

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SPECIAL NOTICE 1855 G.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN TAMWORTH HIGH LEVEL, ALREWAS, MOIRA WEST JUNCTION, EGGINTON JUNCTION, CASTLE DONINGTON, DRAYCOTT, CHADDESDEN AND STRETTON.

IMPORTANT—This notice to be acknowledged immediately on receipt to “Trains, Crewe” using the code ARNO 1855 G.

Crewe,
June, 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 resignalling of this area consequent on the bringing into use of a new signal box named "DERBY", located on the down side of the line between the site of Way & Works box and London Road Junction box.

The work will be carried out in three stages as detailed below and during these stages, points and signals worked from the signal boxes 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, Alrewas, Moira West Junction and Repton & Willington.

22.00 Saturday, 14th June until 06.00 Monday, 16th June, 1969.

The existing running signals controlled by Elford, Wichnor Junction, Barton & Walton, Branston Junction, Leicester Junction, Burton Station South, Horninglow Bridge (up and down main and goods lines), Wetmore Sidings and Clay Mills Junction, also Gresley, Swadlincote Junction, Drakelow and Birmingham Curve Junction, will be taken away and replaced by multiple aspect signalling controlled from DERBY box.

The junction at Wichnor between the Birmingham and Walsall lines will be re-sited approximately 560 yards nearer to Tamworth.

Tamworth High Level—The signal box will remain until SALTLEY signal box is commissioned later this year. The down main home and distant signals will be abolished. A new three aspect colour light down main home 1 signal, TH.21 will be provided located 600 yards before reaching the signal box. A \diamond sign will be fixed to the post of this signal.

A telephone will be provided at automatic signal SY.398 (also acting as down main distant signal for this box) giving communication with this box.

A \diamond sign will be fixed to shunting signal TH.31.

The up main starting signal will be superseded by a three aspect colour light signal, TH.16, 1,320 yards from the signal box. A telephone will be provided at this signal, giving communication with the signal box.

The up main intermediate block signals (known as Wiggington) controlled from this box will be taken away.

Alrewas—The existing signals will be linked up with the Derby box colour light signals as shown on the diagram.

Moira West Junction—The existing signals will be linked up with the Derby box colour light signals as shown on the diagram.

Horninglow Bridge—The signal box will become a shunting frame and will continue to control movements to and from the Horninglow Wharf branch, the Guild Street branch, to and from the "Up and down" goods line, to Hawkins Lane, and to and from the East and West yards. The "Up and down" goods line up home signal will be superseded by a three aspect colour light signal with position light subsidiary and theatre type route indicators as detailed on the diagram.

Wetmore Sidings—The signal box will become a shunting frame and will control movements to and from the connecting line, East and West yards, New Wetmore Sidings, English Grain Co. siding, and shunting movements between the down and up side and vice-versa.

Clay Mills Crossing—The signal box will become a shunting frame and will control the level crossing only. The crossover between the down and up main lines will be controlled from the adjacent frame.

Repton & Willington—The down main intermediate block signals (known as Hargate) controlled from this signal box will be taken away. The down main home signal will be superseded by a four aspect colour light signal, RW.14, 75 yards from the signal box. A \diamond sign will be fixed to the post of this signal until the completion of Stage 2. The down main starting signal will be taken away.

The up main distant signal will be taken away.

A new four aspect colour light up main home 1 signal, RW.2 will be provided 735 yards from the signal box.

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 2.

Stage II Between Repton & Willington, Egginton Junction, Castle Donington and London Road Junction.

22.00 Saturday, 28th June until 06.00 Monday, 30th June, 1969.

Repton & Willington up main home 2 and starting signals together with the existing running signals controlled by Stenson Junction, Sunny Hill, Melbourne Junction, and L. & N.W. Junction (except the down goods distant), also Chellaston Junction and Back Lane crossing, will be taken away. The multiple aspect signalling controlled from DERBY box will be extended through this area to London Road Junction box (exclusive).

Egginton Junction—The down Stoke line distant signal will be taken away.

The down Stoke line home signal will be superseded by a three aspect colour light signal 445 yards from the box.

The up Stoke line starting signal will be superseded by a three aspect colour light signal 374 yards from the box.

Telephones will be provided at both signals giving telephone communication with this signal box.

Chellaston Junction—The connection from the Chellaston single line to the up Stenson line will be secured out of use.

Worthington Branch—The "One Train Working" staff is housed in an instrument located in a cupboard adjacent to the double sided notice board at the Chellaston end of the branch.

Castle Donington—The signal box will remain until TRENT signal box is commissioned later this year.

