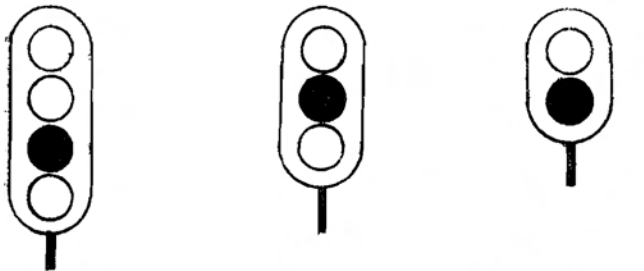
EXCEPTION.—Where a three-aspect colour light signal is fixed below a semaphore arm to act as a distant signal, the light or lights will be as follows:—

- (a) One yellow,
or
- (b) Two yellows,
or
- (c) A green.

Each two-aspect running signal will consist of two lamps, and the light exhibited at any one time will be either—

- (a) A red,
or
- (b) One yellow.

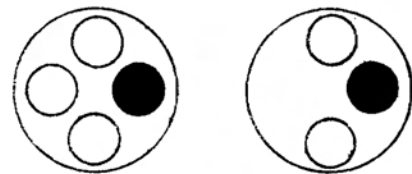
NOTE.—These two-aspect, three-aspect, or four-aspect running signals are arranged either vertically—i.e., one lamp above the other, or in cluster shape, as shown below—but in each case the arrangement of lights, as seen by a driver, will be the same.

Vertical Type.

Four-aspect.

Three-aspect.

Two-aspect.

Cluster Type.

Four-aspect.

Three-aspect.

SHUNT-BACK SIGNALS.

Each two-aspect shunt-back signal will consist of two lamps, and the light exhibited at any one time will be either a red or a green.

SIDING SIGNALS.

Each two-aspect siding signal will consist of two lamps, and the light exhibited at any one time will be either a red or a green.

EXCEPTION.—The two-aspect signal from No. 1 Siding at Irwell Bridge Sidings Box will be provided with a yellow light in lieu of a green light.

Each three-aspect siding signal will consist of three lamps, and the light exhibited at any one time will be either a red, a yellow, or a green.

When a siding signal is showing a yellow light it may be passed by drivers when performing shunting operations in the sidings; and when movements are required to be made to a loop or to a main line, drivers must wait until the signal shows a green light.

CALLING-ON SIGNALS.

Calling-on signals consist of two lamps, and the light exhibited at any one time will be

- (a) A white,
or
- (b) A green.

The signals will be fixed under or near the main signals.

Back lights will not be provided in any of the colour light signals.

The light aspect of the new colour light signals will be the same by day as by night.

The meaning of the new colour light signals will be as follows:—

FOUR-ASPECT RUNNING SIGNALS.

Aspect	Meaning
RED LIGHT	DANGER—STOP.
ONE YELLOW LIGHT .	CAUTION—BE PREPARED TO FIND NEXT SIGNAL AT DANGER.
TWO YELLOW LIGHTS	WARNING—BE PREPARED TO FIND NEXT SIGNAL AT CAUTION.
GREEN LIGHT	ALL RIGHT—PROCEED.

THREE-ASPECT RUNNING SIGNALS.

Aspect	Meaning
RED LIGHT	DANGER—STOP.
ONE YELLOW LIGHT .	CAUTION—BE PREPARED TO FIND NEXT SIGNAL AT DANGER.
TWO YELLOW LIGHTS	WARNING—BE PREPARED TO FIND NEXT SIGNAL AT CAUTION.

TWO-ASPECT RUNNING SIGNALS.

Aspect	Meaning
RED LIGHT	DANGER—STOP.
ONE YELLOW LIGHT..	CAUTION—BE PREPARED TO FIND NEXT SIGNAL AT DANGER.

TWO-ASPECT SHUNT-BACK OR SIDING SIGNALS.

Aspect	Meaning
RED LIGHT	DANGER—STOP.
GREEN LIGHT	PROCEED AS FAR AS LINE IS CLEAR, OR TO THE NEXT SIGNAL ONLY.

THREE-ASPECT SIDING SIGNAL.

