

BRITISH RAILWAYS

London Midland Region

(Western Lines)

SPECIAL NOTICE 399 G

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

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING THE RESIGNALLING BETWEEN COLWICH
AND STAFFORD No. 5 AND BETWEEN PENKRIDGE GOODS
AND STAFFORD No. 1.**

**IMPORTANT:—This notice to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE," using the code:—
"ARNO 399 G."**

The diagram, with schedule of signal route indications, which is attached to this notice shows the first stage of the resignalling of the line between Stafford and Rugby and will link up with the existing colour light signalling between Crewe and Stafford No. 5.

The work will be carried out as shown below under the heading "Staging of Work."

On completion of the work the permanent way layout and signalling will be as shown on the diagram and the following notes are intended to supplement the information given thereon.

The existing running signals controlled by Milford and Brocton, Baswich, Queensville, Stafford No. 1, Stafford No. 2, Stafford No. 4 and Stafford No. 5 (except the Up Fast and Slow signals north of No. 5 box) will be taken away and replaced by multiple-aspect colour light signalling (Rule 43) with continuous track circuiting, controlled from the existing signal boxes except Baswich, which will be abolished. B.R. Standard A.W.S. track equipment will be provided as shown below.

New disc type dwarf shunting signals will be provided ; the readings are shown on the schedule of signal route indications and as identification plates will not be provided at these signals they are shown on the schedule and diagram for reference only by letters (A, AA, AAA, etc.).

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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To join the Signalling Record Society visit

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Certain signalling alterations will also take place at Colwich and Penkridge Goods, details of which are given below.

Colwich.

The Up Main Inner Home directing semaphore signals will be renamed Homes 2. The Up Main semaphore Outer Home signal will be taken away and a new colour light Up Main Home 1 signal provided. The existing telephones at Colwich Down semaphore Homes 1 will be retained.

Penkridge Goods.

The semaphore Up Home and Down Starting signals will be taken away and replaced by colour light signals. The Up and Down I.B. Home and Distant signals controlled by Stafford No. 1 and Penkridge Goods will be taken away. New multiple-aspect colour light signals will be provided on the Up and Down lines between Penkridge Goods and Stafford No. 1 and Rule 43 will apply throughout.

Milford & Brocton

The ground frames controlling the Main line crossover and the Slow line crossover will be renamed Milford No. 1 and Milford No. 2 Frames respectively.

Baswich.

The signal box will be abolished and the Up Through Siding will be renamed Up Goods Loop and the inlet and outlet connections worked from Milford and Brocton. The siding connection in the new Up Goods Loop will be worked from a new "Salt Sidings" Frame, released from Milford and Brocton.

Queensville

The Down Slow line between Queensville and Stafford No. 1 will be worked under Absolute conditions.

Stafford.

The lines between Stafford No. 4 and No. 5 will be worked as follows :—

" Up and Down " goods	...	...	Permissive conditions.
" Up and Down " Platform 6	...	} Permissive conditions on Platform lines for passenger trains and Permissive conditions on Passenger lines for freight trains.	
Down Platform 5 (Down Slow)	...		
Up Platform 4 (Up Slow)	...		
Down Platform 3	...		
Up Platform 1	...	...
Up Fast	...	...	} Absolute Block conditions.
Down Fast	...	...



B.R. Standard Automatic Warning System.

A.W.S. track equipment will be provided at all multiple aspect colour light signals capable of displaying a red, yellow or double yellow aspect on the Up and Down Main, Fast and Slow lines between the following signals :—

Down Direction

From	To
Signal MB—101	Signals SD5—23/SD5—14

Up Direction

From	To
Signals SD5—136/SD5—141	Signal CH—5

A.W.S. track equipment will also be provided at the following signals :—

Stafford.

Up and Down Platform 6 ... Signals SD4—35, SD5—10.

Down Platform 3 ... Signal SD5—18.

Up Platform 1 ... Signal SD4—16.

Down Main Birmingham Signals SD1—99, SD1—100, SD1—101, SD1—201, SD1—202, PE 28.

Up Fast Birmingham ... Signal SD1—14.

Up Slow Birmingham ... Signal SD1—26

Up Wellington Line ... Signals SD5—130, SD5—131 and Up Distant.

The A.W.S. track equipment will be placed approximately 200 yards in rear of the signals concerned.

The installation and testing of the A.W.S. track equipment will take place during the periods mentioned below under the heading " Staging of Work " at each particular signal box. During these periods reliance must not be placed on indications received on the locomotive apparatus when passing over any of the track equipment mentioned above.