The down and up main distant signals will be taken away.

The down main home 1 and home 2 signals will be superseded by a three aspect colour light signal with subsidiary signal and associated route indicator, CD.13, 70 yards from the signal box. A new two aspect colour light distant signal will be provided 1,283 yards in rear of this signal.

An additional three aspect colour light up main home 1 signal, CD.8, will be provided 1,300 yards on the Derby side of the signal box. The existing semaphore up main home signal will be replated up main home 2 signal.

The telephones at signals CD.8, CD.13, TT.402 and TT.401 will temporarily give communication with this signal box.

London Road Junction—The down main (West) home 2 and starting signals with lower distant arms for L. & N.W. Junction box will be recovered.

A new down main (West) starting signal, LR.40 will be provided 800 yards from this signal box. A \diamond sign will be fixed on the post of this signal until completion of Stage 3.

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 3.

Stage III Between Draycott, Derby London Road Junction and Stretton.

22.00 Saturday, 12th July until 06.00 Monday, 14th July, 1969.

The existing running signals controlled by Spondon Station, Way & Works, London Road Junction, Derby Station "A", Derby Station North Junction, Engine Sidings No. 1, Derby Junction, Derby North Junction, St. Mary's Junction, Breadsall Crossing, Little Eaton Junction, Duffield Junction, Belper Goods, Broadholme, Ambergate South Junction, Crich Junction, and Wingfield will be taken away. The multiple aspect signalling controlled from DERBY box will be extended through this area to Stretton box (exclusive).

Draycott—The signal box will remain until TRENT Power signal box is commissioned later this year.

The existing down main starting signal will be taken away.

The up main home signal will be superseded by a three aspect colour light signal, DT.19, 250 yards from the signal box.

The existing up main colour light distant signal will be taken away. Automatic colour light signals TT.378 and TT.376 will act as up main outer and inner distant signals respectively for the new home signal.

The telephones at signals DT.19, TT.376 and TT.378 will temporarily give communication with this signal box.

Spondon Station—The signal box will become a shunting frame and will control movements between the sidings and the down and up main lines.

Engine Sidings No. 2—The signal box will become a shunting frame and will control movements between the up and down Loco. lines, the pilot siding, the diesel depot, the loco. and the C.M. & E.E. sidings.

St. Mary's Goods Yard—The signal box will become a shunting frame and will control movements to and from the yard and the up departure siding, down goods and down main lines.

Denby Branch—The "One Train Working" staff is housed in an instrument located in a cupboard adjacent to the double sided notice board situated near Little Eaton station level crossing.

Wirksworth Branch—The "tokens" for the branch are housed in instruments (released from Derby signal box) located adjacent to signal DY.548 at Duffield Junction and at Wirksworth.

Matlock Branch—The "One Train Working" staff is housed in an instrument located in a cupboard on the platform at Ambergate.

Stretton—This signal box will remain until TRENT signal box is commissioned later this year.

The down main distant and home signals will be taken away.

A new colour light down main home signal SN.5 will be provided 1,510 yards on the Derby side of the signal box.

The up main inner distant, home and starting signals will be taken away.

A new colour light up main home signal SN.24 will be provided 325 yards on the Clay Cross side of the signal box.

The existing four aspect colour light up main outer distant signal (starting signal for Clay Cross South Junction box) will become a three aspect signal and act as up main distant signal for SN.24. (The signal will continue to be controlled as starting signal for Clay Cross South Junction box.)

◇ signs will be fitted to shunting signals SN.14 and SN.9.

The telephones at signals TT.38, SN.5 and SN.24 will temporarily give communication with this signal box.

General—All multiple aspect 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 shunting signals will not be exhibited on the signals and are for reference purposes only.)

Telephones will be provided at all Derby box multiple aspect signals capable of showing a red aspect, except DY.572 and DY.548.

All ground frames, except those detailed below, shown on the diagram, are released from Derby box:—

Spondon No. 1	Chellaston
Hilton Crossing	Branston Sidings
Back Lane Crossing	Moira South

BR. Standard Automatic Warning System—Except as shown below, AWS Track equipment will be provided approximately 200 yards on the approach side of all new multiple aspect signals on passenger running lines:—

Derby Station area (signals Nos. DY.441—DY.446 inclusive, DY.451—DY.454 inclusive and DY.456).

Stenson Junction to Egginton Junction (Stoke Line).

Wichnor Junction to Alrewas (Walsall line).

Matlock branch.

Rules and Regulations—On completion of each stage, the Track Circuit Block Regulations will apply on the re-signalled section of the main running lines.

