

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SPECIAL NOTICE 1200 G.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN TAMWORTH HIGH LEVEL, NUNEATON ABBEY JUNCTION, SUTTON PARK, EXCHANGE SIDINGS, BIRMINGHAM MOOR STREET, LEAMINGTON, HALL GREEN, BEARLEY JUNCTION, CHURCH ROAD JUNCTION, BARNET GREEN AND REDDITCH.

IMPORTANT—This notice to be acknowledged immediately on receipt to "Trains, Crewe" using the code ARNO 1200 G.

Crewe,
August, 1969.

R. ARNOTT,
Movements Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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The diagrams with schedule of route indications show the re-signalling and permanent way layout within this area consequent on the bringing into use of a new power signalbox to be named "SALTLEY", located on the up side of the line opposite to Duddleston Road signalbox.

The work will be carried out in four stages as detailed below and during these stages, points and signals worked from the signalboxes concerned will be disconnected and Drivers hand-signalled as necessary. On completion of each stage the signalling will be as shown on the diagrams. The following notes are intended to supplement the information given thereon.

Further details of the working during these stages will be found in the appropriate Weekly Notice of Engineering Work.

Stage I—Between Tamworth High Level, Nuneaton Abbey Junction, Sutton Park and Bromford Bridge. Saturday 9th August until Monday 11th August 1969

Except as shown below, the existing running signals controlled by Tamworth High Level, Perrin and Harrisons Sidings, Kingsbury Branch Sidings, Kingsbury Station Junction, Water Orton East Junction, Water Orton West Junction, Castle Bromwich Junction, Stockingford, Stockingford Tunnel Sidings, Arley Colliery Sidings, Shustoke, Whitacre Junction, Coleshill, Sutton Park and Park Lane Junction will be taken away and the signalboxes abolished. Multiple aspect signalling will be provided controlled from Saltley box except for the down and up Walsall lines on which two aspect signalling will be provided.

Tamworth High Level—The down main home signal, located 600 yds. before reaching the signalbox, will become the semi-automatic signal, SY396.

The up main starting signal, located 1,320 yds. after passing the signalbox, will become the automatic signal, SY397.

The crossover will be controlled from Tamworth ground frame.

Kingsbury Branch Sidings—A shunting frame will be provided to control movements between the Kingsbury branch, the sidings and the down and up main lines.

Water Orton East Junction—The crossover between the down and up fast lines will be controlled from Water Orton No. 2 ground frame.

Castle Bromwich Junction—The trailing connection from the down goods line to the down siding will be controlled from Castle Bromwich ground frame.

Stockingford—The Up Sidings ground frame will be renamed Stockingford No. 2 ground frame.

The connection at present controlled from the signalbox will be controlled from Stockingford No. 1 ground frame.

Arley Colliery Siding—The signalbox will be retained as a ground frame.

Shustoke—The Down Line ground frame and Up Line ground frame will be renamed Daw Mill No. 1 and Daw Mill No. 2 ground frame respectively.

Whitacre Junction—The trailing connections from the down Nuneaton goods loop to the down sidings will be controlled from Whitacre ground frame.

Coleshill—Coleshill frame will **not** be brought into use.

Sutton Park—The Down Sidings frame will be renamed Sutton Park No. 2 ground frame.

The connections at present controlled from the signalbox will be controlled from Sutton Park No. 1 ground frame.

The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and will remain until completion of Stage II. The semaphore up main and up goods distant signals for SY251 and SY249 respectively are the present distant signals for Castle Bromwich Junction box.

The down main and down goods distant signals for Bromford Bridge box will be taken away.

Signal SY242 will not display a green aspect until signal SY236 displays a green aspect.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except that the Absolute Block Regulations will apply between signals SY234/236 and Bromford Bridge on the down lines and between Bromford Bridge and signals SY249/251 on the up lines.

Stage II—Between Bromford Bridge, Kings Heath and Bordesley South. Saturday 23rd August until Monday 25th August 1969

Except as shown below, the existing running line signals controlled by Bromford Bridge, Washwood Heath Junction, Washwood Heath Siding No. 2, Washwood Heath Siding No. 1, Saltley Sidings, Saltley Junction, Duddesden Road, Landor Street Junction, Bordesley Junction, Camp Hill and Exchange Sidings will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley box will be extended throughout the area. Washwood Heath Nos. 3, 4 and 5 signalboxes will become shunting frames.

Washwood Heath Junction—The facing connection from the up goods line to the up sidings will be controlled from Washwood Heath Up Sidings ground frame.

Washwood Heath No. 2—The signalbox will become a shunting frame. It will continue to signal movements along the “up and down” Camp Hill through siding and will also control movements between the down sidings and the down goods and down main lines.

Washwood Heath No. 1—The signalbox will become a shunting frame. It will continue to signal movements along the “up and down” Lawley Street through siding and will also control movements between the “up and down” Lawley Street through siding, Saltley Wharf and the up goods, up main and down main lines together with the connections between the down main, up main and up goods lines and Reception lines Nos. 1, 2 and 3.

Saltley Junction—The connection from the “up and down” Lawley Street through siding to the sidings will be controlled from Duddleston ground frame which will be released from Washwood Heath No. 1 shunting frame.