Aspect	Meaning
RED LIGHT	DANGER—STOP.
GREEN LIGHT	PROCEED AS FAR AS LINE IS CLEAR, OR TO NEXT STOP SIGNAL ONLY.
YELLOW LIGHT	MAY BE PASSED WHEN PERFORMING SHUNTING MOVEMENTS IN SIDINGS.

CALLING-ON SIGNALS.

Aspect	Meaning
WHITE LIGHT	LOCATION LIGHT.
GREEN LIGHT	PROCEED CAUTIOUSLY AS FAR AS LINE IS CLEAR, OR TO THE NEXT SIGNAL ONLY.

ROUTE INDICATORS.

Route indicators will be provided at certain signals, as shown on the diagram, to denote the route a train will take at the junction ahead, and these indicators will be fixed either on the top or on the side of the light signal for the line affected.

TRACK CIRCUITS.

Track circuits have been installed in the area covered by the colour light signals, and all such running signals worked from Ordsall Lane No. 2, Salford Station, Deal Street, and Victoria West and East Junction Signal Boxes will be controlled by the track circuits.

The shunt-back and siding signals will not be controlled by track circuits.

RULES 40 (a), and 45 (a) and (d).

Drivers and guards are instructed that the provisions of Rule 40, Clause (a), and Rule 45, Clauses (a) and (d), will not apply to colour light signals.

RULE 55—DETENTION AT HOME, STARTING, AND ADVANCED STARTING SIGNALS.

Except at the signals shown below, the provisions of this rule will not apply to trains detained at colour light signals. The engine whistle must, however, be sounded in accordance with the rule.

EXCEPTION.—Victoria East Junction home signals from the direction of Footbridge and Millgate, Ordsall Lane No. 2 up fast and up slow outer homes.

SEMI-AUTOMATIC ADVANCED STARTING SIGNALS.

Semi-automatic advanced starting signals are provided on the up and down fast and slow lines between Ordsall Lane and Deal Street Signal Boxes, and telephones have been fixed at these signals, as shown on the diagram.

The up line telephones communicate with Ordsall Lane No. 2 Signal Box and the down lines with Deal Street Signal Box.

The Driver or fireman of any train brought to a stand at any of these signals must, if the signal remains at danger, immediately proceed to the telephone and inform the signalman that the train is waiting. Should the signal be working correctly the signalman will advise the driver or fireman accordingly and instruct him to remain at the signal until a "proceed aspect" is shown, but if through failure of the apparatus it is not possible to change the aspect the signalman will instruct the driver to pass the signal at danger when he is in a position to allow this, in which case the driver must proceed towards the signal in advance at a slow speed and be prepared to stop short of any obstruction which may exist on the line on which he is running. Should the telephone be out of order and the signal at danger the driver must, if the signal remains at danger, wait three minutes and then proceed to the signal in advance at a slow speed and be prepared to stop short of any obstruction which may exist on the line on which he is running; he must also stop at the signal box in advance and advise the signalman that the telephone is out of order.

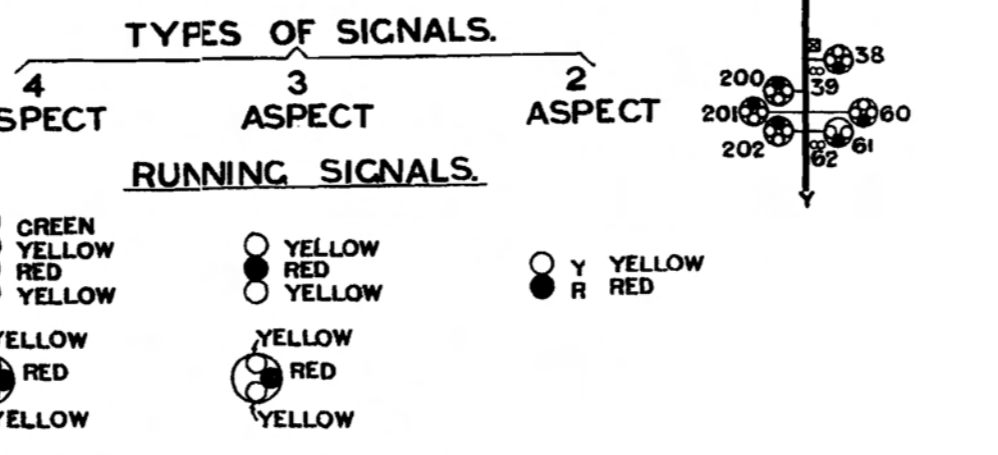
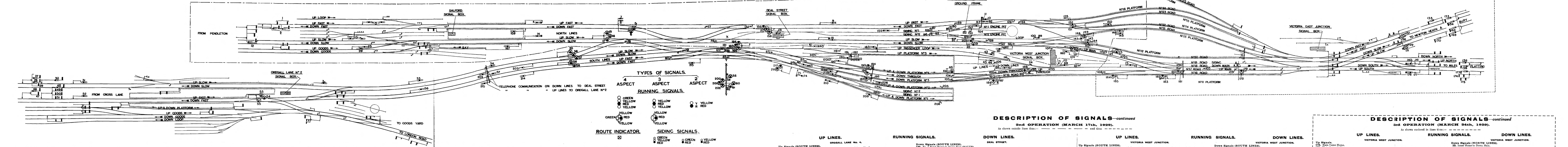
When SALFORD STATION BOX is closed the colour light signals work automatically, and should these fail to the danger position the driver must wait three minutes and then proceed cautiously to Deal Street Box and advise the signalman there of the circumstances.

