

BRITISH RAILWAYS

London Midland Region

(WESTERN LINES)

SPECIAL NOTICE 699G

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

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT
SIGNALLING FROM GRANGE JUNCTION TO MEAFORD CROSS-
ING AND NORTON BRIDGE, AND FROM STOKE-ON-TRENT TO
MILTON JUNCTION AND FOLEY CROSSING**

**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE," using code "ARNO 699G"**

The diagram with schedule of route indications which is attached to this Notice shows Stage 2 of the resignalling of the line between Grange Junction to Norton Bridge and Colwich consequent on the bringing into use of Stoke-on-Trent Power Signal Box which will join up with the existing multiple aspect signalling at Grange Junction, Meaford Crossing and Norton Bridge.

The work will commence at 09.00 Saturday, 16th July, 1966, and will be completed by 04.00 Monday, 18th July, 1966. During this period points and signals worked from the signal boxes within the area concerned will be disconnected and drivers hand-signalled as necessary. Further details of the working during this period will be found in Sections "B" and "C" of the appropriate Weekly Notice.

The existing running signals controlled by Etruria Junction, Cliff Vale, Newcastle Junction, Stoke North, Stoke Yard South, Glebe Street, Stoke Junction, Pratt's Sidings, Glebe Colliery Sidings, Sideway, Trentham Junction, Barlaston & Tittensor Barlaston Power Sidings and Stone Junction will be taken away and replaced by multiple aspect signalling controlled from Stoke-on-Trent signal box. Certain signalling alterations will also be made at Grange Junction, Milton Junction, Foley Crossing, Meaford Crossing and Norton Bridge signal boxes.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The distances between Distant and Home signals leading to and from the resigalled area are shown on the attached diagram. All Shunting and Ground Frames on the diagram are electrically released from Stoke-on-Trent Signal Box except where shown otherwise.

On completion of the work the signalling and permanent way will be as shown on the diagram attached to this Notice and the following notes are intended to supplement the information given thereon:—

GRANGE JUNCTION

The existing three-aspect signal GE.60 will be converted to a four-aspect signal and the existing semaphore Down Main Distant Signals will be recovered.

ETRURIA JUNCTION

The Hanley Branch will be converted into a single line, Waterloo Road Signal Box will be abolished and the points worked from it will become handpoints. Drivers must stop on entering the Branch Line at the Notice Board near signal SE.7 and telephone the Signaller at Stoke-on-Trent for permission to remove the token from the adjacent token release instrument. Drivers when leaving the Branch must replace the token in the release instrument and telephone the Signaller at Stoke-on-Trent. The control of Etruria Junction Up Side Frame will be transferred from Etruria Junction Signal Box to Stoke-on-Trent Signal Box.

STOKE YARD NORTH SHUNTING FRAME

This frame will be renamed "Stoke Yard," and the existing semaphore signals will be replaced by position-light signals.

STOKE-ON-TRENT STATION

The running lines in this area have been renamed as follows:—

<i>Old Name</i>	<i>New Name</i>
Up Platform Line	Up Platform Loop
Up Centre	Up Main
Up Arrival	Up Goods
Down Departure	Down Goods

STOKE YARD SOUTH

This frame will be taken away.

PRATT'S SIDINGS

This signal box will be converted into a shunting frame and will control the Down Sidings and the connections in the Up and Down Lines. The line leading to R. Hyde & Sons Private Sidings on the Up side of the line will continue to be worked under the "One Engine in Steam" Regulations. A banner repeating signal will be provided 202 yards in rear of Signal SE.201.

FOLEY CROSSING

A new Up Home Signal will be provided near the $1\frac{1}{2}$ m.p. and the existing Up Home Signal will be taken away. Signal SE.115 will also act as the Up Distant Signal and the existing semaphore Up Distant Signal will be taken away. The existing semaphore Down Starting Signal will be replaced by a four-aspect signal FY.33 approximately 220 yards nearer Stoke-on-Trent.

TRENTHAM JUNCTION

The control of Wedgwood Siding Ground Frame will be transferred to Barlaston & Tittensor Shunting Frame.

BARLASTON & TITTENSOR

This signal box will be converted into a Shunting Frame to control the level crossing gates and Wedgwood Siding Ground Frame.

STONE JUNCTION

The connection from Down Main to Sidings and from Down Main to Up Sidings will be controlled from a new Ground Frame named "Stone." A banner repeating signal will be provided 195 yards in rear of Signal SE.155.

NORTON BRIDGE JUNCTION

The existing three-aspect signal NB.1 will become a four-aspect signal.