General.

The modification of certain standard Rules applicable to the section of line between Stafford No. 5 and Basford Hall Junctions, as published in the Supplementary Operating Instructions, will also apply between Colwich and Stafford No. 5 and between Penkridge Goods and Stafford No. 1.

Staging of Work.

The work, including installation of A.W.S. track equipment, at Colwich, Milford and Brocton and Queensville will commence at 10.0 p.m. on Saturday, 19th May, and is due to be completed by 12.0 midnight on Sunday, 20th May. The completed work at this stage is shown on the Rugby side of the vertical dotted line on the diagram.

Until 6.0 a.m. on Monday, 28th May, signals QE-105 and QE-9 and QE-106 and QE-11 will act as outer and inner distant signals for Stafford No. 1 Down Fast and Slow semaphore Home signals. Signals QE-105 and QE-106 will be 2,380 yards from these Home signals. During the same period the Up semaphore Distant signals for Queensville, carried below Stafford No. 1 Up semaphore Home signals, will be retained and they will be 905 yards from QE-19 and QE-21 new colour light signals.

The work at Stafford No. 5 will commence at 12.1 a.m. on Sunday, 20th May, and is due to be completed by 6.0 a.m. on Monday, 28th May. Installation of the A.W.S. track equipment at Stafford No. 5 will commence at 10.0 p.m. on Saturday, 26th May and is due to be completed by 6.0 a.m. on Monday, 28th May.

The work at Stafford No. 1, Stafford No. 2, Stafford No. 4 and Penkridge Goods, including installation of the A.W.S. track equipment, will commence at 10.0 p.m. on Saturday, 26th May, and is due to be completed by 6.0 a.m. on Monday, 28th May.

During these periods, points and signals worked by the boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these periods will be found in Sections "B" and "C" of the appropriate Weekly Notices.

Crewe,
May, 1962.

J. ROYSTON,
Line Manager.

INTRODUCTION OF COLOUR LIGHT SIGNALLING

BETWEEN COLWICH — STAFFORD N° 5. AND
PENKRIDGE GOODS — STAFFORD N° 1
SCHEDULE OF MAIN RUNNING SIGNALS READING TO
ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY
ASPECTS AND OF SHUNTING SIGNALS.
MILFORD AND BROCTON.

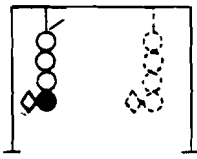

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	MB5	MAIN			DN. FAST
				POS ^N . 1	DN. SLOW
	MB.30	MAIN			UP FAST
		MAIN		POS ^N . 1	UP GOODS LOOP
		SUB+C		POS ^N . 1	UP GOODS LOOP
	MB.31.	MAIN			UP FAST
		SUB	NCK		NECK



SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR.	ROUTE
	MB-CCC	SHUNT		DN. SLOW
	MB-DDD	SHUNT		DN. SIDINGS



QUEENSVILLE (Q. E.).

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	QE.19	MAIN			UP FAST
				POSN. 4	UP SLOW
	QE.22	MAIN	F		UP FAST
			S		UP SLOW

SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR.	ROUTE
	QE.AAA	SHUNT		UP SLOW
	QE.BBB	SHUNT		B.R.C. SIDING.
			TS	UP THROUGH SIDING



STAFFORD No. 1 (S.D.1.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR.	ROUTE		
	SDI-9	MAIN			UP FAST		
				POS ^N . 4	UP SLOW		
				POS ^N . 5	UP FAST BIRMINGHAM		
		SUB		POS ^N . 6	UP SLOW BIRMINGHAM		
				POS ^N . 4	UP SLOW		
				POS ^N . 5	UP FAST BIRMINGHAM		
	SDI-20	MAIN		POS ^N . 1	UP FAST		
					UP SLOW		
				POS ^N . 4	UP FAST BIRMINGHAM		
		SUB		POS ^N . 5	UP SLOW BIRMINGHAM		
					UP SLOW		
				POS ^N . 4	UP FAST BIRMINGHAM		
	SDI-99	MAIN			DN. SLOW		
				POS ^N . 4	DN. FAST		
		SUB	R 1		DN. RECEPTION No. 1		
			R 2		DN. RECEPTION No. 2		
			SDI-105	MAIN			DN. SLOW
						POS ^N . 4	DN. FAST
SUB	R 1				DN. RECEPTION No. 1		
	R 2				DN. RECEPTION No. 2		
	SDI-110	MAIN			DN. FAST		
				POS ^N . 1	DN. SLOW		
		SUB	R 1		DN. RECEPTION No. 1		
			R 2		DN. RECEPTION No. 2		
SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR.	ROUTE			
	SDI-77 AND SDI-00	SHUNT	DB	DN. BIRMINGHAM			
				UP SLOW BIRMINGHAM			
				UP FAST BIRMINGHAM			
				UP SLOW			



STAFFORD No.1 (SDI).

