BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SPECIAL NOTICE 1200 G.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE INTRO-DUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN TAMWORTH HIGH LEVEL NUNEATON ABBEY JUNCTION, SUTTON PARK, EXCHANGE SIDINGS, BIRMINGHAM MOOR STREET, LEAMINGTON, HALL GREEN, BEARLEY JUNCTION, CHURCH ROAD JUNCTION, BARNT GREEN AND REDDITCH.

IMPORTANT—This notice to be acknowledged immediately on receipt to "Trains, Crewe" using the code ARNO 1200 G.

Crewe, August, 1969. R. ARNOTT, Movements Manager.

(91003) H. & S. Ltd.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The diagrams with schedule of route indications show the re-signalling and permanent way layout within this area consequent on the bringing into use of a new power signalbox to be named "SALTLEY", located on the up side of the line opposite to Duddeston Road signalbox.

The work will be carried out in four stages as detailed below and during these stages, points and signals worked from the signalboxes concerned will be disconnected and Drivers hand-signalled as necessary. On completion of each stage the signalling will be as shown on the diagrams. The following notes are intended to supplement the information given thereon.

Further details of the working during these stages will be found in the appropriate Weekly Notice of Engineering Work.

Stage I—Between Tamworth High Level, Nuneaton Abbey Junction, Sutton Park and Bromford Bridge. Saturday 9th August until Monday 11th August 1969

Except as shown below, the existing running signals controlled by Tamworth High Level, Perrin and Harrisons Sidings, Kingsbury Branch Sidings, Kingsbury Station Junction, Water Orton East Junction, Water Orton West Junction, Castle Bromwich Junction, Stockingford, Stockingford Tunnel Sidings, Arley Colliery Sidings, Shustoke, Whitacre Junction, Coleshill, Sutton Park and Park Lane Junction will be taken away and the signalboxes abolished. Multiple aspect signalling will be provided controlled from Saltley box except for the down and up Walsall lines on which two aspect signalling will be provided.

Tamworth High Level—The down main home signal, located 600 yds. before reaching the signalbox, will become the semi-automatic signal, SY396.

The up main starting signal, located 1,320 yds. after passing the signalbox, will become the automatic signal, SY397.

The crossover will be controlled from Tamworth ground frame.

Kingsbury Branch Sidings—A shunting frame will be provided to control movements between the Kingsbury branch, the sidings and the down and up main lines.

Water Orton East Junction—The crossover between the down and up fast lines will be controlled from Water Orton No. 2 ground frame.

Castle Bromwich Junction—The trailing connection from the down goods line to the down siding will be controlled from Castle Bromwich ground frame.

Stockingford—The Up Sidings ground frame will be renamed Stockingford No. 2 ground frame.

The connection at present controlled from the signalbox will be controlled from Stockingford No. I ground frame.

Arley Colliery Siding-The signalbox will be retained as a ground frame.

Shustoke—The Down Line ground frame and Up Line ground frame will be renamed Daw Mill No. I and Daw Mill No. 2 ground frame respectively.

Whitacre Junction—The trailing connections from the down Nuneaton goods loop to the down sidings will be controlled from Whitacre ground frame.

Coleshill—Coleshill frame will **not** be brought into use.

Sutton Park-The Down Sidings frame will be renamed Sutton Park No. 2 ground frame.

The connections at present controlled from the signalbox will be controlled from Sutton Park No. I ground frame.

The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and will remain until completion of Stage II. The semaphore up main and up goods distant signals for SY251 and SY249 respectively are the present distant signals for Castle Bromwich Junction box.

The down main and down goods distant signals for Bromford Bridge box will be taken away.

Signal SY242 will not display a green aspect until signal SY236 displays a green aspect.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except that the Absolute Block Regulations will apply between signals SY234/236 and Bromford Bridge on the down lines and between Bromford Bridge and signals SY249/251 on the up lines.

Stage II—Between Bromford Bridge, Kings Heath and Bordesley South. Saturday 23rd August until Monday 25th August 1969

Except as shown below, the existing running line signals controlled by Bromford Bridge, Washwood Heath Junction, Washwood Heath Siding No. 2, Washwood Heath Siding No. 1, Saltley Sidings, Saltley Junction, Duddesden Road, Landor Street Junction, Bordesley Junction, Camp Hill and Exchange Sidings will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley box will be extended throughout the area. Washwood Heath Nos. 3, 4 and 5 signalboxes will become shunting frames.

Washwood Heath Junction—The facing connection from the up goods line to the up sidings will be controlled from Washwood Heath Up Sidings ground frame.

Washwood Heath No. 2—The signalbox will become a shunting frame. It will continue to signal movements along the "up and down" Camp Hill through siding and will also control movements between the down sidings and the down goods and down main lines.

Washwood Heath No. I—The signalbox will become a shunting frame. It will continue to signal movements along the "up and down" Lawley Street through siding and will also control movements between the "up and down" Lawley Street through siding, Saltley Wharf and the up goods, up main and down main lines together with the connections between the down main, up main and up goods lines and Reception lines Nos. 1, 2 and 3.