MEAFORD CROSSING

The existing three-aspect signal MD.22 will be converted into a four-aspect signal and signals MD.8, MD.21 and MD.22 will also be controlled from Stoke-on-Trent Signal Box.

CATCH POINTS

Catch points are positioned as follows in the running lines:—

<i>Line</i>	<i>Signal No.</i>	<i>Yards in rear of signal</i>
Up Derby	SE.115	263
Up Derby	FY.5	555 and 1,895
Down Branch (Norton Bridge)	SE.222	985

GENERAL

All colour light signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The numbers shown against semaphore and disc signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided at all the new colour light signals except SE.83.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new colour light signals on passenger running lines only, except that the inductor for signal SE.95 will be placed 95 yards in rear.

The following signals, however, will not be fitted:—SE.83, SE.201, SE.121, SER.202 and SE.115.

RULES AND REGULATIONS

The method of working (*i.e.*, Track Circuit Block, Absolute Block, etc.) on the various resigalled lines will be as shown in Amendments to the Crewe and North thereof Sectional Appendix which will be published in the appropriate Notices in the usual manner.

Crewe,
July, 1966.

J. POLLARD,
Acting Line Manager.

1 THE INTRODUCTION OF MULTIPLE ASPECT
 1
 SIGNALLING BETWEEN GRANGE JUNCTION, MEAFORD
 CROSSING & NORTON BRIDGE AND BETWEEN STOKE
 ON TRENT, MILTON JUNCTION & FOLEY CROSSING.

A SCHEDULE OF THE MAIN RUNNING SIGNALS
 READING TO ALTERNATIVE ROUTES OR CARRYING
 SUBSIDIARY ASPECTS, AND OF ALL GROUND
 SHUNT SIGNALS.

STOKE-ON-TRENT (S.E.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 2	MAIN			UP GOODS
		SUB	G		UP GOODS
		MAIN		POS ^N 4	UP MAIN
	SE 4	SHUNT			UP MAIN
	SE 5	SHUNT			UP MAIN
	SE 6	SHUNT SHUNT			UP GOODS UP MAIN
	SE 7	MAIN	G		UP GOODS
		SUB	G		UP GOODS
		MAIN	M		UP MAIN
	SE 8	SHUNT	SDG.		SIDINGS
		SHUNT			BRANCH
	SE 9	SHUNT			DOWN GOODS *1
		SHUNT			DOWN MAIN *1
		SHUNT	SDG.		SIDINGS
		SHUNT			BRANCH

*1 ALSO CONTROLLED BY GRANGE JUNCTION S.B.(G.E.) [SLOT]

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 13	MAIN		POS ^N 1	DOWN GOODS * ¹
		SUB		POS ^N 1	DOWN GOODS * ¹
		MAIN			DOWN MAIN * ¹
	SE 14	SUB	REC.		RECEPTION SDG. * ¹
		MAIN			DOWN GOODS * ¹
		SUB	G		DOWN GOODS * ¹
		MAIN		POS ^N 4	DOWN MAIN * ¹
	SE 15	SUB	SDG.		SIDINGS
		MAIN			UP GOODS
		SUB	G		UP GOODS
		MAIN		POS ^N 4	UP MAIN
	SE 16	MAIN			UP MAIN
		SUB.			UP MAIN
	SE 17	SHUNT			SIDINGS
		SHUNT			UP GOODS
		SHUNT			UP MAIN
	SE 18	SHUNT			SIDINGS
		SHUNT			UP GOODS
		SHUNT			UP MAIN
	SE 19	SHUNT	UG		ALONG UP GOODS
		SHUNT			BULLS SIDINGS
		SHUNT			GASWORKS SDGS.

*¹ ALSO CONTROLLED BY GRANGE JCN. S.B. (S.E.) [SLOT]

3

STOKE-ON-TRENT (S.E.)

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 24	SHUNT			COCKSHUTE SIDINGS
		SHUNT			UP GOODS
		SHUNT			CARRIAGE SIDINGS
	SE 26	SHUNT			UP GOODS
	SE 28	SHUNT			UP GOODS
	SE 29	SHUNT			DOWN GOODS
SE 31	SHUNT			DOWN GOODS	
	SHUNT			ALONG UP GOODS	
	SE 32	MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
	SE 33	SHUNT			DOWN GOODS
	SE 34	SHUNT			UP GOODS
	SE 37	SHUNT			DN&UP THRO' SDG.
SHUNT				UP GOODS	
		SHUNT			UP MAIN
	SE 38	SHUNT			DN&UP THRO' SDG.
		SHUNT			UP GOODS
		SHUNT			UP MAIN
		SHUNT	DG		ALONG DN. GOODS.
	NOT IN USE	SHUNT			FREIGHT TERMINAL
	SE 39	SUB	SDG.		DN.&UP THROUGH SDG.
		MAIN			UP GOODS
		SUB	G		UP GOODS