4

SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR.	ROUTE
⊖	SDI-PP	SHUNT		UP FAST
				'UP & DN'. THROUGH SIDING
				SIDINGS 1-9
				UP GOODS
	SDI-TT	SHUNT		DN. RECEPTION No. 1
				DN. RECEPTION No. 2
				DN. SLOW
				UP SLOW
	SDI-UU AND SDI-VV	SHUNT		UP SLOW BIRMINGHAM
				UP FAST
	SDI-XX	SHUNT		DN. RECEPTION No. 1
				DN. RECEPTION No. 2.
			DN. SLOW	
			DN. FAST	
			UP FAST	

COX LONG FRAME

SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR.	ROUTE
⊖	CL-WW	SHUNT		COX LONG SIDING



STAFFORD No.2 (SD2).

5

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	SD2-3G	MAIN	LF		UP FAST
			LS		UP SLOW
			BF		UP FAST BIRMINGHAM
			BS		UP SLOW BIRMINGHAM
		SUB	TS		UP THROUGH SIDING.
			LS		UP SLOW
			BF		UP FAST BIRMINGHAM
			BS		UP SLOW BIRMINGHAM

SIGNAL PROFILE	DIAGRAM REF.,	ASPECT	ROUTE INDCTR.	ROUTE
	SD2-KK SD2-LL AND SD2-MM	SHUNT	GS	GOODS SIDING
			TS	UP THROUGH SIDING
			LF	UP FAST
			LS	UP SLOW
			BF	UP FAST BIRMINGHAM
			BS	UP SLOW BIRMINGHAM
	SD2-QQ	SHUNT		GOODS SIDING
				UP THROUGH SIDING
	SD2-RR	SHUNT		UP GOODS
				'UP & DN.' THROUGH SIDING SIDINGS 1-10
	SD2-SS	SHUNT		'UP & DN.' THROUGH SIDING SIDINGS 1-10
	SD2-YY	SHUNT		UP THROUGH SIDING
	SD2-ZZ	SHUNT		UP THROUGH SIDING



STAFFORD No. 4 (SD4).

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	SD4-16	MAIN	G		UP GOODS
			F		UP FAST
		SUB	TS		'UP & DN.' THROUGH SIDING.
			F		UP FAST
			G		UP GOODS
SUB+'C'	G		UP GOODS		
	SD4-30	MAIN	G		UP GOODS
			F		UP FAST
			S		UP SLOW
		SUB	TS		'UP & DN.' THROUGH SIDING
			G		UP GOODS
			F		UP FAST
			S		UP SLOW
			XDS		DN. SLOW. <small>LIMIT OF SHUNT</small>
DR		DN. RECEPTION 1 or 2			
SDG		DN. SIDINGS			
SUB+'C'	G		UP GOODS		
	SD4-35	MAIN	G		UP GOODS
			F		UP FAST
			S		UP SLOW
		SUB	TS		'UP & DN.' THROUGH SIDING
			G		UP GOODS
			F		UP FAST
			S		UP SLOW
			XDS		DN. SLOW <small>LIMIT OF SHUNT</small>
DR		DN. RECEPTION 1 or 2			
SDG		DN. SIDINGS			
SUB+'C'	G		UP GOODS		
	SD4-40	MAIN			UP SLOW
			POS ^N . 1		UP FAST
		SUB	POS ^N . 2		UP GOODS
			TS		'UP & DN.' THROUGH SIDING.
			SDG		DN. SIDINGS
			DR		DN. RECEPTION 1 or 2
			POS ^N . 1		UP FAST
			POS ^N . 2		UP GOODS
SUB+'C'		POS ^N . 2	UP GOODS		







STAFFORD No. 4 (SD4)