Saltley Junction—The connection from the "up and down" Lawley Street through siding to the sidings will be controlled from Duddeston ground frame which will be released from Washwood Heath No. I shunting frame.

Lawley Street "A"—The outlet signals from the "arrival and departure" line, departure line and Inland Customs Depot will be superseded by 3-aspect colour light signals SY205, SY207 and SY209 respectively.

Exchange Sidings—The box will become a shunting frame and will continue to control the connections between the up Camp Hill line and the Exchange sidings.

Camp Hill—The trailing connection from the up Camp Hill line to the siding will be controlled from Camp Hill No. I ground frame.

The slip connection from the crossover between the down and up Camp Hill lines to the siding will be controlled from Camp Hill No. 2 ground frame.

The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and will remain until the completion of Stage IIIA in the case of the Bordesley South line and Stage IIIB in the case of the Kings Heath line.

The existing down distant signal and the up intermediate block outer distant, inner distant, and home signals for Kings Heath box will be taken away.

The existing up distant signal for Bordesley South box will be taken away.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except that the Absolute Block Regulations will apply between signal SY86 and Bordesley South box on the up Bordesley line and between Bordesley South box and signal SY85 on the down Bordesley line.

Stage IIIA—Between Birmingham Moor Street, Bordesley South and Leamington, Tyseley South and Hall Green, and Hatton and Bearley Junction. Saturday 30th August until Monday 1st September 1969

Except as shown below, the existing running line signals controlled by Birmingham Moor Street, Bordesley South, Small Heath North, Small Heath South, Tyseley South, Acocks Green, Solihull, Bentley Heath Crossing, Knowle, Lapworth, Hatton North, Hatton South, Budbrook, Warwick and Hatton West will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley will be extended throughout the area except on the Hatton-Bearley line.

Small Heath North—The signalbox will become a shunting frame to be known as Small Heath No. I and will control movements between the down Moor Street line, "up and down" through siding and down sidings, also between the "up and down" through siding, down Bordesley line, up goods loop and engineers siding. The shunting frame will also signal movements along the "up and down" through siding.

The crossover between the down and up Bordesley line will be controlled from Small Heath No. 2 ground frame.

Tyseley South—Tyseley Signal Department ground frame, which controls the trailing connection from the down through siding to the signal depot, will be renamed Tyseley No. 2 ground frame.

The crossover between the down and up fast lines opposite the box will be controlled from Tyseley No. 3 ground frame.

Solihull—The trailing crossover between the down and up lines will be controlled from Solihull ground frame.

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Bentley Heath Crossing—The signalbox will become a shunting frame which will control the level crossing gates only.

Knowle—The ground frame controlling the trailing connection from the up goods loop to the up sidings will be known as Knowle ground frame.

Lapworth—The crossover will be controlled from Lapworth ground frame.

Warwick-North ground frame will be renamed Warwick No. I ground frame.

The connections at present controlled from the signalbox will now be controlled from Warwick No. 2 ground frame.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except between Hatton and Bearley Junction. (For this section of line, see amendment to the Sectional Appendix which will be published in the Weekly Notice of Engineering Work concerned.)

Stage IIIB—Between Kings Heath, Church Road Junction and Barnt Green Main Line Junction, and Redditch Branch. Saturday 6th September until Monday 8th September 1969

Except as shown below, the existing running line signals controlled by Kings Heath, Hazelwell, Lifford Station Junction, Kings Norton Station Junction, Selly Oak, Bournville, Halesowen Junction, Barnt Green Main Line Junction and Barnt Green Single Line Junction will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley will be extended throughout the area except on the Redditch Branch.

Kings Heath—The trailing connection from the down Camp Hill line to the down sidings on the Kings Norton side of the box will be secured out of use.

Lifford Station Junction—The trailing crossover between the down and up Camp Hill line, opposite the box, will be controlled from Canal Branch ground frame.

Kings Norton Station Junction—The signalbox will become a shunting frame and will control the connections between the down goods line and down through siding, and shunting movements between the running lines. Down Sidings ground frame will be released from the shunting frame.

Selly Oak—The signalbox will become a shunting frame and will control movements between the running line and sidings.

Bournville—The trailing connection from the up line to the up sidings near to the box will be controlled from Bournville ground frame.

Halesowen Junction—The signalbox will be retained to control movements in Longbridge sidings only.

Barnt Green Main Line Junction—The trailing connection from the down Redditch line to the down sidings will be controlled from Barnt Green ground frame.

Church Road Junction box will be abolished and all signals worked therefrom taken away except the down home I signal which will now be controlled by Birmingham New Street box (NS.247). Automatic signal CR101 situated on the down line at the entrance to Canal Tunnel will become a three aspect signal and will be renumbered NS.452.

The crossover controlled from Church Road Junction box will now be controlled from Birmingham New Street box and the multiple aspect signalling controlled from New Street box will be extended to link up with the Saltley area.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except between Barnt Green and Redditch. (For this section of line, see amendments to the Sectional Appendix which will be published in the Weekly Notice of Engineering Work concerned.)

GENERAL

All multiple aspect signals capable of showing a red aspect and all position light ground signals controlled by Saltley and Birmingham New Street will be plated as shown on the diagram. (The numbers shown against semaphore and shunting signals will not be exhibited on the signals and are for reference purposes only.)

