

0617

PRIVATE and not for Publication

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

CREWE RESIGNALLING

SPECIAL NOTICE 150.E.

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
CONCERNED RESPECTING RESIGNALLING IN THE CREWE
STATION AREA AND BETWEEN KIDSGROVE AND CREWE.**

OPERATIVE FROM SUNDAY 21 JULY, 1985

**IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating
OD.14, Crewe" using the code "ARNO 150.E".**

Crewe
July, 1985

Regional Operations Manager

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 attached diagram and list of route indications shows the resignalling of the Crewe station area and of the Kidsgrove to Crewe line controlled from a new signal box known as "Crewe" located on the down side of the Chester line opposite the existing Crewe North Junction box.

The following boxes will be abolished:—

Crewe South Junction
 Crewe Station "A"
 Crewe North Junction
 Alsager East Junction
 Alsager Station
 Radway Green

Between Crewe South Jn. and Gresty Lane

The up line between Crewe South Junction and Gresty Lane will become bi-directional. The Old Yard line alongside the down line from Gresty Lane to Crewe South Junction will become a down goods loop.

Certain signalling alterations will be carried out at Gresty Lane as depicted on the diagram. Signal GL.44 will have position 2 and 5 junction indicators added and signals GL.36 and GL.37 are new signals. Details of the routes of the Gresty Lane signals which will be altered are attached.

Between Kidsgrove and Crewe South Jn.

The line between North Stafford Junction and a point immediately on the Radway Green side of Barthomley level crossing (Barthomley Junction) will be singled. Signalling will be provided to allow trains from Crewe to proceed in the up direction over the down line from Barthomley Junction to Radway Green R.O.F. Sidings.

Permissive working will be authorised for freight trains on the "up and down" goods loop at Alsager.

Both lines between Crewe South Junction and North Stafford Junction will be bi-directional.

Alsager Station and Radway Green Level Crossings will be controlled by closed circuit television.

Between Crewe South Junction and Crewe North Jn.

All lines will be bi-directional.

Method of Signalling

The Track Circuit Block system will apply throughout the territory controlled from Crewe box also between that box and all adjacent boxes.

Permissive working will be authorised for passenger trains on all platform lines at Crewe and for freight trains on the "up and down" loop line.

General

Flashing aspects (Rule C.3.1.1) will be displayed at certain signals as follows:—

Line	Flashing double yellow at signal	Flashing single yellow at signal	Indicates single yellow at signal	with junction indication
Down fast	BH.11	CE.103	CE.107	pos 4 — to up fast
Down fast	CE.103	CE.107	CE.153	pos 1 — to down slow
Down slow	CE.101	CE.105	CE.153	pos 1 — to down slow
		(with pos 4 junction indicator)		
Up fast	CY.102	CY.25	CE.144	pos 1 — to platform 5
Up fast	CY.25	CE.144	CE.126	pos 4 — to up slow
Up slow	CY.104	CY.18	CE.146	pos 4 — to up fast
Up slow	—	CE.146	CE.126	pos 4 — to up slow
		(with pos 4 junction indicator)		

Alternative routes are available from certain signals to a particular destination. A letter is shown against the relevant crossovers on the diagram and are referred to in the list of route indications to make clear the alternative routes available. The signals concerned are CE.105, CE.107, CE.124, CE.126, CE.128, CE.144, CE.146, CE.578 and CE.586.

The following signals will be fitted with route indicator boxes above the main aspects which will give a fibre-optic display of the route indication. Junction indicators (Rule C.3.1.4.) will also be displayed in these boxes, the relevant position appearing as a rectangular bar of white light instead of a row of five separate white lights:—

Down fast	CE.107, CE.153, CE.124
Down slow	CE.105
Up fast	CE.144, CE.126
Up slow	CE.146

All signal numbers shown on the diagram not prefixed by letters will be controlled by the new box. The signals will be plated with the numbers shown and prefixed CE.

Telephones will be provided at all main running signals capable of displaying a Red aspect.

Automatic Warning System will be provided throughout the resignalled area.

Permanent Speed Restrictions

Subject to any temporary speed restrictions which may be imposed, the permanent speed restriction through Crewe Station will be raised to 80 mph on the fast lines and 75 mph on the slow lines.