STOKE-ON-TRENT. (SE)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	SE 44	SUB	SDG.		DN.&UP THROUGH SDG.	
		MAIN		POS ² 1	UP GOODS.	
		SUB		POS ² 1	UP GOODS.	
		MAIN			UP MAIN.	
		SUB			UP MAIN.	
	SE 45	SHUNT			CARRIAGE SIDINGS	
		SHUNT			DOWN GOODS.	
		SHUNT			DOWN MAIN.	
	SE 46	SHUNT			DN.&UP THRO. SDG. * ²	
SHUNT				UP GOODS * ²		
	SE 47	SUB	SDG.		CARRIAGE SIDINGS	
		MAIN		POS ² 1	DOWN GOODS	
		SUB		POS ² 1	DOWN GOODS	
		MAIN			DOWN MAIN	
	SE 48	MAIN			DOWN GOODS	
		SUB	G		DOWN GOODS	
		MAIN		POS ² 4	DOWN MAIN	
<p>NOT IN USE</p>	SE 49	SHUNT			DOWN GOODS	
		SHUNT			DOWN MAIN	
	SE 51	SHUNT				UP MAIN
		SHUNT				COCKSHUTE YD. * ²
	SE 52	SHUNT				UP MAIN
		SHUNT				COCKSHUTE YD. * ²

*² ALSO CONTROLLED BY COCKSHUTE SIDINGS S.F.(SLOT).

5

STOKE-ON-TRENT (S.E.)

5

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	SE 53	SHUNT			UP PLATFORM LOOP	
		SHUNT			UP MAIN	
		SHUNT			ALONG DN. MAIN	
		SHUNT	XDG.		DOWN GOODS L.O.S.	
		SHUNT			STOKE YARD* ³	
	SE 54	SHUNT	XDG.		DOWN GOODS L.O.S.	
		SHUNT			STOKE YARD* ³	
	SE 57	SHUNT	NCK.		NECK	
		SHUNT			UP PLATFORM LOOP	
		SHUNT			UP MAIN	
		SHUNT	D		DOWN MAIN	
		SHUNT	B		BAY	
		SHUNT			UP GOODS	
		SE 59	SUB	NCK		NECK
			MAIN	P		UP PLATFORM LOOP
SUB			P		UP PLATFORM LOOP	
MAIN					UP MAIN	
SUB			M		UP MAIN	
MAIN			D		DOWN MAIN	
SUB			D		DOWN MAIN	
MAIN			B		BAY	
SUB			B		BAY	
MAIN			G		UP GOODS	
SUB			G		UP GOODS	

*³ ALSO CONTROLLED BY STOKE YARD S.F.(SY.) [SLOT]

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	SE 64	MAIN	P		UP PLATFORM LOOP	
		SUB	P		UP PLATFORM LOOP	
		MAIN			UP MAIN	
		SUB	M		UP MAIN	
		MAIN	D		DOWN MAIN	
		SUB	D		DOWN MAIN	
		MAIN	B		BAY	
		SUB	B		BAY	
		MAIN	G		UP GOODS	
		SUB	G		UP GOODS	
	SE 69	SHUNT			ALONG UP GOODS	
		SHUNT			L.N.W. YARD	
	SE 74	SHUNT			DOWN MAIN	
		SHUNT			NECK	
	SE 76	SHUNT			DOCK	
		SHUNT			UP PLATFORM LOOP	
	SE 77	SHUNT			ALONG DOWN MAIN	
		SHUNT			BAY	
	SE 78	SHUNT			ALONG UP MAIN	
	SE 79	SHUNT			STOKE YARD* ³	
		SHUNT			L.N.W. YARD	
		SE 81	SUB	SDG		STOKE YARD* ³
			MAIN			DOWN GOODS
SUB			G		DOWN GOODS	
MAIN				POS* ⁴	DOWN MAIN	
	SE 82					
		SHUNT			SIDING	

*³ ALSO CONTROLLED BY STOKE YARD SF. (SY) [SLOT].