Telephones will be provided at all Saltley box running line signals capable of showing a red aspect.

All ground frames shown on the diagram are released from Saltley Box except Duddeston Road and Kings Norton down sidings.

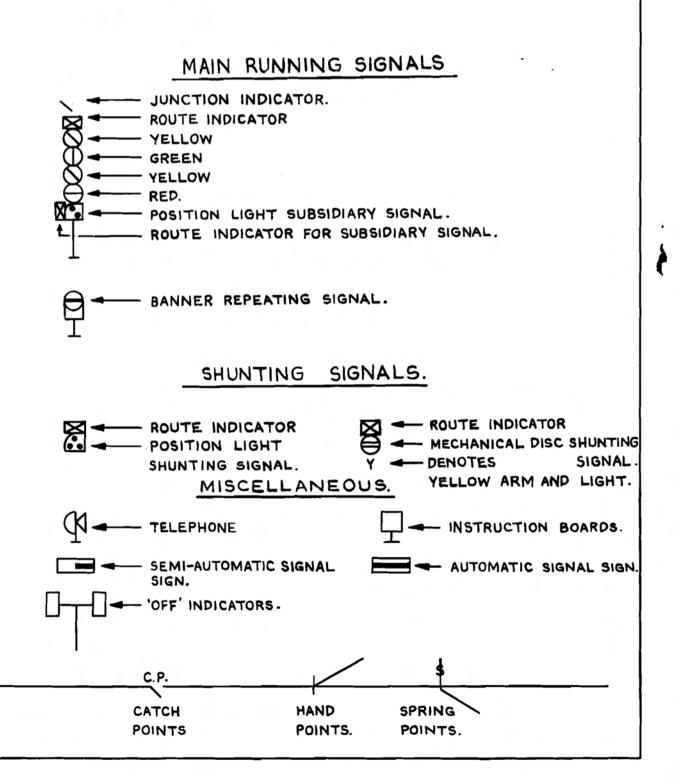
B.R. Standard Automatic Warning System—A.W.S. track equipment will be provided approximately 200 yds. on the approach side of multiple aspect signals on passenger running lines except between Whitacre and Nuneaton.

APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX & SHUNTING FRAME REFERENCES.

SY - SALTLEY DY - DERBY NS - BIRMINGHAM NEW STREET. AJ - NUNEATON ABBEY JUNCTION LN - LEAMINGTON BJ - BEARLEY JCN. RH - REDDITCH HG - HALL GREEN WL- WALSALL NN- NUNEATON TYI - TYSELEY NoI. G - GLOUCESTER. KN-KINGS NORTON SO-SELLY OAK SH-SMALL HEATH No. ES-EXCHANGE SIDINGS. WHI-WASHWOOD HEATH No. WH2-WASHWOOD HEATH No. WH3-WASHWOOD HEATH No. EO-ESSO SIDINGS. KY- KINGSBURY. AY-ARLEY.