Lawley Street “A”—The outlet signals from the “arrival and departure” line, departure line and Inland Customs Depot will be superseded by 3-aspect colour light signals SY205, SY207 and SY209 respectively.

Exchange Sidings—The box will become a shunting frame and will continue to control the connections between the up Camp Hill line and the Exchange sidings.

Camp Hill—The trailing connection from the up Camp Hill line to the siding will be controlled from Camp Hill No. 1 ground frame.

The slip connection from the crossover between the down and up Camp Hill lines to the siding will be controlled from Camp Hill No. 2 ground frame.

The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and will remain until the completion of Stage IIIA in the case of the Bordesley South line and Stage IIIB in the case of the Kings Heath line.

The existing down distant signal and the up intermediate block outer distant, inner distant, and home signals for Kings Heath box will be taken away.

The existing up distant signal for Bordesley South box will be taken away.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except that the Absolute Block Regulations will apply between signal SY86 and Bordesley South box on the up Bordesley line and between Bordesley South box and signal SY85 on the down Bordesley line.

Stage IIIA—Between Birmingham Moor Street, Bordesley South and Leamington, Tyseley South and Hall Green, and Hatton and Bearley Junction. Saturday 30th August until Monday 1st September 1969

Except as shown below, the existing running line signals controlled by Birmingham Moor Street, Bordesley South, Small Heath North, Small Heath South, Tyseley South, Acocks Green, Solihull, Bentley Heath Crossing, Knowle, Lapworth, Hatton North, Hatton South, Budbrook, Warwick and Hatton West will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley will be extended throughout the area except on the Hatton-Bearley line.

Small Heath North—The signalbox will become a shunting frame to be known as Small Heath No. 1 and will control movements between the down Moor Street line, “up and down” through siding and down sidings, also between the “up and down” through siding, down Bordesley line, up goods loop and engineers siding. The shunting frame will also signal movements along the “up and down” through siding.

The crossover between the down and up Bordesley line will be controlled from Small Heath No. 2 ground frame.

Tyseley South—Tyseley Signal Department ground frame, which controls the trailing connection from the down through siding to the signal depot, will be renamed Tyseley No. 2 ground frame.

The crossover between the down and up fast lines opposite the box will be controlled from Tyseley No. 3 ground frame.

Solihull—The trailing crossover between the down and up lines will be controlled from Solihull ground frame.

Bentley Heath Crossing—The signalbox will become a shunting frame which will control the level crossing gates only.

Knowle—The ground frame controlling the trailing connection from the up goods loop to the up sidings will be known as Knowle ground frame.

Lapworth—The crossover will be controlled from Lapworth ground frame.

Warwick—North ground frame will be renamed Warwick No. 1 ground frame.

The connections at present controlled from the signalbox will now be controlled from Warwick No. 2 ground frame.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except between Hatton and Bearley Junction. (For this section of line, see amendment to the Sectional Appendix which will be published in the Weekly Notice of Engineering Work concerned.)

**Stage IIIB—Between Kings Heath, Church Road Junction and Barnt Green Main Line Junction, and Redditch Branch.
Saturday 6th September until Monday 8th September 1969**

Except as shown below, the existing running line signals controlled by Kings Heath, Hazelwell, Lifford Station Junction, Kings Norton Station Junction, Selly Oak, Bournville, Halesowen Junction, Barnt Green Main Line Junction and Barnt Green Single Line Junction will be taken away and the signalboxes abolished. Multiple aspect signalling controlled from Saltley will be extended throughout the area except on the Redditch Branch.

Kings Heath—The trailing connection from the down Camp Hill line to the down sidings on the Kings Norton side of the box will be secured out of use.

Lifford Station Junction—The trailing crossover between the down and up Camp Hill line, opposite the box, will be controlled from Canal Branch ground frame.

Kings Norton Station Junction—The signalbox will become a shunting frame and will control the connections between the down goods line and down through siding, and shunting movements between the running lines. Down Sidings ground frame will be released from the shunting frame.

Selly Oak—The signalbox will become a shunting frame and will control movements between the running line and sidings.

Bournville—The trailing connection from the up line to the up sidings near to the box will be controlled from Bournville ground frame.

Halesowen Junction—The signalbox will be retained to control movements in Longbridge sidings only.

Barnt Green Main Line Junction—The trailing connection from the down Redditch line to the down sidings will be controlled from Barnt Green ground frame.

Church Road Junction box will be abolished and all signals worked therefrom taken away except the down home 1 signal which will now be controlled by Birmingham New Street box (NS.247). Automatic signal CR101 situated on the down line at the entrance to Canal Tunnel will become a three aspect signal and will be renumbered NS.452.

The crossover controlled from Church Road Junction box will now be controlled from Birmingham New Street box and the multiple aspect signalling controlled from New Street box will be extended to link up with the Saltley area.

The Track Circuit Block Regulations will apply on the re-signalled sections of line except between Barnt Green and Redditch. (For this section of line, see amendments to the Sectional Appendix which will be published in the Weekly Notice of Engineering Work concerned.)

GENERAL

All multiple aspect signals capable of showing a red aspect and all position light ground signals controlled by Saltley and Birmingham New Street will be plated as shown on the diagram. (The numbers shown against semaphore and shunting signals will not be exhibited on the signals and are for reference purposes only.)

Telephones will be provided at all Saltley box running line signals capable of showing a red aspect.