RULE 61—REPLACING OF SIGNALS TO DANGER.

Drivers and guards to note that the colour light signals will be replaced to danger after the engine has passed a distance varying from 25 to 100 feet beyond the signal.

ORDSALL LANE & SALFORD TO VICTORIA.

POWER & COLOUR LIGHT SIGNALLING. SKETCH AS PER NOTICE DATED 22nd FEBRUARY 1929.



DESCRIPTION OF SIGNALS.

- 1st OPERATION (MARCH 10th, 1929).**
- As shown enclosed in lines thus:—
- | | | |
|--|---|---|
| <p>UP LINES.</p> <p>1. Fast Home to Loop.
2. Fast Home, with 3-aspect Signal as Distant for Salford.
12. Slow Home, with 3-aspect Signal as Distant for Salford.</p> <p>SALFORD.</p> <p>UP SIGNALS (NORTH LINES).</p> <p>3. Fast Home.
4. Fast Starting, with Route Indicator reading: To Up Fast (NORTH), indication "F".
13. Slow Home.
14. Slow Starting, with Route Indicator reading: To Up Slow (NORTH), indication "S".
25. Goods Home to Slow (NORTH).
26. Up Goods to Siding.</p> <p>DEAL STREET.</p> <p>UP SIGNALS (NORTH LINES).</p> <p>15. Fast Home.
16. Home to Slow (NORTH).
17. Fast Starting, with Route Indicator reading: To No. 21 Road, indication "21".
18. Fast Starting, with Route Indicator reading: To No. 23 Road, indication "23".
19. Slow Home to No. 21 Road.
20. Slow Calling-on to No. 21 Road.
21. Slow Home to Down Main.
22. Slow Calling-on to Down Main.</p> | <p>DOWN LINES.</p> <p>DEAL STREET.</p> <p>27. Slow Home, with 3-aspect Signal as Outer Distant for Ordsall Lane No. 2.
28. Slow Home to Fast, with 3-aspect Signal as Fast Outer Distant for Ordsall Lane No. 2.
29. Slow Starting, with 3-aspect Signal as Inner Distant for Ordsall Lane No. 2.
30. Slow Starting, with 3-aspect Signal as Outer Distant for Ordsall Lane No. 2.
46. Fast Outer Home, with 3-aspect Signal as Outer Distant for Ordsall Lane No. 2.
47. Fast Outer Home to Goods.
48. Fast Inner Home, with 3-aspect Signal as Inner Distant for Ordsall Lane No. 2.
49. Fast Inner Home to No. 1 Up Goods, with Distant for Ordsall Lane No. 2.
50. Fast Inner Home to No. 3 Up Goods, with Distant for Ordsall Lane No. 2.
51. Fast Inner Home to No. 3 Up Goods, with Distant for Ordsall Lane No. 2.</p> <p>ORDSALL LANE No. 4.</p> <p>UP SIGNALS (SOUTH LINES).</p> <p>180. No. 2 Road Home to Down Slow (SOUTH).
191. No. 3 Road to Neck.
192. No. 3 Road to Up Slow (SOUTH).
193. No. 4 Road Outer Home } with Route Indicator reading: To Down Fast (SOUTH), indication "F".
194. No. 4 Road Outer Calling-on } Along Platform, indication "F".
195. No. 4 Road Inner Home to Down Slow (SOUTH).
196. Down Through Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
197. No. 3 Road Outer Home.
198. No. 3 Road Outer Calling-on } To Down Fast (SOUTH), indication "F".
199. No. 3 Road Inner Home, with Route Indicator reading: To Down Slow (SOUTH), indication "S".</p> <p>ORDSALL LANE No. 2.</p> <p>UP SIGNALS (SOUTH LINES).</p> <p>200. Slow Inner Home to Slow (SOUTH).
201. Slow Inner Home.
202. Slow Inner Home to Fast (SOUTH).
203. Slow Starting.
204. Slow Semi-Automatic Advanced Starting.
205. Fast Outer Home.
206. No. 2 Road Outer Home.
207. No. 2 Road Inner Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
208. No. 1 Road Indicator Signal.
209. No. 1 Road Outer Home.