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	SD4-83	MAIN	G		'UP & DN' GOODS
			G		PLATFORM 6
			S		DN. SLOW
			3		PLATFORM 3
		SUB	G		UP & DN. GOODS
			G		PLATFORM 6
			S		DN SLOW
			3		PLATFORM 3
		SUB+'C'	G		UP & DN' GOODS
			G		PLATFORM 6
			S		DN SLOW
			3		PLATFORM 3
	SD4-87	MAIN			DN SLOW
			3		PLATFORM 3
			G		PLATFORM 6
			G		'UP & DN' GOODS
		SUB			DN SLOW
			3		PLATFORM 3
			G		PLATFORM 6
		SUB+'C'	G		'UP & DN' GOODS
					DN SLOW
			3		PLATFORM 3
			G		PLATFORM 6
		SUB+'C'	G		'UP & DN' GOODS
			DN SLOW		
3			PLATFORM 3		

STAFFORD No. 4 (SD4)

5

SIGNAL PROFILE	DIAGRAM REF	ASPECT	ROUTE INDCTR	ROUTE	
	SD4-W AND SD4-X	SHUNT		UP FAST	
				UP GOODS	
				'UP & DN' THROUGH SIDING	
	SD4-Y	SHUNT	XDS	DN. SLOW. LIMIT OF SHUNT.	
			DR	DN. RECEPTION 1 or 2	
	SD4-Z	SHUNT			'UP & DN' THROUGH SIDING
					UP GOODS
					UP FAST
			XDS	DN. SLOW. LIMIT OF SHUNT	
	SD4-AA	SHUNT			PLATFORM 6
					'UP & DN' GOODS
			US		UP SLOW
		SD4-BB	SHUNT		UP FAST
				UP GOODS	
				'UP & DN' THROUGH SIDING	
	SD4-CC	SHUNT		UP FAST	
				UP SIDINGS	
			U1	UP PLATFORM 1	
	SD4-DD AND SD4-EE	SHUNT			UP SIDINGS
					U1	UP PLATFORM 1
	SD4-FF	SHUNT			'UP & DN' GOODS
					PLATFORM 6
					DN. SLOW
			US	UP SLOW	
	SD4-GG	SHUNT			DN. FAST
					PLATFORM 3
			UF	UP FAST	
			US	UP SLOW	
	SD4-HH	SHUNT			DN. FAST
					PLATFORM 3
			UG	UP GOODS	
			US	UP SLOW	
SD4-JJ	SHUNT			DN. FAST	
				PLATFORM 3	
		TS	THROUGH SIDING		
		US	UP SLOW		



STAFFORD No 5 (SD5)

9

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE ↑ DCR	JUNCTION ↑ DCR	ROUTE
	SDS-4	MAIN			'UP & DN' GOODS
		SUB	ETG		ENGINE SHED
		SUB+'C'			'UP & DN' GOODS
	SDS-5	MAIN	W		DN. WELLINGTON
			S		DN. SLOW
			F		DN. FAST
		SUB	W		DN. WELLINGTON
			XUW		UP WELLINGTON LIMIT OF SHUNT
			S		DN. SLOW
			XUS		UP SLOW LIMIT OF SHUNT
	SDS-10	MAIN	W		DN. WELLINGTON
			S		DN. SLOW
			F		DN. FAST
		SUB	W		DN. WELLINGTON
			XUW		UP WELLINGTON - LIMIT OF SHUNT
			S		DN. SLOW
			US		UP SLOW (SIGNAL G)
XUS		UP SLOW VIA DN. SLOW LIMIT OF SHUNT			
	SDS-14	MAIN		POS ^N . 1	DN. WELLINGTON
					DN. SLOW
				POS ^N . 4	DN. FAST
		SUB		POS ^N . 1	DN. WELLINGTON
			XUW		UP WELLINGTON LIMIT OF SHUNT
					DN. SLOW
			XUS		UP SLOW VIA DN. SLOW LIMIT OF SHUNT.
US		UP SLOW (SIGNAL G)			
	SDS-18	MAIN	W		DN. WELLINGTON
			S		DN. SLOW
			F		DN. FAST
		SUB	W		DN. WELLINGTON
			S		DN. SLOW
			US		UP SLOW
			F		DN. FAST
			GS		DN. GOODS SIDING



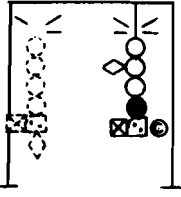
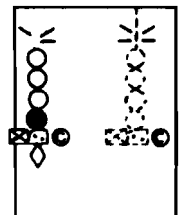
STAFFORD No. 5 (SD5).