		And and a second s	LEY MULTIPLE AS						
LIST	OF RL		SIGNALS WITH All ground shi				INDICATION AND		
SALTLEY (SY)									
SIGNAL Nº	ASPECT	ROUTE/JON INDICATOR		SIGNAL Nº		ROUTE/JON INDICATOR	ROUTE		
5Y.31	MAIN		UP GOODS		MAIN		DN. CAMPHILL		
	MAIN		UP MAIN	5Y87			EXCHANGE SIDINGS		
SYUI	MAIN	Pos. 1			MAIN	Pos.4	UP MAIN		
_	MAIN	Pos. 1	UP MAIN DN. REDDITCH				DN. GOODS LOOP		
5712	MAIN	P05.1	DN. MAIN	EV102	MAIN R+SUB		DN. GOODS LOOP		
	MAIN		UP GOODS	51100	MAIN	- 05 . 1	DN. LEAMINGTON		
5Y23	MAIN	Pos.4	UP MAIN			Pos. 1	BACK PLATFORM LINE		
	MAIN		DN. GOODS	54112	MAIN		DN LEAMINGTON		
5Y 24	R+SUB	G	DN. GOODS		MAIN	в	BACK PLATFORM LINE		
	MAIN		DN. GOODS	5Y114	MAIN	м	DN. LEAMINGTON		
	R+SUB	G	DN. GOODS	C X 11 C	MAIN		UP LEAMINGTON		
5Y26	MAIN	Pos.4	DN. MAIN	SY 115	R+SUB	SDG	SIDING		
	R+SUB	S DG	LONGBRIDGE SIDINGS	SYIIG	MAIN	В	BEARLEY LINE		
5Y 27	MAIN	UG	UP GOODS		MAIN	м	DN. LEAMINGTON		
5,27	MAIN	UM	UP MAIN	54117	MAIN		NORTH CURVE		
	MAIN	DG	UP&DN.GOODS		MAIN	Pos. 4			
SY 28	MAIN		DN. MAIN	SYIIS	MAIN		BACK PLATFORM LINE		
	R+SUB	SDG.							
5Y29	MAIN		UP GOODS	SY129	MAIN		UP LEAMINGTON		
	R+SUB	G	UP GOODS		MAIN		NORTH CURVE RECEPTION SIDING		
SY 33	MAIN R+SUB	G	UP GOODS	51142	R+ <i>S</i> UB MAIN	Pos. I	DN PASSENGER LOOF		
			UP&DN. GOODS		MAIN	-0 3 . I	DN. LEAMINGTON		
5Y34	R+SUB	G	UP & DN. GOODS		MAIN	Page	UP GOODS LOOP		
	MAIN		UP GLOUCESTER	5Y147#21	R+SUB		UP GOODS LOOP		
SY 37	MAIN	Pos.4			MAIN		UP LEAMINGTON		
	MAIN		UP& DN. GOODS		R+SUB	TS	DN. THRO' SIDING		
5Y <i>3</i> 8	R+SUB	G	UP& DN. GOODS	5Y158	R+SUB		CARRIAGE SIDINGS		
5Y 39	MAIN	μ	UP GLOUCESTER	51,56	MAIN	Pos. I	DN. SLOW		
51 59	MAIN	5	UP CAMPHILL		MAIN		DN. FAST		
5741	R+SUB		UP&DN.GOODS		R+SUB		DN. THRO' SIDING		
*-	R+SUB		DN. THRO. SIDING	SY162	R+SUB	CAR	CARRIAGE SIDINGS		
*)	R+SUB	TS	DN. THRO. SIDING		MAIN		DN. SLOW		
_	MAIN		UP& DN. GOODS	5Y 163	MAIN		UP LEAMINGTON		
	R+SUB	Pos. I	UP& DN. GOODS			Pos. 4	DN. NORTH WARWICK		
	MAIN	0	DN. MAIN	avia a	MAIN	i	DN.MOOR ST.		
5Y46	MAIN	Pos. I	UP LIFFORD CURVE DN. GLOUCESTER	SY 166					
	MAIN R+SUB	TC	DN. GLODCESTER		MAIN	Pos.4	DN. BORDESLEY		
	MAIN		UP& DN. GOODS	SYICO	MAIN	5	UP SLOW		
5 Y 6 2	R+SUB		UP& DN. GOODS		R+SUB		UP THRO SIDING		
	MAIN		DN. MAIN		MAIN		UP SLOW		
	MAIN		DN. CAMPHILL	5Y 171	R+SUB		UP THRO SIDING		
SYGG					R+SUB		UP& DN. THRO SIDING		
	MAIN	Pos.4	DN. LIFFORD CURVE	SY 172		5	DN. MOOR ST.		
5Y86	MAIN		UP BORDESLEY		MAIN	F	DN. BORDESLEY		
0100	MAIN		DN. CAMPHILL		MAIN		UP FAST		
				SY173	MAIN	Pos. 4	UP SLOW		
~ 4 di					R+SUB	TS	UP THRO SIDING		
			BY KINGS NORTON						
			BY KINGS NORTON						
RO AL			LLED BY EXCHA	NGE S	IDING	5 5 F.			
	50 66	INTRO	ILED BY RENTIC	EV HE					