All ground frames shown on the diagram are released from Saltley Box except Duddeston Road and Kings Norton down sidings.

B.R. Standard Automatic Warning System—A.W.S. track equipment will be provided approximately 200 yds. on the approach side of multiple aspect signals on passenger running lines except between Whitacre and Nuneaton.

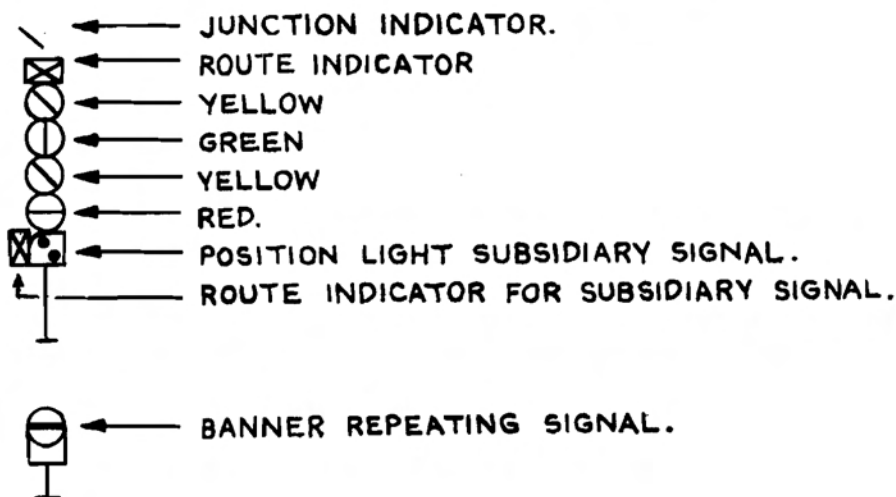
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX & SHUNTING FRAME REFERENCES.

SY - SALTLEY	KN - KINGS NORTON.
DY - DERBY	SO - SELLY OAK
NS - BIRMINGHAM NEW STREET.	SH - SMALL HEATH No.1.
AJ - NUNEATON ABBEY JUNCTION	ES - EXCHANGE SIDINGS.
LN - LEAMINGTON	WH1 - WASHWOOD HEATH No.1.
BJ - BEARLEY JCN.	WH2 - WASHWOOD HEATH No.2.
RH - REDDITCH	WH3 - WASHWOOD HEATH No.3.
HG - HALL GREEN	EO - ESSO SIDINGS.
WL - WALSALL	KY - KINGSBURY.
NN - NUNEATON	AY - ARLEY.
TYI - TYSELEY No.1.	
G - GLOUCESTER.	

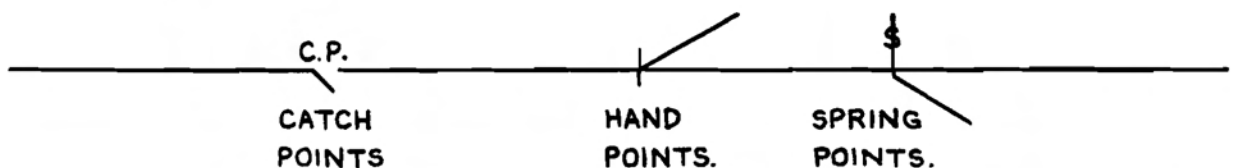
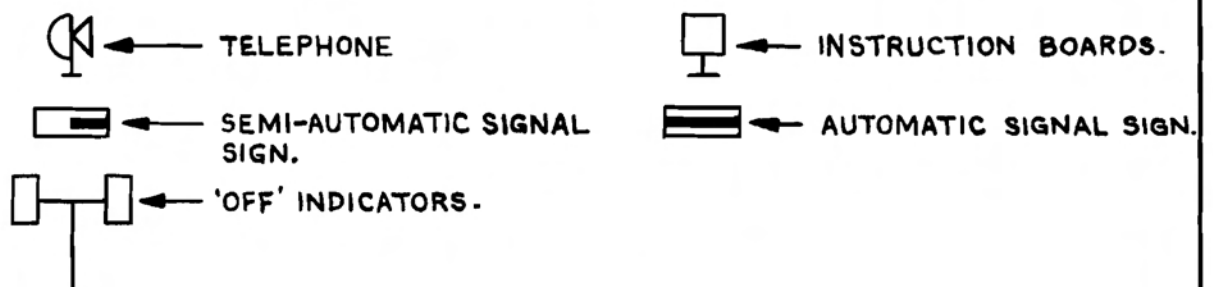
MAIN RUNNING SIGNALS



SHUNTING SIGNALS.



MISCELLANEOUS.



SALTLEY MULTIPLE ASPECT SIGNALLING.

LIST OF RUNNING SIGNALS WITH MORE THAN ONE INDICATION AND OF ALL GROUND SHUNTING SIGNALS.