Referring to the diagram the permanent speed restrictions through the various connections are as follows:—

connection lettered A	60 mph
" " B	60 mph
" " C	60 mph
" " D	60 mph
" " M	60 mph
" " N	50 mph
" " P	60 mph
" " R	60 mph

All other connections between running lines will be **20 mph**.

Schedule of main running signals with more than one route or carrying position light aspects and of position light ground signals (Crewe (CE) Signals)

Sig. No	Aspect	Route/ Jcn. Indr.	Route	Sig. No	Aspect	Route/ Jcn. Indr.	Route	
105	PL	DD	DIESEL DEPOT	107	MAIN	Pos 1	PLATFORM 6 (via N.)	
	MAIN	12	PLATFORM 12		PL	Pos 1	PLATFORM 6 (via N.)	
	PL	12	PLATFORM 12		MAIN	—	DOWN FAST	
	MAIN	L	UP & DOWN LOOP		MAIN	U	UP FAST (via F.)	
	PL	L	UP & DOWN LOOP		MAIN	Pos 4	UP FAST (via D.)	
	MAIN	11	PLATFORM 11		MAIN	5	PLATFORM 5 (via F.G.)	
	PL	11	PLATFORM 11		PL	5	PLATFORM 5 (via F.G.)	
	MAIN	B8	PLATFORM 8		MAIN	5	PLATFORM 5 (via D.G.)	
	PL	B8	PLATFORM 8		PL	5	PLATFORM 5 (via D.G.)	
	MAIN	B7	PLATFORM 7		MAIN	B4	PLATFORM 4	
	PL	B7	PLATFORM 7		PL	B4	PLATFORM 4	
	MAIN	—	PLATFORM 6		MAIN	B3	PLATFORM 3	
	PL	6	PLATFORM 6		PL	B3	PLATFORM 3	
	MAIN	F	DOWN FAST (via A.E.)		MAIN	B2	PLATFORM 2	
	MAIN	Pos 4	DOWN FAST (via B.C.)		PL	B2	PLATFORM 2	
	MAIN	U	UP FAST (via A.E.F.)		MAIN	1	PLATFORM 1	
	MAIN	Pos 5	UP FAST (via B.C.D.)		PL	1	PLATFORM 1	
	MAIN	5	PLATFORM 5 (via A.E.F.G.)		110	MAIN	P	UP & DOWN POTTERIES
	PL	5	PLATFORM 5 (via A.E.F.G.)			MAIN	L	UP & DOWN POTTERIES LOOP
	MAIN	5	PLATFORM 5 (via B.C.D.G.)			PL	CS	CARRIAGE SHED 2
	PL	5	PLATFORM 5 (via B.C.D.G.)			PL	TS	UP THROUGH SIDING
	MAIN	B4	PLATFORM 4			MAIN	F	UP FAST
	PL	B4	PLATFORM 4			PL	—	UP FAST
	MAIN	B3	PLATFORM 3			MAIN	S	UP SLOW
	PL	B3	PLATFORM 3			PL	—	UP SLOW
	MAIN	B2	PLATFORM 2			PL	SG	DOWN SIDING
PL	B2	PLATFORM 2	PL	SY		SOUTH YARD		
MAIN	1	PLATFORM 1	MAIN	W		UP MAIN (SALOP)		
PL	1	PLATFORM 1						
107	PL	DD	DIESEL DEPOT					
	MAIN	12	PLATFORM 2					
	PL	12	PLATFORM 12					
	MAIN	L	UP & DOWN LOOP					
	PL	L	UP & DOWN LOOP					
	MAIN	11	PLATFORM 11					
	PL	11	PLATFORM 11					
	MAIN	B8	PLATFORM 8					
	PL	B8	PLATFORM 8					
	MAIN	B7	PLATFORM 7					
PL	B7	PLATFORM 7						

PL — POSITION LIGHT

Schedule of main running signals with more than one route or carrying position light aspects and of position light ground signals (Crewe (CE) Signals)