The methods of working on the other running lines will be detailed in the amendments to the Sectional Appendix (Southern Section) and will be published in the Weekly Notice of Engineering Work concerned.

SCHEDULE OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY ASPECTS & OF GROUND SHUNT SIGNALS. 11

SIGNAL NO	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL NO	ASPECT	ROUTE/JCN INDICATOR	ROUTE
DY 6	MAIN	Pos.1	DOWN GOODS	DY151	SHUNT		UP GOODS
	SUB	Pos.1	DOWN GOODS		SHUNT		UP MAIN
	MAIN		DOWN MAIN	DY152	MAIN	POS 1	UP LEICESTER GOODS
DY 82	MAIN		DOWN MAIN		MAIN		DOWN GOODS
	MAIN	Pos.4	UP WALSALL		SUB	G	DOWN GOODS
DY 95	MAIN	Pos.1	UP GOODS	DY154	MAIN	POS 2	UP LEICESTER GOODS
	SUB	Pos.1	UP GOODS		MAIN	POS 1	DOWN GOODS
	MAIN		UP MAIN		SUB	POS 1	DOWN GOODS
	* SUB	TS	UP OF DN. THRO' SIDING		MAIN		DOWN MAIN
DY 97*	SHUNT		UP OR DN. THRO' SIDING	DY157	MAIN		UP GOODS
DY 98	SUB	NCK	NECK		SUB	G	UP GOODS
	MAIN		DOWN MAIN		MAIN	POS 4	UP MAIN
DY 99*	SHUNT		UP OF DN. THRO' SIDING.		*1 SUB	SDG	WEST YARD
DY 102	SUB	NCK	NECK		*1 MAIN	POS 5	UP & DOWN GOODS
	MAIN		DOWN MAIN	DY158	MAIN		DOWN GOODS
DY 103	MAIN		UP GOODS		SUB	G	DOWN GOODS
	SUB	G	UP GOODS	DY159	MAIN		UP MAIN
DY 106	MAIN		DOWN GOODS		*1 SUB	SDG	WEST YARD
	SUB	G	DOWN GOODS		*1 MAIN	POS 4	UP & DOWN GOODS
DY 125†	SUB	SDG	CADLEY HILL COLLIERY	DY162	SHUNT	UG	UP GOODS
	MAIN		UP LEICESTER GOODS		*2 SHUNT		UP SIDING
DY 126	SUB	SDG	EAST ARRIVAL	DY *1	SHUNT	SDG	WEST YARD
	MAIN		DOWN LEICESTER GOODS	163 *1	SHUNT	G	UP & DOWN GOODS
DY 128	SHUNT		EAST ARRIVAL	DY *1	SHUNT	SDG	WEST YARD
	SHUNT		EAST DEPARTURE	165 *1	SHUNT	G	UP & DOWN GOODS
	SHUNT		DOWN LEICESTER GOODS	DY166	MAIN		DOWN GOODS
DY 131	SHUNT		WEST DEPARTURE		SUB	G	DOWN GOODS
	MAIN		UP LEICESTER GOODS		MAIN	POS 4	DOWN MAIN
DY 133	SUB	SDG	WEST ARRIVAL	DY171*	*3 SUB	SDG	SIDING
	SHUNT		DOWN LEICESTER GOODS		SUB		UP GOODS
DY 136	SUB	TS	DOWN THROUGH SIDING		MAIN		UP GOODS
	MAIN		DOWN LEICESTER GOODS	SUB	G	UP GOODS	
DY 138	MAIN	G	UP GOODS	DY173	MAIN	POS 1	UP GOODS
	SUB	G	UP GOODS		SUB	POS 1	UP GOODS
	MAIN	M	UP MAIN		MAIN		UP MAIN
DY 141	SHUNT		UP GOODS	DY174	*3 SUB	SDG	W YARD RECEPT'N
	SHUNT		UP MAIN		MAIN		DOWN GOODS
	SHUNT	XDG	DOWN GOODS	SUB	G	DOWN GOODS	
DY 144	SHUNT		MOTIVE POWER DEPOT.	DY177	MAIN		UP GOODS
	SHUNT	SDG	DALLOW LANE B.CH.		SUB	G	UP GOODS
DY 145	SHUNT		UP GOODS	DY 184 Δ	Δ MAIN	POS 1	DOWN GOODS
	SHUNT		UP MAIN		Δ SUB	POS 1	DOWN GOODS
	SHUNT		UP LEICESTER GOODS		Δ MAIN		DOWN MAIN
DY 146	SHUNT		DOWN GOODS	DY304	MAIN		DOWN MAIN
	SHUNT		DOWN MAIN		MAIN	POS 4	DOWN STOKE
	SHUNT	SDG	MOTIVE POWER DEPOT.	DY305	MAIN		UP MAIN
	MAIN		UP GOODS		MAIN	POS 4	UP STENSON
DY 147	SUB	G	UP GOODS	DY306	SHUNT		DEPARTURE LINE
	MAIN	Pos 4	UP MAIN		SHUNT		DOWN MAIN
	DY 148	SHUNT		UP LEICESTER GOODS	DY307	MAIN	M
SHUNT			DOWN GOODS	MAIN		B	UP STENSON
SHUNT			DOWN MAIN	DY308	SUB	ARR	ARRIVAL LINE
SHUNT		SDG	MOTIVE POWER DEPOT		MAIN		DOWN MAIN
DY 149	MAIN	POS 1	UP GOODS	DY315	MAIN	POS 1	UP GOODS
	SUB	POS 1	UP GOODS		SUB	POS 1	UP GOODS
	MAIN		UP MAIN		MAIN		UP MAIN