STOKE - ON - TRENT (S.E.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 83	MAIN			DOWN MAIN
		SUB			DOWN MAIN
		SUB	YRD.		L.N.W. YARD
		SUB	SDG.		DOCK SIDING
	SE 84	MAIN			DOWN MAIN
		SUB			DOWN MAIN
		SUB	YRD.		L.N.W. YARD
	SE 85	MAIN			DOWN MAIN
		SUB			DOWN MAIN
		SUB	YRD.		L.N.W. YARD
	SE 86	SHUNT			VIADUCT SIDING N°2
		SHUNT			VIADUCT SIDING N°1
		SHUNT			UP MAIN
		SHUNT			UP GOODS
	SE 87	SUB	2		VIADUCT SIDING N°2
		SUB	1		VIADUCT SIDING N°1
		MAIN		POS ^N 1	UP MAIN
		SUB			UP MAIN
		MAIN			UP GOODS
		SUB	G		UP GOODS
	SE 88	SHUNT			SIDINGS
		SHUNT			DOWN GOODS
		SHUNT	UG		ALONG UP GOODS
	SE 93	SUB	2		VIADUCT SIDING N°2
		SUB	1		VIADUCT SIDING N°1
		MAIN			UP MAIN
		SUB			UP MAIN

STOKE-ON-TRENT (S.E.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 94	SUB	2		VIADUCT SIDING N°2
		SUB	1		VIADUCT SIDING N°1
		MAIN			UP MAIN
		SUB			UP MAIN
	SE 95	SUB	2		VIADUCT SIDING N°2
		SUB	1		VIADUCT SIDING N°1
		MAIN			UP MAIN
		SUB			UP MAIN
	SE 96	SUB	SDG.		SIDINGS
		MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
	SE 97	SHUNT			ALONG UP MAIN
		SHUNT			UP PLATFORM LOOP.
	SE 99	SHUNT			UP GOODS
		SHUNT			DOWN MAIN
		SHUNT			UP MAIN
	SE 101	SHUNT			UP GOODS
		SHUNT			DOWN MAIN
		SHUNT			UP MAIN
	SE 102	SHUNT			UP GOODS
		SHUNT			DOWN MAIN
		SHUNT			ALONG UP MAIN
		SE 103	SUB	SDG.	
MAIN				POS ^N 1	DOWN GOODS
SUB				POS ^N 1	DOWN GOODS
MAIN					DOWN MAIN
SUB			M		DOWN MAIN

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 104	MAIN		POS ^N 2	DOWN BIDDULPH
		SUB			DOWN BIDDULPH
		MAIN		POS ^N 1	UP DERBY
		SUB		POS ^N 1	UP DERBY
		MAIN			UP MAIN
		SUB			UP MAIN
	SE 105	MAIN		POS ^N 2	DOWN BIDDULPH
		SUB			DOWN BIDDULPH
		MAIN		POS ^N 1	UP DERBY
		SUB		POS ^N 1	UP DERBY
		MAIN			UP MAIN
		SUB			UP MAIN
	SE 106	SHUNT			DOWN BIDDULPH
		SHUNT			UP DERBY
		SHUNT			UP MAIN
	SE 107	SHUNT			DOWN BIDDULPH
		SHUNT			UP DERBY
		SHUNT			UP MAIN
	SE 108	SHUNT			DOWN MAIN
		SHUNT			VIADUCT SIDING N ^o 1
		SE 114	MAIN		POS ^N 1
SUB				POS ^N 1	DOWN GOODS
MAIN					DOWN MAIN
SUB					DOWN MAIN
	SE 117	MAIN		POS ^N 1	DOWN GOODS
		SUB		POS ^N 1	DOWN GOODS
		MAIN			DOWN MAIN
		SUB			DOWN MAIN

STOKE-ON-TRENT (S.E.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SE 118	MAIN		POS ^N 1	DOWN GOODS
		SUB		POS ^N 1	DOWN GOODS
		MAIN			DOWN MAIN
		SUB			DOWN MAIN
	SE 119	MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
		MAIN		POS ^N 4	DOWN MAIN
		SUB			DOWN MAIN
	SE 123	SHUNT			UP MAIN
		SHUNT			SIDING
	SE 124	SHUNT			DOWN GOODS
SE 125	SHUNT				DOWN GOODS
	SHUNT				DOWN MAIN
	SE 126	MAIN		POS ^N 1	DOWN GOODS
		SUB		POS ^N 1	DOWN GOODS
		MAIN			DOWN MAIN
	SE 127	SUB	SDG.		ARRIVAL & DEPARTURE N°2
		SUB	SDG.		ARRIVAL & DEPARTURE N°1
		MAIN			UP MAIN
	SE 128	SHUNT			ARRIVAL & DEPARTURE N°2
		SHUNT			ARRIVAL & DEPARTURE N°1
		SHUNT			UP MAIN
	SE 134	SUB	NCK.		UP & DN, DEPART. NECK
		SUB	NCK.		RUN ROUND NECK
		MAIN			UP MAIN