Sig. No	Aspect	Route/ Jcn. Indr.	Route	Sig. No	Aspect	Route/ Jcn. Indr.	Route
112 & 114 & 116 & 118 & 120	MAIN	P	UP & DOWN POTTERIES	119 & 121	PL	DD	DIESEL DEPOT
	MAIN	L	UP & DOWN POTTERIES LOOP		MAIN	12	PLATFORM 12
	PL	CS	CARRIAGE SHED 2		PL	12	PLATFORM 12
	PL	TS	UP THROUGH SIDING		MAIN	L	UP & DOWN LOOP
	MAIN	F	UP FAST		PL	L	UP AND DOWN LOOP
	PL	—	UP FAST		MAIN	11	PLATFORM 11
	MAIN	S	UP SLOW		PL	11	PLATFORM 11
	PL	—	UP SLOW		MAIN	B8	PLATFORM 8
	PL	SG	DOWN SIDING		PL	B8	PLATFORM 8
	PL	—	SOUTH YARD		MAIN	B7	PLATFORM 7
	MAIN	W	UP MAIN (SALOP)		PL	B7	PLATFORM 7
	PL	DG	DOWN SALOP GOODS LOOP		MAIN	6	PLATFORM 6
PL	NK	SIDING 1	PL	6	PLATFORM 6		
113 & 115	MAIN	12	PLATFORM 12	MAIN	F	DOWN FAST	
	PL	12	PLATFORM 12	MAIN	U	UP FAST	
	MAIN	L	UP & DOWN LOOP	MAIN	5	PLATFORM 5	
	PL	L	UP & DOWN LOOP	PL	5	PLATFORM 5	
	MAIN	11	PLATFORM 11	MAIN	B4	PLATFORM 4	
	PL	11	PLATFORM 11	PL	B4	PLATFORM 4	
	MAIN	B8	PLATFORM 8	MAIN	B3	PLATFORM 3	
	PL	B8	PLATFORM 8	PL	B3	PLATFORM 3	
	MAIN	B7	PLATFORM 7	MAIN	B2	PLATFORM 2	
PL	B7	PLATFORM 7	PL	B2	PLATFORM 2		
117	PL	DD	DIESEL DEPOT	MAIN	1	PLATFORM 1	
	MAIN	12	PLATFORM 12	PL	1	PLATFORM 1	
	PL	12	PLATFORM 12	122	MAIN	P	UP & DOWN POTTERIES
	MAIN	L	UP & DOWN LOOP		MAIN	L	UP & DOWN POTTERIES LOOP
	PL	L	UP & DOWN LOOP		PL	CS	CARRIAGE SHED 2
	MAIN	11	PLATFORM 11		PL	TS	UP THROUGH SIDING
	PL	11	PLATFORM 11		MAIN	F	UP FAST
	MAIN	B8	PLATFORM 8		PL	—	UP FAST
	PL	B8	PLATFORM 8		MAIN	—	UP SLOW
	MAIN	B7	PLATFORM 7		PL	—	UP SLOW
	PL	B7	PLATFORM 7		PL	SG	DOWN SIDING
	MAIN	6	PLATFORM 6		PL	SY	SOUTH YARD
	PL	6	PLATFORM 6		MAIN	W	UP MAIN (SALOP)
	MAIN	F	DOWN FAST				
	MAIN	U	UP FAST				
	MAIN	5	PLATFORM 5				
	PL	5	PLATFORM 5				

PL — POSITION LIGHT

Schedule of main running signals with more than one route or carrying position light aspects and of position light ground signals (Crewe (CE) Signals)