210. No. 1 Road Inner Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
211. Fast Outer Home.
212. Fast Outer Home to Slow (SOUTH).
213. Fast Inner Home.
214. Fast Starting.
215. Fast Semi-Automatic Advanced Starting.</p> <p>DEAL STREET.</p> <p>UP SIGNALS (SOUTH LINES).</p> <p>208. No. 1 Road Indicator Signal.
209. No. 1 Road Outer Home.
210. No. 1 Road Inner Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
211. Fast Outer Home.
212. Fast Outer Home to Slow (SOUTH).
213. Fast Inner Home.
214. Fast Starting.
215. Fast Semi-Automatic Advanced Starting.</p> <p>DEAL STREET.</p> <p>216. No. 1 Road Indicator Signal.
217. No. 1 Road Outer Home.
218. No. 1 Road Inner Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
219. Fast Outer Home.
220. Fast Outer Home to Slow (SOUTH).
221. Fast Inner Home.
222. Fast Starting.
223. Fast Semi-Automatic Advanced Starting.</p> <p>DEAL STREET.</p> <p>223. No. 2 Road Indicator Signal.
224. No. 2 Road Outer Home.
225. No. 2 Road Inner Home, with Route Indicator reading: To Down Fast (SOUTH), indication "F".
226. Up Slow (NORTH) to Down Fast.</p> | <p>SHUNT BACK AND SIDING SIGNALS.</p> <p>DEAL STREET.</p> <p>76. (Along Down Slow (NORTH).
127. Up Slow (NORTH) to Sidings (Controlled from Victoria West Junction).
128. Loop (NORTH) to Sidings (Controlled from Victoria West Junction).</p> <p>VICTORIA WEST JUNCTION.</p> <p>87. Along No. 1 Siding (NORTH).
88. No. 1 Siding to No. 2 Siding (NORTH).
89. No. 1 and 2 Sidings to Down Fast (NORTH) (Controlled from Victoria West Junction).
90. No. 1 and 2 Sidings (NORTH) to Engine Pit or Turntable.
91. No. 2 Siding to No. 1 Siding (NORTH).
92. Along No. 2 Siding (NORTH).
97. No. 1 and 2 Sidings (NORTH) Outlet Signal, with Route Indicator reading: To Engine Pit or Turntable, indication "E".
98. No. 20 Road Home to Down Slow (NORTH).
99. No. 20 Road Home to Down Fast (NORTH).
100. Loop (NORTH) to No. 21 Road.
101. Down Slow (NORTH) to Down Fast (NORTH).
102. No. 21 Road Home to Loop.
103. No. 21 Road Inner Home to Down Slow (NORTH).
104. No. 21 Road Outer Home to Down Slow (NORTH).
105. No. 21 Road Outer Home to Down Fast (NORTH).
106. No. 21 Road Outer Home to Down Fast (NORTH).
107. No. 21 Road Inner Home to Down Fast (NORTH).
108. Loop (NORTH) to No. 20 Road.
109. Loop (NORTH) to No. 20 Road.
110. Loop (NORTH) to Down Fast.
111. No. 1 Engine Pit or Turntable to Sidings.
112. No. 1 Engine Pit or Turntable to Sidings.
113. No. 1 Engine Pit or Turntable to Sidings.
114. No. 2 Road Home to Loop.
115. No. 21 Road Outer Home to Down Slow (NORTH).
116. No. 21 Road Outer Home to Down Fast (NORTH).
117. No. 21 Road Outer Home to Down Fast (NORTH).
118. No. 21 Road Inner Home to Down Fast (NORTH).
119. No. 21 Road Inner Home to Down Fast (NORTH).
120. No. 21 Road Inner Home to Down Fast (NORTH).
121. No. 21 Road Inner Home to Down Fast (NORTH).
122. No. 21 Road Inner Home to Down Fast (NORTH).
123. No. 21 Road Inner Home to Down Fast (NORTH).
124. No. 21 Road Inner Home to Down Fast (NORTH).
125. No. 21 Road Inner Home to Down Fast (NORTH).
126. No. 21 Road Inner Home to Down Fast (NORTH).</p> |
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Note:—All Mechanical Signals without Numbers are Unaltered in Position and Function.