SALTLEY (SY)

SIGNAL No.	ASPECT	ROUTE/JON INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JON INDICATOR	ROUTE
SY3	MAIN	Pos.1	UP GOODS	SY87	MAIN		DN. CAMPHILL
	MAIN		UP MAIN		*3 R+SUB	SDG.	EXCHANGE SIDINGS
SY9	MAIN	Pos.1	UP GOODS		MAIN	Pos.4	UP MAIN
	MAIN		UP MAIN				
SY12	MAIN	Pos.1	DN. REDDITCH	SY108	MAIN	Pos.1	DN. GOODS LOOP
	MAIN		DN. MAIN		R+SUB	Pos.1	DN. GOODS LOOP
SY23	MAIN		UP GOODS	SY112	MAIN		DN. LEAMINGTON
	MAIN	Pos.4	UP MAIN		MAIN	Pos.1	BACK PLATFORM LINE
SY24	MAIN		DN. GOODS	SY114	MAIN	B	BACK PLATFORM LINE
	R+SUB	G	DN. GOODS		MAIN	M	DN. LEAMINGTON
SY26	MAIN		DN. GOODS	SY115	MAIN		UP LEAMINGTON
	R+SUB	G	DN. GOODS		R+SUB	SDG	SIDING
	MAIN	Pos.4	DN. MAIN	SY116	MAIN	B	BEARLEY LINE
	R+SUB	SDG	LONGBRIDGE SIDINGS		MAIN	M	DN. LEAMINGTON
SY27	MAIN	UG	UP GOODS	SY117	MAIN		NORTH CURVE
	MAIN	UM	UP MAIN		MAIN	Pos.4	UP SOUTH CURVE
	MAIN	DG	UP & DN. GOODS	SY119	MAIN		BACK PLATFORM LINE
SY28	MAIN		DN. MAIN				
	R+SUB	SDG.	LONGBRIDGE SIDINGS	SY129	MAIN		UP LEAMINGTON
SY29	MAIN		UP GOODS		MAIN	Pos.4	NORTH CURVE
	R+SUB	G	UP GOODS	SY142	R+SUB	REC	RECEPTION SIDING
SY33	MAIN		UP GOODS		MAIN	Pos.1	DN. PASSENGER LOOP
	R+SUB	G	UP GOODS	SY147*21	*21 MAIN		DN. LEAMINGTON
SY34	MAIN		UP & DN. GOODS		MAIN	Pos.1	UP GOODS LOOP
	R+SUB	G	UP & DN. GOODS	R+SUB	Pos.1	UP GOODS LOOP	
SY37	MAIN		UP GLOUCESTER	SY158	MAIN		UP LEAMINGTON
	MAIN	Pos.4	UP CAMPHILL		R+SUB	TS	DN. THRO' SIDING
SY38	MAIN		UP & DN. GOODS	R+SUB	CAR	CARRIAGE SIDINGS	
	R+SUB	G	UP & DN. GOODS	SY162	MAIN	Pos.1	DN. SLOW
SY39	MAIN	F	UP GLOUCESTER		MAIN		DN. FAST
	MAIN	S	UP CAMPHILL	SY163	R+SUB	TS	DN. THRO' SIDING
SY41	*1 R+SUB		UP & DN. GOODS		R+SUB	CAR	CARRIAGE SIDINGS
	*2 R+SUB		DN. THRO. SIDING	MAIN		DN. SLOW	
SY42	*1 R+SUB	TS	DN. THRO. SIDING	SY169	MAIN		UP LEAMINGTON
	MAIN	Pos.1	UP & DN. GOODS		MAIN	Pos.4	DN. NORTH WARWICK
	R+SUB	Pos.1	UP & DN. GOODS	MAIN		DN. MOOR ST.	
SY46	MAIN		DN. MAIN	SY171	MAIN		UP SLOW
	MAIN	Pos.1	UP LIFFORD CURVE		R+SUB	TS	UP THRO SIDING
SY62	*1 R+SUB	TS	DN. THRO. SIDING	SY172	R+SUB	TS	UP & DN. THRO SIDING
	MAIN	Pos.1	UP & DN. GOODS		MAIN	S	DN. MOOR ST.
	R+SUB	Pos.1	UP & DN. GOODS	MAIN	F	DN. BORDESLEY	
	MAIN		DN. MAIN	SY173	MAIN		UP FAST
SY66	MAIN		DN. CAMPHILL		MAIN	Pos.4	UP SLOW
	MAIN	Pos.4	DN. LIFFORD CURVE	R+SUB	TS	UP THRO SIDING	
SY86	MAIN	Pos.1	UP BORDESLEY				
	MAIN		DN. CAMPHILL				

*1 CONTROLLED BY KINGS NORTON S.F.

*2 CONTROLLED BY KINGS NORTON DOWN SIDINGS FRAME

*3 ALSO CONTROLLED BY EXCHANGE SIDINGS S.F.

*21 ALSO CONTROLLED BY BENTLEY HEATH S.F.