			SALTLEY ((SY)			z
BIGNAL	ASPECT	INDICATOR	ROUTE	SIGNAL	ASPECT	ROLITE/JCN	ROUTE
	R+SUB		DN. SIDINGS		R+SUB		UP& DN. CAMPHILL THRO'SDG.
*4	R+SUB	TS	UP & DN THRO'SIDING		MAIN	Pos. 1	DN. GOODS
54174	MAIN		DN. MOOR ST.		R+SUB	Pos.1	DN. GOODS
	MAIN	Pos. 1	DN. GOODS LOOP		R+SUB	BNK	BANK ENGINE SIDING
	R+SUB	Pos 1	DN. GOODS LOOP	54208	MAIN		DN. MAIN
5Y176	MAIN		DN BORDESLEY	*6	R+SUB	REC	INLAND CUSTOMS
*4	R+SLIB	SDG.	ENGINEERS SIDING	*6	R+SUB	DEP	LAWLEY ST DEPT
-	MAIN		LIF GOODS LOOP	*6	R+SUB	ARR	LAWLEY ST. ARRIVAL
SY177	R+SUB	G	UP GOODS LOOP		R+SUB	SDG	SIDING
*4	R+SUB	TS	UP& DN THRO'SIDING	(VIAY)-	R+SUB	TS	UP& DN. LAWLEY ST. THRO' SDG.
	MAIN	P05.1	UP GOODS LOOP	(VIA Z)-	R+SUB	T5	UP& DN LAWLEY ST. THRO' SDG.
54179	R+SUB	Pos. 1	UP GOODS LOOP		MAIN	G	UP GOODS
	MAIN		UP BORDESLEY	SY209			UP GOODS
SYI82	R+SUB	TS	UP&DN THRO'SIDING		MAIN	м	UP MAIN
	MAIN		DN MOOR ST.		R+SUB	TS	UP&DN.CAMPHILL THRO'SDG.
	MAIN	3	PLATFORM 3		MAIN		DN GOODS
	R+SUB	3	PLATFORM 3	54212	R+SUB		DN. GOODS
51184	MAIN	2	PLATFORM 2		R+SUB		BANK ENGINE SIDING
	K+300	2	PLATFORM 2			Pos. 4	DN. MAIN
	MAIN	. 1	PLATFORM 1	*7	R+SUB	REC	RECEPTION LINES
	R+SUB		PLATFORM I	SY213	MAIN		UP GOODS
	MAIN		UP MOOR ST.	[R+SUB		UP GOODS
	R+SUB	TS	UP& DN THRO'SIDING		R+SUB		DN. SIDINGS
	R+SUB	SDG	LIE-BY SIDING	*7	R+SUB		RECEPTION LINES
	MAIN		UP MOOR ST.	SY 215	MAIN	Pos 1	UP GOODS
1	R+SUB	TS	UP&DN. THRO' SIDING		R+SUB		UP GOODS
	R+SUB	SDG	LIE-BY SIDING	·	MAIN		
ex la a	MAIN		UP MOOR ST	SYZIG	MAIN	TC	
51109			UP& DN THRO' SIDING	*/	R+SUB		UP& DN. LAWLEY ST. THRO'SOG.
			LIE-BY SIDING		MAIN		DN. GOODS DN. GOODS
*5	R+SUB		UP&DN.LAWLEYSITHRO'SDG LIP GOODS	SY218	R+SUB		DN. MAIN
57201	MAIN R+SUB		UP GOODS	WA	R+SUB		PLDN LAWLEY ST. THRO'SDG
	MAIN	P05. 1	UP MAIN		R+SUB	· · · · · · · · · · · · · · · · · · ·	UP SIDINGS
+5	R+SUB	TS	PEDNLAWLEY ST. THRUSDG.	5Y221			UP GOODS
	MAIN	Pos 1	UP GOODS		R+SUB		UP GOODS
SY203	R+SUB		UP GOODS		N-SUD		
5,200	MAIN	1-03.1	UP MAIN				
	R+SUB	BNK	BANK ENGINE SIDING	*10	R+SUB	SDG	DN. SIDINGS
	MAIN	the second se	DN. MAIN		R+SUB		DN. THRO' SIDING
SY 204	MAIN		DN. DERBY	5Y224			DN GOODS
	R+SUB	SDG	SIDING		R+SUB		DN. GOODS
*5	R+SUB	TS	UP& DN. LAWLEY ST. THRO'SDG.	*11	R+SUB	5DG	ESSO SIDINGS
5Y205		G	UP GOODS	5Y 225	MAIN		UP GOODS
	R+SUB	G	UP GOODS	5Y 225	R+SUB	G	UP GOODS
	MAIN	М	UP MAIN		MAIN	Pos 4	
	R+SUB	SDG	SIDING	*//	R+SUB	SDG	ESSO SIDINGS
C	R+SUB		UP&DN. LAWLEY ST. THRO'SDG.		MAIN		UP GOODS
(VIA Z) -			UP&DN LAWLEY ST THRO' SOG	P122/	R+SUB	Pos. 1	UP GOODS
	MAIN	G	UP GOODS		MAIN		UP MAIN
5Y207	R+SUB	G	UP GOODS			ARR	DN ARRIVAL RDNº2
	MAIN	M	UP MAIN	*10	R+SUB	ARR	DN ARRIVAL RD NºI
1				SY 228	MAIN		DN. GOODS
					R+SUB	G	DN. GOODS
			LL HEATH NºI S.F.			1	
•							OD HEATH UP SDGS. FRAME
							WOOD HEATH Nº 3 5.F.
		r	WOOD HEATH Nº I S.F. 1				
HO CONTR	OLLED I	by wash	WOOD HEATH Nº2 S.F.	25 ALSO CO	ONTROLL	ed by wa	SHWOOD HEATH Nº 2 S.F.
~							