Sig. No	Aspect	Route/ Jcn. Indr.	Route	Sig. No	Aspect	Route/ Jcn. Indr.	Route
124	MAIN	P	UP & DOWN POTTERIES	130 & 132 & 134 & 136	PL	NK	HEAD SHUNT
	MAIN	L	UP & DOWN POTTERIES LOOP		MAIN	—	UP & DOWN POTTERIES
	PL	CS	CARRIAGE SHED 2		PL	—	UP & DOWN POTTERIES
	PL	TS	UP THROUGH SIDING		MAIN	L	UP & DOWN POTTERIES LOOP
	MAIN	F	UP FAST		PL	—	UP & DOWN POTTERIES LOOP
	PL	—	UP FAST		PL	CS	CARRIAGE SHED 2
	MAIN	Pos 4	UP SLOW (via C)		PL	TS	UP THROUGH SIDING
	MAIN	S	UP SLOW (via E)		MAIN	F	UP FAST
	PL	—	UP SLOW (via E)		PL	—	UP FAST
	PL	SG	DOWN SIDING		MAIN	S	UP SLOW
	PL	SY	SOUTH YARD		131	PL	ES
MAIN	W	UP MAIN (SALOP)	MAIN	—		DOWN CHESTER	
126	MAIN	P	UP & DOWN POTTERIES	PL		XC	UP CHESTER LOS
	MAIN	L	UP & DOWN POTTERIES LOOP	133	PL	ES	ENGINE SIDING
	PL	CS	CARRIAGE SHED 2		MAIN	—	DOWN CHESTER
	PL	TS	UP THROUGH SIDING		PL	XC	UP CHESTER LOS
	MAIN	—	UP FAST	135 & 137 & 139 & 141	PL	ES	ENGINE SIDING
	PL	—	UP FAST		MAIN	—	DOWN CHESTER
	MAIN	Pos 4	UP SLOW (via D.C)		PL	—	DOWN CHESTER
	MAIN	S	UP SLOW (via F.E.)	PL	XC	UP CHESTER LOS	
	PL	—	UP SLOW (via F.E.)	MAIN	S	DOWN SLOW	
	PL	SG	DOWN SIDING	PL	—	DOWN SLOW	
	PL	SY	SOUTH YARD	MAIN	F	DOWN FAST	
MAIN	W	UP MAIN	PL	—	DOWN FAST		
128	MAIN	P	UP & DOWN POTTERIES	PL	XF	UP FAST LOS	
	MAIN	L	UP & DOWN POTTERIES LOOP	PL	XS	UP SLOW LOS	
	PL	CS	CARRIAGE SHED 2				
	PL	TS	UP THROUGH SIDING				
	MAIN	F	UP FAST				
	PL	—	UP FAST				
	MAIN	S	UP SLOW (via G.D.C.)				
	MAIN	S	UP SLOW (via G.F.E.)				
	PL	—	UP SLOW (via G.F.E.)				
	PL	SG	DOWN SIDING				
	PL	SY	SOUTH YARD				
MAIN	W	UP MAIN (SALOP)					

PL — POSITION LIGHT

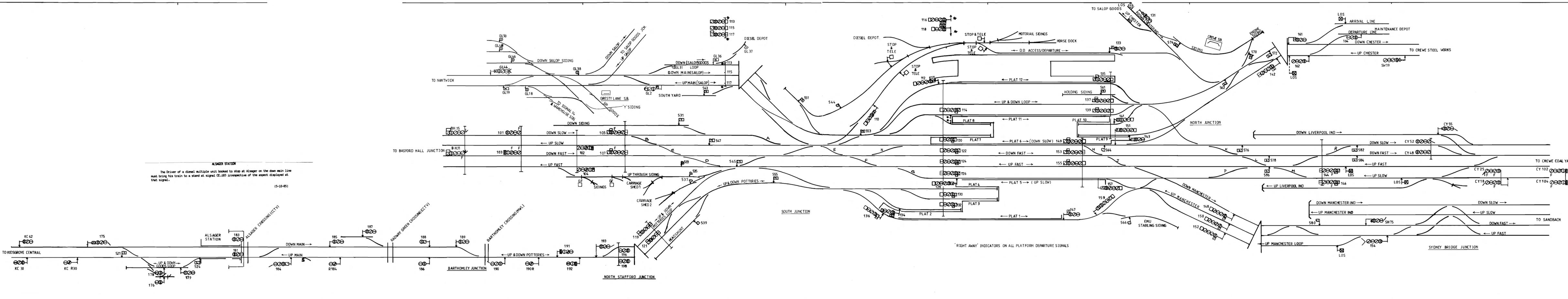
Schedule of main running signals with more than one route or carrying position light aspects and of position light ground signals (Crewe (CE) Signals)