SALTLEY (SY)

2

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	
*4	R+SUB	SDG	DN. SIDINGS		R+SUB	TS	UP&DN.CAMPBILL THRO'SDG.	
*4	R+SUB	TS	UP & DN.THRO'SIDING		MAIN	Pos. 1	DN. GOODS	
SY174	MAIN		DN. MOOR ST.		R+SUB	Pos.1	DN. GOODS	
	MAIN	Pos. 1	DN. GOODS LOOP		R+SUB	BNK	BANK ENGINE SIDING	
SY176	R+SUB	Pos. 1	DN. GOODS LOOP	SY208	MAIN		DN. MAIN	
	MAIN		DN. BORDESLEY	*G	R+SUB	REC	INLAND CUSTOMS	
*4	R+SUB	SDG	ENGINEERS SIDING	*G	R+SUB	DEP	LAWLEY ST. DEPT.	
	MAIN		UP GOODS LOOP	*G	R+SUB	ARR	LAWLEY ST. ARRIVAL & DEPARTURE LINE	
SY177	R+SUB	G	UP GOODS LOOP		R+SUB	SDG	SIDING	
*4	R+SUB	TS	UP&DN.THRO'SIDING	(VIA Y)-	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	
	MAIN	Pos. 1	UP GOODS LOOP	(VIA Z)-	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	
SY179	R+SUB	Pos. 1	UP GOODS LOOP		MAIN	G	UP GOODS	
	MAIN		UP BORDESLEY	SY209	R+SUB	G	UP GOODS	
SY182	R+SUB	TS	UP&DN.THRO'SIDING		MAIN	M	UP MAIN	
	MAIN		DN. MOOR ST.		R+SUB	TS	UP&DN.CAMPBILL THRO'SDG.	
	MAIN	3	PLATFORM 3		MAIN		DN. GOODS	
SY184	R+SUB	3	PLATFORM 3	SY212	R+SUB	G	DN. GOODS	
	MAIN	2	PLATFORM 2		R+SUB	BNK	BANK ENGINE SIDING	
	R+SUB	2	PLATFORM 2		MAIN	Pos. 4	DN. MAIN	
	MAIN	1	PLATFORM 1		*7	R+SUB	REC	RECEPTION LINES
	R+SUB	1	PLATFORM 1	SY213	MAIN		UP GOODS	
	MAIN		UP MOOR ST.		R+SUB	G	UP GOODS	
SY185	R+SUB	TS	UP&DN.THRO'SIDING	*7	R+SUB	SDG	DN. SIDINGS	
	R+SUB	SDG	LIE-BY SIDING		*7	R+SUB	REC.	RECEPTION LINES
	MAIN		UP MOOR ST.	SY215	MAIN	Pos. 1	UP GOODS	
SY187	R+SUB	TS	UP&DN.THRO'SIDING		R+SUB	Pos. 1	UP GOODS	
	R+SUB	SDG	LIE-BY SIDING		MAIN		UP MAIN	
	MAIN		UP MOOR ST.	SY216	MAIN		DN. MAIN	
SY189	R+SUB		UP&DN THRO'SIDING	*7	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	
	R+SUB		LIE-BY SIDING		MAIN		DN. GOODS	
	*5	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	SY218	R+SUB	G	DN. GOODS
SY201	MAIN	Pos. 1	UP GOODS		MAIN	Pos. 4	DN. MAIN	
	R+SUB	Pos. 1	UP GOODS	*8	R+SUB		UP&DN.LAWLEY ST. THRO'SDG.	
	MAIN		UP MAIN		*9	R+SUB	SDG	UP SIDINGS
*5	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	SY221	MAIN		UP GOODS	
	MAIN	Pos. 1	UP GOODS		R+SUB	G	UP GOODS	
SY203	R+SUB	Pos. 1	UP GOODS					
	MAIN		UP MAIN					
	R+SUB	BNK	BANK ENGINE SIDING	*10	R+SUB	SDG	DN. SIDINGS	
SY204	MAIN	Pos. 1	DN. MAIN	*23	R+SUB	TS	DN.THRO'SIDING	
	MAIN		DN. DERBY	SY224	MAIN		DN. GOODS	
	R+SUB	SDG	SIDING		R+SUB	G	DN. GOODS	
*5	R+SUB	TS	UP&DN. LAWLEY ST. THRO'SDG.		*11	R+SUB	SDG	ESSO SIDINGS
SY205	MAIN	G	UP GOODS	SY225	MAIN		UP GOODS	
	R+SUB	G	UP GOODS		R+SUB	G	UP GOODS	
	MAIN	M	UP MAIN		MAIN	Pos 4	UP MAIN	
	R+SUB	SDG	SIDING		*11	R+SUB	SDG	ESSO SIDINGS
(VIA Y)*5	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.	SY227	MAIN	Pos. 1	UP GOODS	
(VIA Z) -	R+SUB	TS	UP&DN.LAWLEY ST. THRO'SDG.		R+SUB	Pos. 1	UP GOODS	
	MAIN	G	UP GOODS		MAIN		UP MAIN	
SY207	R+SUB	G	UP GOODS		*10	R+SUB	ARR	DN. ARRIVAL RD N° 2
	MAIN	M	UP MAIN		*10	R+SUB	ARR	DN. ARRIVAL RD N° 1
				SY228	MAIN		DN. GOODS	
					R+SUB	G	DN. GOODS	

*4 CONTROLLED BY SMALL HEATH N°1 S.F.

*5 ALSO CONTROLLED BY WASHWOOD HEATH N°1 S.F. *9 CONTROLLED BY WASHWOOD HEATH UP SDGS. FRAME

*6 ALSO CONTROLLED BY LAWLEY ST. 'A' S.B.

*10 ALSO CONTROLLED BY WASHWOOD HEATH N°3 S.F.

*7 CONTROLLED BY WASHWOOD HEATH N°1 S.F.

*11 ALSO CONTROLLED BY ESSO SIDINGS FRAME

*8 CONTROLLED BY WASHWOOD HEATH N°2 S.F.

