

GREAT WESTERN RAILWAY.

(FOR THE USE OF THE COMPANY'S SERVANTS ONLY).

Notice No. 717.

BIRMINGHAM DIVISION.

SUNDAY, DECEMBER 19th, 1909.

HANDSWORTH JUNCTION AND SOHO WIDENING.

OPENING OF UP AND DOWN RELIEF LINES
BETWEEN HANDSWORTH JUNCTION AND
TEMPORARY JUNCTION AT NORTH END OF
SOHO STATION, UP RELIEF LINE PLATFORM AT
HANDSWORTH STATION, AND UP GOODS LOOP
BETWEEN HANDSWORTH NEW SOUTH BOX
AND THE NEW BOX AT QUEEN'S HEAD.

On Sunday, December 19th, the Up and Down Relief Lines between Handsworth Junction and the Temporary Junction at the North end of Soho Station will be brought into use, and on and from that date the description of the four running Lines between these points, commencing from the Line nearest Handsworth Junction Box, will be—

Up Main
Down Main
Up Relief
Down Relief

Before Trains are permitted to run over the Relief Lines, the Engineering Department's Inspector must hand to Chief-Inspector Chandler a written Certificate that the new Lines are fit for Traffic.

Until further notice, the Down Relief Line Platform at Handsworth will not be available for Passenger Trains, and all Down Passenger Trains stopping at that Station must run over the Down Main Line.

WORKING OF GOODS TRAINS.

DOWN TRAINS—There is no direct connection at Handsworth South Box between the Down Main Line and Goods Yard, and for the present all Down Goods Trains having to stop at Handsworth must work over the Down Relief Line. Enginemen of such Trains must give one crow and three short whistles when passing Hockley North Box or leaving Hockley Yard. The Hockley North Signalman must advise Soho on the Telephone.

These Trains must be shunted clear of the Running Lines at Handsworth to do their work, and when possible, leave Handsworth at the North end of Yard.

UP TRAINS—As far as possible, Trains for Handsworth Goods Yard should work over the Up Relief Line. Should such a Train run over the Main Line from Handsworth Junction, it must, unless the Traffic can be put off at once at a Shunt, be turned direct into the Up Siding alongside the Up Goods Loop, the latter being kept for refuging purposes as far as possible.

The second Siding from the Goods Loop must always be kept clear to enable Engines to work Traffic between Handsworth Goods Yard and the new Queen's Head Yard.

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On the same date the Signal Engineer will be engaged in bringing into use the following New Signal Boxes—

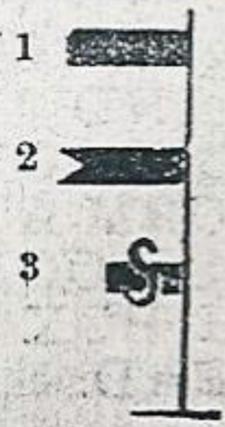
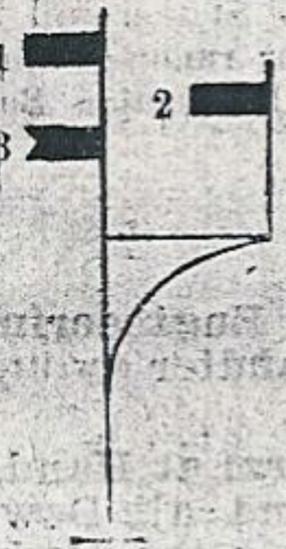
New Signal Box erected on Up side of Main Lines at Wolverhampton end of Handsworth Station, to be known as "Handsworth and Smethwick North."

New Signal Box erected on Up side of Main Lines at Birmingham end of Handsworth Station, to be known as "Handsworth and Smethwick South."

New Signal Box erected on Down side of Relief Lines between Handsworth and Soho Stations, to be known as "Queen's Head,"

Temporary Signal Box erected on Up side of Main Line about 50 yards North of Soho Station, to be known as "Soho Temporary."

The following Signals will also be brought into use at the same time—

Form.	Name.	Position.	Distance from Box.
	1—Down Main Starting 3—Down Main Shunt 2—Down Distant for Soho Temporary (1, 2, and 3 already in use.)	Down side of Main Line	352 yards
	1—Down Main to Relief Outer Home 2—Down Main Outer Home 3—Down Main to Relief Distant for Queen's Head	Up side of Main Line	287 yards 893 yards
	Down Refuge Siding to Down Main Starting for Soho Temporary (already in use)	Down side of Siding	287 yards
	1—Down Main to Relief Inner Home 2—Down Main Inner Home 3—Down Main to Relief Repeating Distant 4—Down Main Repeating Distant	Down side of Main Line	40 yards 646 yards