

<u>1</u> DOWN MAIN DISTANT	<u>2</u> HOME AND PLATFORM STARTING	<u>3</u> DOWN BAY LINE TO MAIN STARTING	<u>4</u> DOWN MAIN ADVANCED STARTING
<u>5</u>	<u>6</u> DOWN MAIN TO DOWN BRANCH HOME AND PLATFORM STARTING	<u>7</u>	<u>8</u>
<u>9</u>	<u>10</u> UP BRANCH TO DOWN BAY OR SIDINGS HOME	<u>11</u> DOWN BRANCH ADVANCED STARTING	<u>12</u> DOWN BAY FROM SIDINGS DOWN BAY LINE
<u>13</u> UP MAIN FACING TO UP BAY LINE	<u>14</u> POINTS No.13 UNLOCKED LOCKED	<u>15</u> No.1 DOWN SIDING SAFETY OPEN SHUT	<u>16</u> No.1 DOWN SIDING Nos 2 OR 3 DOWN SIDINGS
<u>17</u> POINTS No.21 UNLOCKED LOCKED	<u>18</u> DISC FOR No. 24 POINTS	<u>19</u> COMPOUND POINTS	<u>20</u> UP BAY LINE SIDING
<u>21</u> DOWN BAY FACING TO DOWN MAIN	<u>22</u> POINTS No.23 UNLOCKED LOCKED	<u>23</u> DOWN MAIN FACING TO DOWN BRANCH	<u>24</u> UP SIDINGS SAFETY OPEN SHUT

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<u>25</u> UP MAIN UP SIDINGS	<u>26</u> DOWN BRANCH FROM DOWN BAY FROM DOWN MAIN	<u>27</u> DOWN BRANCH SIDING SAFETY OPEN SHUT	<u>28</u> DOWN BRANCH FROM SIDING DOWN BRANCH
<u>29</u> UP BRANCH FACING TO SIDING TO UP MAIN	<u>30</u> POINTS No. 29 UNLOCKED LOCKED	<u>31</u> MAIN CROSSOVER	<u>32</u> DOWN SIDING UP MAIN
<u>33</u>	<u>34</u> GROUND FRAME BOLTED UNBOLTED	<u>35</u> UP BRANCH TO UP BAY LINE OUTER HOME	<u>36</u> UP BRANCH TO UP BAY LINE INNER HOME
<u>37</u> UP MAIN TO UP BAY LINE INNER HOME	<u>38</u> UP MAIN INNER HOME	<u>39</u> UP BRANCH TO UP MAIN INNER HOME	<u>40</u> UP BRANCH TO UP MAIN OUTER HOME
<u>41</u> UP MAIN TO UP BAY LINE OUTER HOME	<u>42</u> UP MAIN OUTER HOME	<u>43</u> UP MAIN DISTANT	

Nos THAT ARE MACHINE ENGRAVED, i.e. ALTERED:
10. 13. 18. 19. 20. 21. 29 (BOTTOM). 35. 36. 37. 38. 39.

<u>1</u> 4 2	<u>2</u> 22	<u>3</u> 22 21 17	<u>4</u>	<u>5</u> 1314 31 <u>32</u> <u>OR</u> 1314 31 <u>OR</u> 24	<u>6</u> 28 23 26 22
<u>7</u> 28 17 12	<u>8</u> 14 23 29	<u>9</u> <u>27</u> <u>OR</u> 28	<u>10</u> 12 28 <u>30</u> <u>OR</u> 15 28 <u>30</u> <u>OR</u> 16 28 <u>30</u> <u>OR</u> 27 30	<u>11</u>	<u>12</u>
<u>13</u>	<u>14</u> NIL OR 13	<u>15</u> 28 <u>OR</u> 28 23 26 22 21 19	<u>16</u> 28 <u>OR</u> 28 23 26 22 21 19	<u>17</u> NIL <u>OR</u> 22 21	<u>18</u> 24
<u>19</u> 28 23 26 22 21 <u>OR</u> 22 21	<u>20</u>	<u>21</u>	<u>22</u> NIL <u>OR</u> 23	<u>23</u>	<u>24</u>

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<u>25</u>	<u>26</u> 28 23	<u>27</u>	<u>28</u>	<u>29</u> 23	<u>30</u> NIL <u>OR</u> 29
<u>31</u>	<u>32</u> 31	<u>33</u> 13 14 31 <u>32</u> <u>OR</u> 14 31 32	<u>34</u>	<u>35</u> 13 14 23 29 30	<u>36</u> 13 14 23 29
<u>37</u> 13 14	<u>38</u> 14	<u>39</u> 14 23 29	<u>40</u> 14 23 29 30	<u>41</u> 13 14	<u>42</u> 14
<u>43</u> 38 42					

NOTE: LABEL BOARD HELD FOR Nos: 10 to 24
26 to 32
34 to 39

REMAINDER DERIVED FROM D.I's NOTEBOOK & MEMORY.
LEVER LEADS DERIVED FROM MEMORY.

1
DOWN
MAIN
DISTANT
2
4

2
DOWN
MAIN
HOME
22

3

4
DOWN
MAIN
STARTING

5 *
UP
BAY
LINE
STARTING
TO
DOWN
SIDINGS
OR
DOWN
MAIN
OR UP
SIDINGS
24

6
DOWN
MAIN
HOME
TO
BRANCH
26
22

7
DOWN
BAY
LINE
STARTING
TO
BRANCH
28
17
12

9
DOWN
BRANCH
AND
BRANCH
SIDING
STARTINGS
(SELECTED)
28
OR
27

10
DISC UP
BRANCH
HOME TO
DOWN BAY
LINE OR
DOWN
SIDINGS
OR BRANCH
SIDING
30 | 28 | 16
28 | 15 | OR
12 | OR | 30
OR | 30 | 27
30 | 28 |

11
DOWN
BRANCH
ADVANCED
STARTING

12
DOWN
BAY
LINE
AND
SIDINGS
DOWN
BAY
LINE

15
No. 1
DOWN
SIDING
SAFETY
28
OR
22
19

16
No. 1
DOWN
SIDING
No. 2
DOWN
SIDING
28
OR
22
19

17
F.P.L.
FOR 21B
NIL
OR
22
21

* ORIGINAL READ THUS - INCORRECT
ALL IVORINES (1966)

WHITLAND WEST	1967
LEVER LEADS	52052/7/1

18

19

COMPOUND
POINTS
IN
DOWN
BAY
LINE
21

20

21

DOWN
BAY
LINE
FACING
DOWN
MAIN
NIL
OR
23
26

22

F.P.L.
FOR 23

23

24

25

UP
MAIN
UP
SIDINGS

26

27

28

DOWN
BRANCH
FROM
SIDING
DOWN
BRANCH

29

UP
BRANCH
FACING
UP
MAIN
23

30

F.P.L.
FOR 29B

31

MAIN
+ OVER

32

33

DISC
FOR 32B
32

38

UP
MAIN
INNER
HOME

39

40

42

UP
MAIN
HOME

43

UP
MAIN
DISTANT
42
38