DESCRIPTION OF SIGNALS—continued

2nd OPERATION (MARCH 17th, 1929).

As shown outside lines thus:— and thus

- | | | |
|---|--|---|
| <p>UP LINES.</p> <p>23. Inner Home to Down Main.
24. Inner Home to Down Main.
25. Inner Home to Down Main.
26. Inner Home to Down Main.
27. Inner Home to Down Main.
28. Inner Home to Down Main.
29. Inner Home to Down Main.
30. Inner Home to Down Main.
31. Inner Home to Down Main.
32. Inner Home to Down Main.
33. Inner Home to Down Main.
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71. Inner Home to Down Main.
72. Inner Home to Down Main.
73. Inner Home to Down Main.
74. Inner Home to Down Main.
75. Inner Home to Down Main.</p> | <p>DOWN LINES.</p> <p>129. No. 2 Engine Pit or Turntable to Sidings.
130. No. 1 Engine Pit or Turntable to Sidings.
131. Signal for Sidings, with Route Indicator reading: To Down Slow (SOUTH), indication "A". (2nd Operation).
132. Signal for Sidings, with Route Indicator reading: To Down Slow (SOUTH), indication "A". (2nd Operation).
133. Signal for Sidings, with Route Indicator reading: To Down Slow (SOUTH), indication "A". (2nd Operation).
134. Signal for Sidings, with Route Indicator reading: To Down Slow (SOUTH), indication "A". (2nd Operation).</p> | <p>UP SIGNALS (SOUTH LINES).</p> <p>186. No. 16 Road Inner Home } with Route Indicator reading: To No. 3 Platform, indication "3".
187. No. 16 Road Inner Calling-on } with Route Indicator reading: To No. 3 Platform, indication "3".
188. Through Home } with Route Indicator reading: To No. 3 Platform, indication "3".
189. Through Calling-on } with Route Indicator reading: To No. 1 Platform, indication "1".</p> <p>VICTORIA WEST JUNCTION.</p> <p>UP SIGNALS (SOUTH LINES).</p> <p>186. No. 16 Road Inner Home } with Route Indicator reading: To No. 3 Platform, indication "3".
187. No. 16 Road Inner Calling-on } with Route Indicator reading: To No. 3 Platform, indication "3".
188. Through Home } with Route Indicator reading: To No. 3 Platform, indication "3".
189. Through Calling-on } with Route Indicator reading: To No. 1 Platform, indication "1".</p> <p>VICTORIA WEST JUNCTION.</p> <p>42. Passenger Loop Home to Down Main.
43. Passenger Loop Calling-on to Down Main.
44. No. 5 Road Home to Down Main.
45. No. 5 Road Calling-on to Down Main.
46. No. 4 Road Outer Home to Down Main.
47. No. 4 Road Outer Calling-on to Down Main.
48. No. 4 Road Inner Home to Down Main.
49. No. 4 Road Inner Calling-on to Down Main.
50. Down Main Intermediate Home.
51. Down Main Intermediate Calling-on.</p> <p>VICTORIA WEST JUNCTION.</p> <p>42. Passenger Loop Home to Down Main.
43. Passenger Loop Calling-on to Down Main.
44. No. 5 Road Home to Down Main.
45. No. 5 Road Calling-on to Down Main.
46. No. 4 Road Outer Home to Down Main.
47. No. 4 Road Outer Calling-on to Down Main.
48. No. 4 Road Inner Home to Down Main.
49. No. 4 Road Inner Calling-on to Down Main.
50. Down Main Intermediate Home.
51. Down Main Intermediate Calling-on.</p> |
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- Note:—All Mechanical Signals without Numbers are Unaltered in Position and Function.