*25 ALSO CONTROLLED BY WASHWOOD HEATH N° 2 S.F.

SALTLEY (SY)

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE
*11 SY229	R+SUB	SDG	ESSO SIDINGS	SY286	MAIN	Pos. 1	DN. GOODS
	MAIN	G	UP GOODS		R+SUB	Pos. 1	DN. GOODS
	R+SUB	G	UP GOODS	SY287	MAIN		DN. MAIN
	MAIN	M	UP MAIN		MAIN		UP FAST
SY234	MAIN	Pos. 1	DN. GOODS	SY288	MAIN	Pos. 4	UP SLOW
	R+SUB	Pos. 1	DN. GOODS		MAIN	Pos. 1	DN. GOODS
SY235	MAIN		DN. MAIN		R+SUB	Pos. 1	DN. GOODS
	R+SUB	G	UP GOODS		MAIN		DN. MAIN
SY236	MAIN		UP GOODS	SY293	R+SUB	SDG	UP SIDINGS
	R+SUB	G	DN. GOODS		MAIN		UP SLOW
SY242	MAIN		DN. GOODS	SY294	R+SUB	SDG	LURGI SIDINGS
	R+SUB	G	DN. GOODS		MAIN		DN. SLOW
SY243	MAIN		UP GOODS	SY297	MAIN	Pos. 1	UP SLOW
	R+SUB	G	UP GOODS		MAIN		UP NUNEATON
SY248	MAIN	Pos. 4	UP MAIN	SY299	R+SUB	SDG	SIDING
	R+SUB	SDG	SIDING		MAIN	S	UP SLOW
SY249	MAIN		DN. GOODS	SY302	MAIN	B	UP NUNEATON
	R+SUB	G	DN. GOODS		R+SUB	NCK	NECK
SY252	MAIN	Pos. 1	CASTLE BROMWICH CURVE	SY304	MAIN		DN. SLOW
	MAIN		UP GOODS		R+SUB	ARR	ARRIVAL
SY254	R+SUB	G	UP GOODS	SY306	R+SUB	A. D.	ARRIVAL & DEPARTURE
	MAIN		DN. GOODS		MAIN		DN. SLOW
SY256	MAIN	Pos. 1	DN. GOODS	SY308	R+SUB	ARR	ARRIVAL
	R+SUB	G	DN. GOODS		R+SUB	A. D.	ARRIVAL & DEPARTURE
SY265	MAIN		UP GOODS	SY312	MAIN	Pos. 1	DN. DERBY GOODS LOOP
	R+SUB	G	UP GOODS		R+SUB	Pos. 1	DN. DERBY GOODS LOOP
SY271	MAIN		UP MAIN		MAIN		DN. SLOW
	R+SUB	G	UP MAIN				
SY273	MAIN	Pos. 1	UP GOODS	SY318	MAIN	Pos. 1	DN. NUNEATON GOODS LOOP
	R+SUB	Pos. 1	UP GOODS		R+SUB	Pos. 1	DN. NUNEATON GOODS LOOP
SY275	MAIN		UP GOODS	SY386	MAIN		DN. NUNEATON
	R+SUB		UP GOODS		MAIN	Pos. 1	DN. SLOW
SY276	MAIN		UP MAIN	SY387	MAIN		DN. FAST
	R+SUB		UP MAIN		R+SUB	SDG	UP LINE
SY278	MAIN	Pos. 1	DN. MAIN	*22	R+SUB	SDG	KINGSBURY BCH. SDGS.
	MAIN	Pos. 4	WATER ORTON CURVE				
SY285	MAIN		DN. GOODS				
	R+SUB	G	DN. GOODS				

*22 CONTROLLED BY KINGSBURY S.F.
 *11 ALSO CONTROLLED BY ESSO SIDINGS FRAME

SALTLEY (SY)