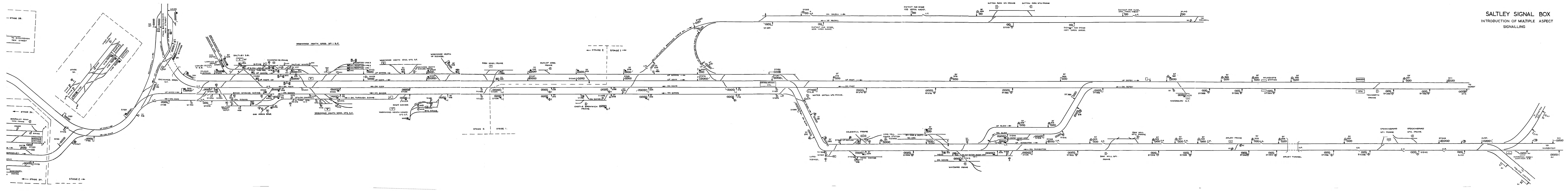
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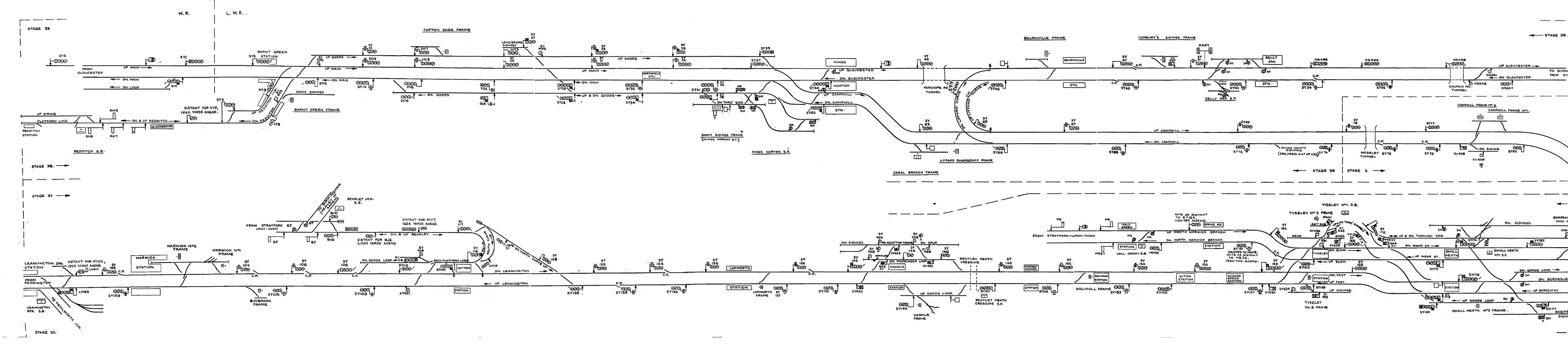
SIGNAL Nº	ASPECT	ROUTE/JCN	ROUTE	SIGNAL	ASPECT	ROLITE/JCN	ROUTE
	R+SUB		ESSO SIDINGS		MAIN	Pos. I	DN. GOODS
	MAIN	G	UP GOODS	57286			DN. GOODS
Y229	R+SUB	G	UP GOODS		MAIN		DN. MAIN
	MAIN	M	UP MAIN		MAIN		UP FAST
	MAIN	Pos. 1	DN. GOODS	SY 287		Pos. 4	UP SLOW
Y234		Pos. 1	DN. GOODS	F	MAIN		DN. GOODS
	MAIN		DN. MAIN	SY288			DN. GOODS
	MAIN		UP GOODS	10,000	MAIN	/ 00. 1	DN. MAIN
Y235	R+SUB	G	UP GOODS				
Y 236	MAIN	-	DN. GOODS	F	R+SUB	EDC	
	R+SUB	G	DN. GOODS	5Y 293	MAIN	50G	UP SIDINGS
				— —		600	UP SLOW
				SY294	R+SUB	SDG	LURGI SIDINGS
Y242	MAIN		DN. GOODS	L	MAIN		DN. SLOW
	R+SUB	G	DN. GOODS		<u> </u>	— —	
	MAIN		UP GOODS	<u> </u>			
Y243	R+SUB	G	UP GOODS	SY297		Pos. 1	UP SLOW
	MAIN '	Pos. 4	UP MAIN		MAIN		UP NUNEATON
	R+SUB	5DG	SIDING	57299	MAIN		UP SLOW
Y248	MAIN		DN. GOODS	51233	MAIN	в	UP NUNEATON
	R+SUB	G	DN. GOODS		R+SUB	NCK	NECK
-	MAIN	Pos. 1	CASTLE BROMWICH CURVE		MAIN		DN. SLOW
Y249	MAIN		UP GOODS	5Y 302	R+SUB	ARR	ARRIVAL
	R+SUB	G	UP GOODS		R+SUB		ARRIVAL & DEPARTUR
					MAIN	<u> </u>	DN. SLOW
	MAIN	Pos. 1	DN. GOODS	5Y304		ARR	ARRIVAL
Y 252	MAIN	P05.1	DN. MAIN	51004			ARRIVAL & DEPARTURI
_	MAIN	Dec	DN. GOODS		MAIN		DN. SLOW
V 264				54306		ARR	
1234	R+SUB	Pos. I	DN. GOODS	51506	R+SUB		ARRIVAL
	MAIN		DN. MAIN			A.D.	ARRIVAL&DEPARTURE
Y 256	MAIN		DN GOODS		MAIN	400	
	R+SUB	G	DN. GOODS	5Y308	R+SUB		ARRIVAL
		· · ·	•		R+SUB	A. D.	ARRIVAL & DEPARTURE
SY265	MAIN		WATER ORTON CURVE		MAIN		DN. DERBY GOODS LOC
	MAIN	Pos.4	CASTLE BROMWICH CURVE	54312	R+SUB	Pos. 1	DN. DERBY GOODS LOU
				· · · ·	MAIN		DN. SLOW
							· · · · · · · · · · · · · · · · · · ·
Y271	MAIN		UP GOODS				
1 ~ /1	R+SUB	G	UP GOODS				
	MAIN	Pos. 1	UP GOODS		MAIN	Pos. 1	DN. NUNEATON GOODS LOC
V 077	R+SUB	Pos. 1	UP 600D5	01710	R+SUB	Pos. 1	DN. NUNEATON GOODS LO
SY 273	MAIN		UP MAIN	SY318	MAIN	<u> </u>	DN. NUNEATON
						1	
	MAIN	Pos. I	UP GOODS		MAIN	Pos.	DN. SLOW
	D+CI ID		UP GOODS	5Y386	MAIN		DN. FAST
Y275	MAIN		UP MAIN		MAIN	 	UP LINE
				SY387	R+SUB	SDG	KINGSBURY BCH. SDG
			DN. MAIN	*22	R 7300	1000	
Y 276	MAIN	D. A	WATER ORTON CURVE				
		Pos. 4					
Y278	MAIN		DN. GOODS				·
	R+SUB		DN. GOODS			•	
57285	MAIN	ц	UP FAST				
	MAIN	5	UP SLOW				
			BY KINGSBURY S.F				