Sig. No	Aspect	Route/ Jcn. Indr.	Route	Sig. No	Aspect	Route/ Jcn. Indr.	Route	
142	MAIN	6	PLATFORM 6	144	PL	12	PLATFORM 12	
	PL	6	PLATFORM 6		146	MAIN	1	PLATFORM 1
	MAIN	B9	PLATFORM 9			PL	1	PLATFORM 1
	PL	B9	PLATFORM 9			MAIN	—	PLATFORM 5
	MAIN	B10	PLATFORM 10			PL	5	PLATFORM 5
	PL	B10	PLATFORM 10			MAIN	POS 4	UP FAST
	MAIN	11	PLATFORM 11			MAIN	D	DOWN FAST (via M.J.)
	PL	11	PLATFORM 11			MAIN	D	DOWN FAST (via M.L.)
	MAIN	L	UP & DOWN LOOP			MAIN	6	PLATFORM 6 (via M.J.H.)
	PL	L	UP & DOWN LOOP			PL	6	PLATFORM 6 (via M.J.H.)
	PL	HS	HOLDING SIDING			MAIN	6	PLATFORM 6 (via M.L.H.)
	MAIN	12	PLATFORM 12			PL	6	PLATFORM 6 (via M.L.H.)
	PL	12	PLATFORM 12			MAIN	6	PLATFORM 6 (via M.L.K.)
	PL	DD	DIESEL DEPOT			PL	6	PLATFORM 6 (via M.L.K.)
143	MAIN	I	UP CHESTER INDEPENDENT	MAIN		B10	PLATFORM 10	
	PL	XI	DN CHESTER INDEPENDENT LOS	PL	B10	PLATFORM 10		
	PL	ES	ENGINE SIDING	MAIN	11	PLATFORM 11		
144	MAIN	—	DOWN CHESTER	PL	11	PLATFORM 11		
	PL	XC	UP CHESTER LOS	MAIN	L	UP & DOWN LOOP		
	MAIN	1	PLATFORM 1	PL	L	UP & DOWN LOOP		
	PL	1	PLATFORM 1	PL	HS	HOLDING SIDING		
	MAIN	POS 1	PLATFORM 5	MAIN	12	PLATFORM 12		
	PL	POS 1	PLATFORM 5	PL	12	PLATFORM 12		
	MAIN	—	UP FAST					
	MAIN	D	DOWN FAST (via J)					
	MAIN	D	DOWN FAST (via L)	149	MAIN	—	SIGNAL 151	
	MAIN	6	PLATFORM 6 (via J.H.)		PL	—	SIGNAL 151	
	PL	6	PLATFORM 6 (via J.H.)		MAIN	F	DOWN FAST	
	MAIN	6	PLATFORM 6 (via L.H.)		PL	—	DOWN FAST	
	PL	6	PLATFORM 6 (via L.H.)		PL	XF	UP FAST LOS	
	MAIN	6	PLATFORM 6 (via L.K.)		PL	XS	UP SLOW LOS	
PL	6	PLATFORM 6 (via L.K.)	MAIN	M	DOWN MANCHESTER			
MAIN	B10	PLATFORM 10	150 & 152	MAIN	1	PLATFORM 1		
PL	B10	PLATFORM 10		PL	1	PLATFORM 1		
MAIN	11	PLATFORM 11		MAIN	5	PLATFORM 5		
PL	11	PLATFORM 11	148	PL	5	PLATFORM 5		
MAIN	L	UP & DOWN LOOP		MAIN	F	UP FAST		
PL	L	UP & DOWN LOOP		MAIN	D	DOWN FAST		
PL	HS	HOLDING SIDING		MAIN	6	PLATFORM 6		
MAIN	12	PLATFORM 12	PL	6	PLATFORM 6			

PL — POSITION LIGHT

Schedule of main running signals with more than one route or carrying position light aspects and of position light ground signals (Crewe (CE) Signals)