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SIGNAL NO	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL NO	ASPECT	ROUTE/JCN INDICATOR	ROUTE
SY402	SHUNT		DN. REDDITCH		SHUNT		UP LEAMINGTON
	SHUNT		DN. MAIN	SY442	SHUNT		DN. NORTH WARWICK
	SHUNT		UP GOODS		SHUNT	NCK	NECK
SY403	SHUNT		UP MAIN	SY443 *16	SHUNT	D.T.S.	DN. THRO' SIDING
*12	SHUNT		DN. SIDINGS	SY444 *16	SHUNT	D.T.S.	DN. THRO' SIDING
SY406	SHUNT		SIDINGS	SY445	SHUNT		UP&DN. THRO' SIDING
SY407	SHUNT	XUM	LOS UP GLOUCESTER	SY446	SHUNT		UP MOOR ST.
*13	SHUNT		CADBURY'S SIDINGS		SHUNT		UP&DN. THRO' SIDING
*14	SHUNT		UP SIDINGS		SHUNT		SIDINGS
SY408	SHUNT		UP CAMPHILL	SY447	SHUNT		PLATFORM 3
	SHUNT	SDG	DN. SIDING		SHUNT		PLATFORM 2
SY409	SHUNT		DN. CAMPHILL		SHUNT		PLATFORM 1
SY416	SHUNT		UP. MAIN		SHUNT		SIDINGS
SY417	SHUNT		UP MAIN	SY448	SHUNT		PLATFORM 3
	SHUNT	D.M.	DN. MAIN		SHUNT		PLATFORM 2
SY418	SHUNT		UP MAIN		SHUNT		PLATFORM 1
SY419	SHUNT		BACK PLATFORM LINE	SY449	SHUNT		UP&DN. THRO' SIDING
	SHUNT		DN. LEAMINGTON		SHUNT		LIE BY SIDING
SY421	SHUNT		BACK PLATFORM LINE	SY451	SHUNT		BANK ENGINE SIDING
	SHUNT		DN. LEAMINGTON	SY452	SHUNT		DN. MAIN
	SHUNT		RECEPTION SIDING	*5	SHUNT		UP&DN. LAWLEY ST. THRO' SDG.
SY422	SHUNT		DN. PASSENGER LOOP		SHUNT		UP GOODS
*21	SHUNT		DN. LEAMINGTON	SY453	SHUNT		UP MAIN
	SHUNT	XUG	UP GOODS LOS		SHUNT	DM.	DN. MAIN
SY423	SHUNT		UP LEAMINGTON		SHUNT		BANK ENGINE SIDING
	SHUNT	NCK	NECK		SHUNT		UP&DN. C'HILL THRO' SDG.
	SHUNT		DN. SIDINGS	*6	SHUNT	REC	INLAND CUSTOMS
SY424	SHUNT		RECEPTION SIDING	SY454 *6	SHUNT	DEP	LAWLEY ST. DEPT. LINE
SY425	SHUNT		UP LEAMINGTON	*6	SHUNT	ARR	LAWLEY ST. ARR.&DEP. LINE
	SHUNT	NCK	NECK	SY455	SHUNT		BANK ENGINE SIDING
SY426	SHUNT		RECEPTION SIDING		SHUNT		UP&DN. C'HILL THRO' SDG.
	SHUNT		DN. PASSENGER LOOP	SY456	SHUNT		ALONG BANK ENGINE SDG.
SY428	SHUNT		DN. SPUR		SHUNT		DN. MAIN (204 SIGNAL)
	SHUNT		DN. PASSENGER LOOP	SY457	SHUNT		UP&DN. C'HILL THRO' SDG
SY429	SHUNT		RECEPTION SIDING		SHUNT		SALTLEY DIESEL DEPOT
SY431	SHUNT	D.P.	DN. PASSENGER LOOP	SY458	SHUNT		DN. GOODS
	SHUNT		RECEPTION SIDING		SHUNT		BANK ENGINE SIDING
	SHUNT		DN. THRO' SIDING		SHUNT		DN. MAIN
SY432	SHUNT		CARRIAGE SIDINGS		SHUNT		DN. MAIN
	SHUNT		DN. SLOW	SY462	SHUNT	REC	INLAND CUSTOMS (VIA Z)
	SHUNT	SDG	UP SIDINGS	*6	SHUNT	REC	INLAND CUSTOMS (VIA Y)
SY434	SHUNT		UP SIDINGS		SHUNT	DEP	LAWLEY ST. DEPT. LINE (VIA 'Z')
SY435	SHUNT	NCK	NECK		SHUNT	DEP	LAWLEY ST. DEPT. LINE (VIA 'Y')
	SHUNT		UP LEAMINGTON		SHUNT	ARR	LAWLEY ST. ARR.&DEPT. LINE
SY436	SHUNT		DN. THRO' SIDING	SY464	SHUNT		DN. MAIN
	SHUNT		CARRIAGE SIDINGS	*6	SHUNT	REC	INLAND CUSTOMS
SY437	SHUNT		UP LEAMINGTON		SHUNT	DEP	LAWLEY ST. DEPT. LINE
	SHUNT		DN. NORTH WARWICK		SHUNT	ARR	LAWLEY ST. ARR.&DEPT. LINE
	SHUNT		UP LEAMINGTON	SY466	SHUNT		DN. MAIN
SY439	SHUNT		DN. NORTH WARWICK	*6	SHUNT	REC	INLAND CUSTOMS
	SHUNT	NCK	NECK		SHUNT	DEP	LAWLEY ST. DEPT. LINE
	SHUNT		UP LEAMINGTON		SHUNT	ARR	LAWLEY ST. ARR.&DEPT. LINE
SY441	SHUNT		DN. NORTH WARWICK	SY467	SHUNT	D.M.	DN. MAIN
	SHUNT	NCK	NECK		SHUNT	NCK	NECK
*15	SHUNT		S & T SIDING		SHUNT		UP & DN. C'HILL THRO' SDG.

*5 ALSO CONTROLLED BY WASHWOOD HEATH N°1 S.F. *14 CONTROLLED BY CAMPHILL N°2 G.F.

*6 ALSO CONTROLLED BY LAWLEY ST. 'A' S.B.

*15 CONTROLLED BY TYSELEY N°2 G.F.

*12 CONTROLLED BY BARNT GREEN G.F.

*16 ALSO CONTROLLED BY TYSELEY N°1 S.B.

*13 CONTROLLED BY CADBURYS G.F.

*21 ALSO CONTROLLED BY BENTLEY HEATH S.F.