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE	
	SD5-23	MAIN			DN. FAST	
				POS ^N . 1	DN. SLOW	
		SUB				DN. FAST
				POS ^N . 1		DN. SLOW
			GS			DN. GOODS SIDING
	SD5-127	MAIN	F		UP FAST	
			I		PLATFORM. 1.	
		SUB	F		UP FAST	
			I		PLATFORM. 1.	
			SDG		BAY SIDING	
SUB+'C'	I		PLATFORM. 1.			
	SD5-130	MAIN		POS ^N . 4	UP SLOW	
				POS ^N . 5	PLATFORM. 6.	
		SUB		POS ^N . 4	PLATFORM. 6.	
				POS ^N . 5	'UP & DN' GOODS	
					UP SLOW	
			SDG		CARRIAGE SDGS	
		SUB+'C'			UP SLOW	
				POS ^N . 4	PLATFORM. 6.	
		POS ^N . 5	'UP & DN' GOODS			



STAFFORD No. 5 (SDS)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR.	ROUTE		
	SDS-136	MAIN		POS ^N . 1.	UP FAST		
				POS ^N . 2.	PLATFORM .1.		
					UP SLOW		
				POS ^N . 4.	PLATFORM .6.		
				POS ^N . 5.	'UP & DN' GOODS		
		SUB		POS ^N . 2.	PLATFORM .1.		UP SLOW
				POS ^N . 4.	PLATFORM .6.		UP SLOW
				POS ^N . 5.	'UP & DN' GOODS		UP SLOW
			DS		DN. SLOW		UP SLOW
			D3		PLATFORM .3.		UP SLOW
				POS ^N . 1	UP FAST		UP SLOW
			SDG		BAY SIDING		UP SLOW
		SUB + 'C'		POS ^N . 2	PLATFORM .1.		UP SLOW
				POS ^N . 4	PLATFORM .6.		UP SLOW
				POS ^N . 5	'UP & DN' GOODS.		UP SLOW
	SDS-141	MAIN			UP FAST		
				POS ^N . 1.	PLATFORM .1.		UP FAST
				POS ^N . 4.	UP SLOW		UP FAST
		SUB		POS ^N . 5.	PLATFORM .6.		UP FAST
					UP FAST		UP FAST
				POS ^N . 1.	PLATFORM .1.		UP FAST
				POS ^N . 4.	UP SLOW		UP FAST
				POS ^N . 5	PLATFORM .6.		UP FAST
			DS		DN. SLOW		UP FAST
		SUB + 'C'	D3		PLATFORM .3.		UP FAST
			SDG		BAY SIDING		UP FAST
				POS ^N . 1.	PLATFORM .1.		UP FAST
			POS ^N . 4	UP SLOW		UP FAST	
			POS ^N . 5	PLATFORM .6.		UP FAST	




STAFFORD No 5 (SD5).

SIGNAL PROFILE	DIAGRAM REF.	ASPECT	ROUTE INDCTR	ROUTE
	SD5-A	SHUNT	DF	DN. FAST
			DS	DN. SLOW
	SD5-B	SHUNT		UP SLOW
	SD5-C	SHUNT		DN. SLOW (TOP ARM)
				DN. CARRIAGE SIDING 1 OR 2 (BOTTOM ARM)
	SD5-D	SHUNT		UNIVERSAL GRINDING WHEEL SDG
			XUW	UP WELLINGTON LIMIT OF SHUNT
	SD5-E	SHUNT		DN. WELLINGTON
	SD5-F	SHUNT	XUW	UP WELLINGTON LIMIT OF SHUNT.
				DN. FAST
	SD5-G	SHUNT	UW	UP WELLINGTON
			XUS	UP SLOW. LIMIT OF SHUNT
			XUF	UP FAST. LIMIT OF SHUNT
	SD5-H	SHUNT	XUF	UP FAST. LIMIT OF SHUNT
			XUS	UP SLOW. LIMIT OF SHUNT
			UGS	UP GOODS SIDING
	SD5-J	SHUNT		PLATFORM .6.
				UP SLOW
			DS	DN. SLOW
			D3	DN. PLATFORM .3.
	SD5-K	SHUNT		ENGINE SHED SIDING
				'UP & DN' GOODS
				PLATFORM .6.
				UP SLOW
	SD5-L	SHUNT	DS	DN. SLOW
			D3	DN. PLATFORM .3.
	SD5-M	SHUNT		UP FAST
				PLATFORM .1.
	SD5-N	SHUNT	SDG	BAY SIDING
				PLATFORM .1.
	SD5-O	SHUNT		BAY SIDING
			D3	DN. PLATFORM .3.
	SD5-P	SHUNT		DN. FAST
				UP FAST
	SD5-Q	SHUNT	UF	UP FAST
			SDG	UP CARRIAGE SIDING
	SD5-R	SHUNT	UF	UP FAST
			SDG	UP CARRIAGE SIDING