			SALTLEY (S	Y)			4
S GNAL	ASPECT	KOUTE/JCN	ROUTE	SIGNAL	ASPECT	DUTE/JCN	ROUTE
CV(100	SHUNT		DN REDDITCH	1	SHUNT		UP LEAMINGTON
5Y402	SHUNT		DN. MAIN	SY442			DN. NORTH WARWICK
	SHUNT		UP GOODS		SHUNT		NECK
5Y403			UP MAIN	57443 * 1G			DN. THRO' SIDING
	SHUNT		DN. SIDINGS	51444 + 16		DTS.	DN. THRO' SIDING
5Y406			SIDINGS	SY445	•		UP& DN. THRO' SIDING
EVA07	SHUNT	XUM	LOS UP GLOUCESTER		SHUNT		UP MOOR ST
51407 ¥I3	SHUNT		CADBURYS SIDINGS	SY446	SHUNT		UP&DN. THRO'SIDING
	SHUNT		UP SIDINGS		SHUNT		SIDINGS
5Y408			UP CAMPHILL		SHUNT		PLATFORM 3
	SHUNT	SDG	DN. SIDING	SY447	SHUNT		PLATFORM 2
5Y409			DN. CAMPHILL		SHUNT		PLATFORM I
	SHUNT		UP. MAIN		SHUNT		SIDINGS
	SHUNT		UP MAIN		SHUNT		PLATFORM 3
1584171	SHUNT	D.M.	DN. MAIN	SY448	SHUNT		PLATFORM 2
5Y418			UP MAIN		SHUNT		PLATFORM 1
	SHUNT		BACK PLATFORM LINE		SHUNT		UP&DN. THRO' SIDING
SYAID	SHUNT		DN. LEAMINGTON	SY449	SHUNT		LIE BY SIDING
	SHUNT		BACK PLATFORM LINE	SY451	SHUNT		BANK ENGINE SIDING
5Y42I	SHUNT		DN LEAMINGTON	5Y452			DN. MAIN
 	SHUNT		RECEPTION SIDING		SHUNT		UP&DN. LAWLEY ST. THRO'SDG.
			DN. PASSENGER LOOP	*3	SHUNT		UP GOODS
5Y422	SHUNT		DN. LEAMINGTON		SHUNT		UP MAIN
	SHUNT	XUG	UP GOODS LOS	SY453	SHUNT	DM.	DN. MAIN
	SHUNT	~0G	UP LEAMINGTON		SHUNT		BANK ENGINE SIDING
SY423		NCK	NECK		SHUNT		UP&DN. C'HILL THRO' SDG.
	SHUNT		DN. SIDINGS	*6	SHUNT	REC	INLAND CUSTOMS
	SHUNT		RECEPTION SIDING	SY454*6			LAWLEY ST. DEPT.LINE
51424	SHUNT		UP LEAMINGTON		SHUNT		LAWLEY ST. ARR & DEP LINE
SY425	SHUNT	NCK	NECK	EVALE	SHUNT		BANK ENGINE SIDING
	SHUNT		RECEPTION SIDING		SHUNT		UP&DN. C'HILL THRO' SDG.
5Y42G	SHUNT		DN. PASSENGER LOOP	<u> </u>	SHUNT		ALONG BANK ENGINESDG.
	SHUNT		DN. SPUR	5Y456	SHUNT		DN. MAIN (204 SIGNAL)
ISYAVA	SHUNT		DN PASSENGER LOOP	5Y457	SHUNT		UP& DN. C'HILL THRO'SDG
	SHUNT		RECEPTION SIDING	01407	SHUNT		SALTLEY DIESEL DEPOT
	SHUNT		DN PASSENGER LOOP		SUL INIT		DN GOODS
SY431	SHUNT		RECEPTION SIDING	SY458	SHUNT		BANK ENGINE SIDING
-	SHUNT		DN. THRO' SIDING		SHUNT		DN. MAIN
57432	SHUNT		CARRIAGE SIDINGS		SHUNT		DN. MAIN
51432	SHUNT		DN. SLOW		SHUNT		INLAND CUSTOMS (VIAZ)
	SHUNT		UP SIDINGS	57462			INLAND CUSTOMS (VIAY)
SY434	SHUNT		UP SIDINGS	* 6			LAWLEY ST DEPT LINE (VIA 'Z')
	SHUNT	NCK	NECK		SHUNT		LAWLEY ST. DEPT LINE (VIA'Y')
5 Y435	SHUNT		UP LEAMINGTON		SHUNT	and the second sec	LAWLEY ST. ARR & DEPT. LINE
t	CUINT		DN. THRO' SIDING		SHUNT		DN. MAIN
5Y436	SHUNT		CARRIAGE SIDINGS	SY464			INLAND CUSTOMS
	SHUNT		UP LEAMINGTON	*6	SHUNT		LAWLEY ST. DEPT. LINE
SY437	SHUNT		DN. NORTH WARWICK	1 1	SHUNT		LAWLEY ST. ARR & DEPT LINE
	SHUNT		UP LEAMINGTON	i i i i i i i i i i i i i i i i i i i	SHUNT		DN. MAIN
1	SHUNT		DN. NORTH WARWICK	SY466	SHUNT	REC	INLAND CUSTOMS
	SHUNT		NECK		SHUNT		LAWLEY ST. DEPT. LINE
·	SHUNT		UP LEAMINGTON	1 1	SHUNT	<u> </u>	LAWLEY ST ARR & DEPT LINE
5441	SHUNT		DN. NORTH WARWICK	—	SHUNT		DN. MAIN
SY441	SHUNT	NCK	NECK	SY467			NECK
1	SHUNT		S&T SIDING	1	SHUNT		UP& DN. C'HILL THRO'SDG.
· · · · · · · · · · · · · · · · · · ·			WASHWOOD HEATH NºISE	BIA CONT			
1			LAWLEY ST 'A' S.B.				
				_			BY TYSELEY NºISB.
	WILFE		ADBURYS G.F.	LU ALOU	CONTR	LLEU DI	BENTLEY HEATH S.F