STOKE-ON-TRENT (S.E.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	SE 135	SHUNT	NCK.		UP & DN. ARRIVAL NECK	
		SHUNT	NCK.		RUN ROUND NECK.	
		SHUNT			UP MAIN	
	SE 136	SHUNT	NCK		NECK	
		SHUNT			UP MAIN	
		SE 137	SHUNT			UP & DN. DEPARTURE
SE 138		SHUNT			UP & DN. ARRIVAL	
SE 139		SHUNT			RUN ROUND	
		SHUNT			UP & DN. ARRIVAL	
		SHUNT			UP & DN. DEPARTURE	
SE 141		SHUNT			RUN ROUND	
		SHUNT			UP & DN. ARRIVAL	
		SHUNT			UP & DN. DEPARTURE	
		SE 144	MAIN			DOWN MAIN
			SUB	SDG.		RUN ROUND
	SUB		SDG.		UP & DN. ARRIVAL	
	SUB		SDG.		UP & DN. DEPARTURE	
	SE 149	MAIN			UP MAIN	
	SUB	SDG.		POWER SIDINGS		
	SE 151	SHUNT			POWER SIDINGS	
	SE 152	SHUNT			DOWN MAIN	
	SE 154	MAIN			UP MAIN * ⁴	
		MAIN		POS ⁴	UP BRANCH	

*⁴ ALSO CONTROLLED BY MEAFORD CROSSING S.B.(MD)(SUT)

STOKE YARD S.F. (S.Y.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	SY 2	SHUNT			TO SIGNAL SY6
	SY 3	SHUNT			TO SIGNAL SY6
	SY 6	SHUNT			SIDINGS (1 to 17)
	SY 11	SHUNT			FREIGHT TERMINAL
		SHUNT	NCK.		NECK
		SHUNT			DOWN GOODS * ⁵
		SHUNT			DOWN MAIN * ⁵
	SY 12	SHUNT			TO SIGNAL SY11
	SY 18	SHUNT			TO SIGNAL SY11
		SHUNT			DOWN GOODS * ⁵
		SHUNT			DOWN MAIN * ⁵
	SY 19	SHUNT			TO SIGNAL SY11
		SHUNT			TO SIGNAL SY18
	SY 26	SHUNT			TO SIGNAL SY18
	SY 27	SHUNT			UP GOODS * ⁵
		SHUNT	XDG		DOWN GOODS L.O.S.* ⁵

PRATTS SIDINGS S.F.

	Y 7	SHUNT			DOWN LINE
	8	SHUNT			OLD LOCO. C&W. WORKS.
	14	SHUNT			DOWN LINE
	20	SHUNT			DOWN LINE
	21	SHUNT			ENGINE SHED
		SHUNT			SIDINGS (4 to 6)
	24	SHUNT			DOWN LINE

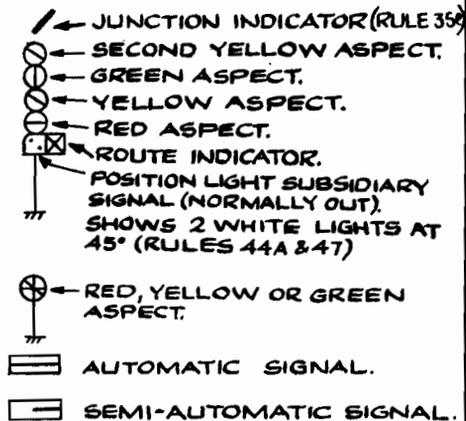
*⁵ ALSO CONTROLLED BY STOKE-ON-TRENT S.B. (S.E.) [SLOT]

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	25	SHUNT			CHALLINORS SDGG.
	27	SHUNT			UP LINE
	34	SHUNT			SIDING
		SHUNT			DOWN LINE
	35	SHUNT			UP LINE

APPENDIX

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS.

MAIN RUNNING SIGNALS



SIGNAL PLATE PREFIXES.

SE. - STOKE-ON-TRENT S.B.
 GE. - GRANGE JUNCTION S.B.
 SY. - STOKE YARD S.F.
 FY. - FOLEY CROSSING S.B.
 MD. - MEAFORD CROSSING S.B.
 NB. - NORTON BRIDGE S.B.
 MJ. - MILTON JUNCTION S.B.
 P.S. - PRATTS SIDINGS S.B.

SHUNTING SIGNALS (RULE 47)