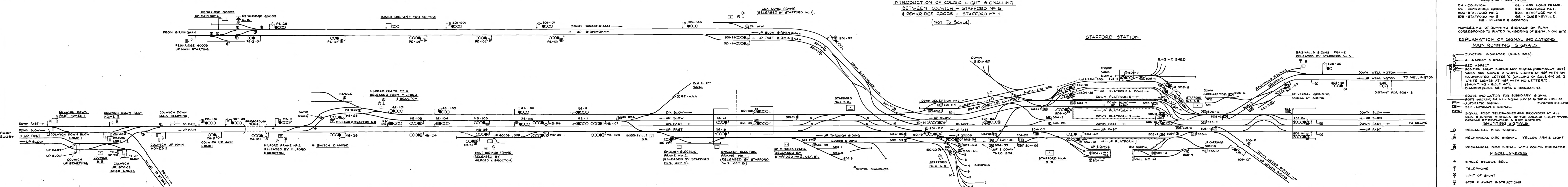


STAFFORD N^o 5 (SD5)

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SIGNAL PROFILE	DIAGRAM REF.,	ASPECT	ROUTE IND ^{TR}	ROUTE	
	SD5 - S	SHUNT		DN. WELLINGTON	
				DN. SLOW	
			US	UP SLOW	
	SD5 - T	SHUNT			DN. WELLINGTON
					DN. SLOW
					DN. FAST
			XUW	UP WELLINGTON	LIMIT OF SHUNT.
XUS	UP SLOW.	LIMIT OF SHUNT			
	SD5 - U	SHUNT		'UP & DN' GOODS (TOP ARM)	
				ENGINE SHED SIDING (BOTTOM ARM).	
	SD5 - V	SHUNT		ENGINE SHED	





INTRODUCTION OF COLOUR LIGHT SIGNALLING
 BETWEEN COLWICH - STAFFORD No. 5
 & PENKRIDGE GOODS - STAFFORD No. 1.
 (NOT TO SCALE).

STAFFORD STATION

SIGNAL PREFIXES

- CH - COLWICH
- PE - PENKRIDGE GOODS
- SD2 - STAFFORD No. 2
- SD5 - STAFFORD No. 5
- CL - COX LONG FRAME
- SD1 - STAFFORD No. 1
- SD4 - STAFFORD No. 4
- QE - QUEENSVILLE
- MB - MILFORD & BROCTON

NUMBERING OF RUNNING SIGNALS ON PLAN
 CORRESPONDS TO PLATED NUMBERING OF SIGNALS ON SITE.

EXPLANATION OF SIGNAL INDICATIONS

MAIN RUNNING SIGNALS

- Y - JUNCTION INDICATOR (RULE 35c).
- 4 - ASPECT SIGNAL
- RED ASPECT
- POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT)
 WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN
 ILLUMINATED LETTER 'C' (CALLING ON RULE 44) OR 2
 WHITE LIGHTS AT 45° WITH NO LETTER 'C'.
 (SHUNTING - RULE 47).
 DIAMOND (RULE 55 NOTE 2 DIAGRAM 2).
- ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.
 ROUTE INDICATOR FOR MAIN SIGNAL MAY BE IN TOP IN LIEU OF
 AUTOMATIC SIGNAL.
- SEMI-AUTOMATIC SIGNAL.

NOTE:
 SIGNAL POST TELEPHONES ARE PROVIDED AT ALL
 MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE
 CAPABLE OF DISPLAYING A RED ASPECT.

SHUNTING SIGNALS

- Y - MECHANICAL DISC SIGNAL.
- Y - MECHANICAL DISC SIGNAL YELLOW ARM & LIGHT
- Y - MECHANICAL DISC SIGNAL WITH ROUTE INDICATOR.

MISCELLANEOUS

- R - SINGLE STROKE BELL
- T - TELEPHONE
- L - LIMIT OF SHUNT
- I - STOP & AWAIT INSTRUCTIONS.