DESCRIPTION OF SIGNALS—continued

2nd OPERATION (MARCH 24th, 1929).

As shown enclosed in lines thus:—

- | | | |
|--|---|---|
| <p>UP LINES.</p> <p>22. Inner Home to Down Main.
23. Inner Home to Down Main.
24. Inner Home to Down Main.
25. Inner Home to Down Main.
26. Inner Home to Down Main.
27. Inner Home to Down Main.
28. Inner Home to Down Main.
29. Inner Home to Down Main.
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72. Inner Home to Down Main.
73. Inner Home to Down Main.
74. Inner Home to Down Main.
75. Inner Home to Down Main.</p> | <p>DOWN LINES.</p> <p>135. North Home, with 3-aspect Signal as Distant for Victoria East Junction.
136. North Home to South, with 3-aspect Signal as South Distant for Victoria East Junction.
137. South Home to North Group Bays, with Distant for Victoria East Junction.
138. South Home to North Group Bays, with Distant for Victoria East Junction.
139. South Home to South Group Bays, with Distant for Victoria East Junction.
140. South Home to Down Main.
141. South Home to Down Main.
142. South Home to Down Main.
143. South Home to Down Main.
144. South Home to Down Main.
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158. South Home to Down Main.
159. South Home to Down Main.
160. South Home to Down Main.
161. South Home to Down Main.
162. South Home to Down Main.
163. South Home to Down Main.
164. South Home to Down Main.
165. South Home to Down Main.
166. South Home to Down Main.
167. South Home to Down Main.
168. South Home to Down Main.
169. South Home to Down Main.
170. South Home to Down Main.
171. South Home to Down Main.
172. South Home to Down Main.
173. South Home to Down Main.
174. South Home to Down Main.
175. South Home to Down Main.</p> | <p>UP SIGNALS (SOUTH LINES).</p> <p>186. No. 16 Road Inner Home } with Route Indicator reading: To No. 3 Platform, indication "3".
187. No. 16 Road Inner Calling-on } with Route Indicator reading: To No. 3 Platform, indication "3".
188. Through Home } with Route Indicator reading: To No. 3 Platform, indication "3".
189. Through Calling-on } with Route Indicator reading: To No. 1 Platform, indication "1".</p> <p>VICTORIA WEST JUNCTION.</p> <p>UP SIGNALS (SOUTH LINES).</p> <p>186. No. 16 Road Inner Home } with Route Indicator reading: To No. 3 Platform, indication "3".
187. No. 16 Road Inner Calling-on } with Route Indicator reading: To No. 3 Platform, indication "3".
188. Through Home } with Route Indicator reading: To No. 3 Platform, indication "3".
189. Through Calling-on } with Route Indicator reading: To No. 1 Platform, indication "1".</p> <p>VICTORIA WEST JUNCTION.</p> <p>42. Passenger Loop Home to Down Main.
43. Passenger Loop Calling-on to Down Main.
44. No. 5 Road Home to Down Main.
45. No. 5 Road Calling-on to Down Main.
46. No. 4 Road Outer Home to Down Main.
47. No. 4 Road Outer Calling-on to Down Main.
48. No. 4 Road Inner Home to Down Main.
49. No. 4 Road Inner Calling-on to Down Main.
50. Down Main Intermediate Home.
51. Down Main Intermediate Calling-on.</p> <p>VICTORIA WEST JUNCTION.</p> <p>42. Passenger Loop Home to Down Main.
43. Passenger Loop Calling-on to Down Main.
44. No. 5 Road Home to Down Main.
45. No. 5 Road Calling-on to Down Main.
46. No. 4 Road Outer Home to Down Main.
47. No. 4 Road Outer Calling-on to Down Main.
48. No. 4 Road Inner Home to Down Main.
49. No. 4 Road Inner Calling-on to Down Main.
50. Down Main Intermediate Home.
51. Down Main Intermediate Calling-on.</p> |
|--|---|---|
- Note:—All Mechanical Signals without Numbers are Unaltered in Position and Function.