

BRITISH RAILWAYS
- LONDON MIDLAND REGION
(MIDLAND LINES)

SPECIAL NOTICE

NOTICE TO DRIVERS, GUARDS AND OTHERS
RESPECTING THE NEW MARSHALLING YARD
AT
BURTON-ON-TRENT

DERBY,
21 February, 1966

E. E. COWELL
Line 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 shows the new Marshalling Yard at Burton-on-Trent, which replaces the previous Yards at Horninglow Bridge, Old Dixie and Old Wetmore. The Hay Branch from North Stafford Jn. to Hawkins Lane Jn. has been abolished, together with the latter signal box.

The new Yard comprises a West Yard and an East Yard, the West replacing the previous Horninglow Bridge/Old Dixie Yards; the two reception lines to the West Yard, together with the Run Round road replacing the old Wetmore Sidings. The entrance to the West Reception lines is from a new connection from the Down Goods line and controlled from Wetmore Sidings signal box.

A new single goods line has been provided between Horninglow Bridge and Hawkins Lane Sidings, known as the "Up and Down" Goods Line and is controlled by the two signal boxes. This line bounds the West Yard on the South side, the Up direction proceeding to Horninglow Bridge and Down towards Hawkins Lane Sidings. New facing connections have been provided at Horninglow Bridge from the Up Goods line and Up Main line to proceed through the "Up and Down" Goods Line to Hawkins Lane Sidings, thence to the present Down Goods Line and Up Goods Line to and from Stretton Jn. The flyover route to the North Stafford Section and to Egginton Jn. and the North will replace the present Burton Branch between Burton, North Stafford Jn. and Stretton Jn. which is to be recovered at a future date.

A new line has been provided between Wetmore Sidings and Hawkins Lane Sidings bounding the East Yard, known as the Connecting Line and is controlled by both these signal boxes.

All movements from the "Up and Down" Goods Line at Hawkins Lane Sidings signal box towards the Anderstaff Branch, Saunders Branch, Engine Shed Sidings and Horninglow Street Goods Yard, previously controlled by Hawkins Lane Jn., will proceed through a single line known as the "Up and Down" Through Siding, and controlled by Hawkins Lane Sidings signal box. The Up direction will be towards this signal box.

At a future date the line between North Stafford Jn. and Stretton Jn. will be recovered and new connecting sidings will be provided between the outside line of New Wetmore Sidings proceeding to the Wagon Repair Shops and the Field Sidings. Five sidings of New Wetmore Sidings, nearest to the Up Goods Line, will be retained, and the New Dixie Sidings will be abolished.

The diagram which depicts only the principal running signals, must be read in conjunction with the previous entries shown in the Section "C" of the ME1 "Weekly Notices (Signalling and Permanent Way Alterations)". Work yet to be carried out will be published at a future date.

**BURTON-ON-TRENT.
MARSHALLING YARD LAYOUT.**