SALTLEY (SY)

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SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE
SY469	SHUNT	DM	DN. MAIN	SY515	SHUNT		DN. SLOW
	SHUNT	NCK	NECK		SHUNT		ARRIVAL
SY471	SHUNT		UP&DN.C'HILL THRO'SDG		SHUNT		ARRIVAL & DEPARTURE
SY472	SHUNT	SDG	GASWORKS SIDINGS	SY516	SHUNT		UP NUNEATON
	SHUNT		UP&DN.C'HILL THRO'SDG				
SY474	SHUNT		UP&DN.C'HILL THRO'SDG				
	SHUNT		DN. GOODS				
	SHUNT	BNK	BANK ENGINE SIDING				
SY475	SHUNT		UP&DN.C'HILL THRO'SDG.				
* ⁹ SY478	SHUNT	UG	UP GOODS				
	SHUNT		SIDINGS				
* ¹⁷ SY481	SHUNT		DN. GOODS				
SY483	SHUNT		DN. GOODS				
SY484	SHUNT	UG	UP GOODS				
	SHUNT		UP SIDINGS				
* ¹¹ SY485	SHUNT		ESSO SIDINGS				
	SHUNT		UP MAIN				
* ¹¹ SY486	SHUNT		DN. GOODS				
	SHUNT		DN. MAIN				
	SHUNT	UG	UP GOODS				
* ¹⁶ SY487	SHUNT		SIDINGS				
	SHUNT		ESSO SIDINGS				
	SHUNT		UP MAIN				
SY488	SHUNT		DN. GOODS				
	SHUNT	UG	UP GOODS				
SY491	SHUNT	DG	DN. GOODS				
	* ¹⁹ SHUNT		DN. SIDING				
SY493	SHUNT		DN. GOODS				
SY495	SHUNT		CASTLE BROMWICH CURVE				
	SHUNT		UP GOODS				
SY496	SHUNT		DN. GOODS				
	SHUNT		DN. MAIN				
SY501	SHUNT		UP SLOW				
SY503	SHUNT		UP SLOW				
SY504	SHUNT		DN. GOODS				
	SHUNT		DN. MAIN				
SY505	SHUNT		UP SIDINGS				
	SHUNT		UP SLOW				
	SHUNT		DN. SIDING				
SY506	SHUNT		LURGI SIDINGS				
	SHUNT		DN. SLOW				
SY507	SHUNT		UP SIDINGS				
	SHUNT		UP SLOW				
	SHUNT		DN. SIDING				
SY508	SHUNT		LURGI SIDINGS				
	SHUNT		DN. SLOW				
SY512	SHUNT	US	UP SLOW				
	* ²⁰ SHUNT		UP LIE BY				
SY513	SHUNT		UP SLOW				
	SHUNT	DNL	UP NUNEATON				
SY514	SHUNT	DNL	DN.(NUNEATON) GOODS LOOP				
	SHUNT	DNL	DN.(NUNEATON) GOODS LOOP				

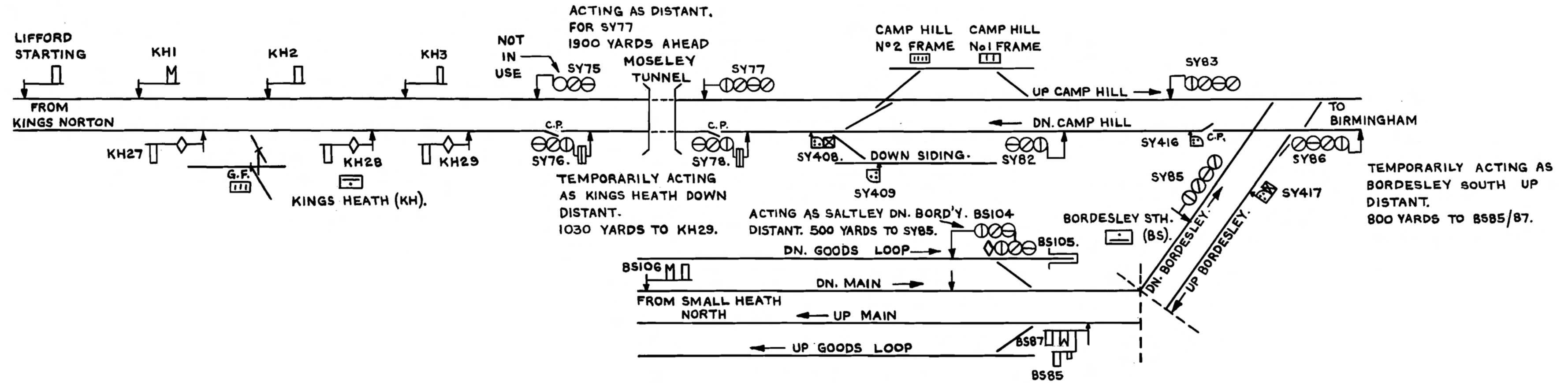
*5 ALSO CONTROLLED BY WASHWOOD HEATH N°1 S.F. *18 CONTROLLED BY ESSO SIDINGS FRAME

*11 ALSO CONTROLLED BY ESSO SIDINGS S.F. *19 CONTROLLED BY CASTLE BROMWICH G.F

*17 CONTROLLED BY WASHWOOD HEATH N°5 S.F. *20 CONTROLLED BY COLESHILL G.F

SALTLEY SIGNAL BOX. INTRODUCTION OF MULTIPLE ASPECT SIGNALLING

LINK UP AT STAGE 2



LINK UP AT STAGE 1