Sig. No	Aspect	Route/ Jcn. Indr.	Route	Sig. No	Aspect	Route/ Jcn. Indr.	Route
151	PL	ES	ENGINE SIDING	531	PL	DD	DIESEL DEPOT
	MAIN	C	DOWN CHESTER		PL	BL	TO SIGNAL 553
	PL	XC	UP CHESTER LOS		543	PL	6
	MAIN	—	DOWN SLOW	PL		DF	DOWN FAST
	PL	—	DOWN SLOW	547	PL	UF	UP FAST
	MAIN	F	DOWN FAST		PL	5	PLATFORM 5
	PL	—	DOWN FAST	545	PL	DD	DIESEL DEPOT
	PL	XF	UP FAST LOS		PL	BL	TO SIG 553
	PL	XS	UP SLOW LOS		PL	6	PLATFORM 6
153	MAIN	Pos 1	DOWN SLOW		PL	DF	DOWN FAST
	MAIN	—	DOWN FAST		PL	UF	UP FAST
	PL	XF	UP FAST LOS		PL	5	PLATFORM 5
	PL	XS	UP SLOW LOS		PL	B4	PLATFORM 4
	MAIN	Pos 4	DOWN MANCHESTER		PL	B3	PLATFORM 3
154	MAIN	Pos 1	UP MANCHESTER LOOP		PL	B2	PLATFORM 2
	MAIN	—	UP MANCHESTER	PL	1	PLATFORM 1	
	MAIN	Pos 4	DOWN MANCHESTER	551	PL	DD	DIESEL DEPOT
155	MAIN	S	DOWN SLOW		PL	BL	TO SIGNAL 553
	MAIN	F	DOWN FAST	553	PL	12	PLATFORM 12
	PL	XF	UP FAST LOS		PL	L	UP & DOWN LOOP
	PL	XS	UP SLOW LOS		PL	11	PLATFORM 11
	MAIN	M	DOWN MANCHESTER		PL	B8	PLATFORM 8
PL	B7	PLATFORM 7					
157	MAIN	S	DOWN SLOW	555	PL	B4	PLATFORM 4
	MAIN	F	DOWN FAST		PL	B3	PLATFORM 3
	PL	XF	UP FAST LOS		PL	B2	PLATFORM 2
	PL	XS	UP SLOW LOS		PL	1	PLATFORM 1
	MAIN	M	DOWN MANCHESTER		561	PL	ES
	PL	XL	UP MANCHESTER LOOP LOS	PL		C	DOWN CHESTER
159	MAIN	S	DOWN SLOW	PL		XC	UP CHESTER LOS
	MAIN	F	DOWN FAST	PL		S	DOWN SLOW
	PL	XF	UP FAST LOS	PL		F	DOWN FAST
	PL	XS	UP SLOW LOS	PL		XF	UP FAST LOS
	MAIN	M	DOWN MANCHESTER	PL		XS	UP SLOW LOS
	PL	XL	UP MANCHESTER LOOP LOS	533	PL	—	TO SIGNAL 545
	PL	SG	EMU STABLING SIDING		535		
161	PL	SG	MAINTENANCE DEPOT	537			
	MAIN	—	DOWN CHESTER				
193	MAIN	Pos 1	UP & DOWN POTTERIES LOOP				
	MAIN	—	UP & DOWN POTTERIES				



EXPLANATION OF SIGNALLING SYMBOLS

- SIGNAL BOX PREFIX** CE CREWE SW STEEL WORKS
 GL GREY LANE
 KC KIDSGROVE CENTRAL
 CY CREWE COAL YARD
 SH SANDBACH
 BH BASFORD HALL JCN.
- MAIN RUNNING SIGNALS**
- ROUTE INDICATOR → □ OR / ← JUNCTION INDICATOR
 → □ ← SECOND YELLOW ASPECT
 → □ ← GREEN ASPECT
 → □ ← YELLOW ASPECT
 → □ ← RED ASPECT
 → □ ← POSITION LIGHT SIGNAL NORMALLY OUT.
 → □ ← SHOWS TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION
- ROUTE INDICATORS FOR POSITION LIGHT SIGNAL**
- □ ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION, TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED
 STOP @ SHUNTING SIGNAL MECHANICAL Ⓞ PROCEED
- SHUNTING SIGNALS**
- □ ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION, TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED
 STOP @ SHUNTING SIGNAL MECHANICAL Ⓞ PROCEED
- MISCELLANEOUS**
- Ⓜ AUTOMATIC SIGNAL
 Ⓜ SEMI AUTOMATIC SIGNAL
 F FLASHING ASPECT
 LOS SHUNT LIMIT
 H HAND POINTS
 S SPRING POINTS
- FLASHING ASPECTS**
- Ⓞ F-FLASHING YELLOW ASPECT.
 Ⓞ F-FLASHING DOUBLE YELLOW ASPECT
 OR
 Ⓞ F-FLASHING YELLOW ASPECT