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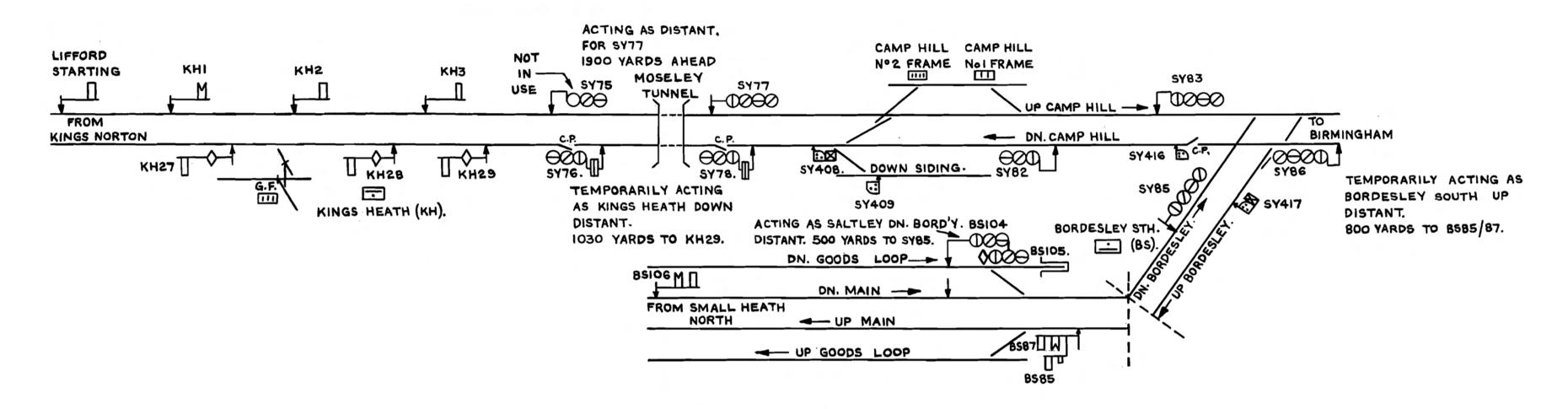
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Y471 SHUNT UP 20NC'HILL THR0'SDG SHUNT ARRIVAL & DEPARTL Y472 SHUNT UP 10NC'HILL THR0'SDG SY5/G SHUNT UP NUNEATON Y474 SHUNT UP 20NC'HILL THR0'SDG SHUNT UP NUNEATON SHUNT DN. GOODS SHUNT SHUNT DN. GOODS Y476 SHUNT DN. GOODS SHUNT SHUNT SHUNT Y442 SHUNT DN. GOODS SHUNT	Y471 SHUNT SHUNT SHUNT ARRIVAL & DEPAF Y472 SHUNT SHUNT SHUNT UP NUNEATON Y474 SHUNT UP & DN C'HILL THR0'SDG SHUNT SHUNT Y474 SHUNT DN. GOODS SHUNT SHUNT Y475 SHUNT DN. GOODS SHUNT SHUNT Y476 SHUNT SHUNT SHUNT SHUNT Y476 SHUNT DN. GOODS SHUNT Y484 SHUNT DN. GOODS SHUNT Y485 SHUNT DN. GOODS SHUNT Y486 SHUNT DN. GOODS SHUNT Y486 SHUNT DN. MAIN SHUNT SHUNT DN. MAIN SHUNT SHUNT SHUNT DN. GOODS	No		INDICATO		Nº.		NACAOK	
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SALTLEY SIGNAL BOX. INTRODUCTION OF MULTIPLE ASPECT SIGNALLING

LINK UP AT STAGE 2



LINK UP AT STAGE I