* ALSO CONTROLLED BY BRANSTON G.F.
 † ALSO CONTROLLED BY CLAYMILLS S.F.
 ‡ WORKED BY SWADLINCOTE G.F.

*1 ALSO CONTROLLED BY HORNINGLOW BRIDGE S.F.
 *2 WORKED BY HORNINGLOW BRIDGE S.F.
 *3 WORKED BY WETMORE SIDINGS S.F.

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	
DY 324 *	SUB	SDG	SIDINGS	DY 422	SUB	SDG	PILOT SIDING	
	MAIN		DOWN GOODS	DY 423	SHUNT		PLATFORM 1	
	SUB	G	DOWN GOODS		SHUNT		PLATFORM 2	
SUB		DOWN GOODS	SHUNT			PLATFORM 3		
DY 341	MAIN		UP CHELLASTON	DY 424	SHUNT		UP & DOWN MAIN	
	MAIN	POS 4	WORTHINGTON		SHUNT		UP & DN. CONT'G LINE	
DY 354	SUB	ARR	ARRIVAL LINE		SHUNT		PILOT SIDING	
	MAIN		DOWN MAIN	DY 425	SUB	CAR	CARRIAGE SDG.	
DY 374	SHUNT		UP MAIN		MAIN		UP MAIN	
DY 375	SHUNT		UP MAIN	DY 426	SUB	SDG	RESEARCH SIDING	
DY 376	SHUNT		CHELLASTON		SHUNT		PLATFORM 1	
	SHUNT		DOWN GOODS		SHUNT		PLATFORM 2	
	SHUNT		DOWN MAIN		SHUNT		PLATFORM 3	
DY 378	SUB	SDG	CHELLASTON		SHUNT		UP & DN. CONT'G LINE	
	MAIN	POS 1	DOWN GOODS		SHUNT		PILOT SIDING	
	SUB	POS 1	DOWN GOODS	DY 427	SHUNT		CARRIAGE SIDING	
	MAIN		DOWN MAIN		SHUNT		UP MAIN	
DY 379	SUB	SDG	THROUGH SIDING	DY 428	SHUNT		RESEARCH SIDING	
	MAIN		UP MAIN (WEST)		MAIN		DOWN GOODS	
	MAIN	POS 4	UP GOODS (WEST)	SUB	G	DOWN GOODS		
	SUB	POS 4	UP GOODS (WEST)	DY 429	SHUNT		PLATFORM 1	
DY 381	SHUNT		THROUGH SIDING		SHUNT	DM	DOWN MAIN (WEST)	
	SHUNT		UP MAIN (WEST)		SHUNT		St. ANDREWS DEPOT	
	SHUNT		UP GOODS (WEST)	DY 431	SHUNT		PLATFORM 1	
DY 382	SHUNT		DOWN MAIN		SHUNT		PLATFORM 2	
	SHUNT		DOWN GOODS (WEST)		SHUNT		PLATFORM 3	
DY 392	MAIN		DOWN GOODS (WEST)		SHUNT	DM	DOWN MAIN (WEST)	
	SUB	G	DOWN GOODS (WEST)	DY 432	SHUNT		St. ANDREWS SIDING No 1	
DY 404 #1 #2	SUB	SDG	DN. THRO' SIDING		MAIN	1	PLATFORM 1	
	MAIN		DOWN MAIN		SUB	1	PLATFORM 1	
DY 418	SHUNT		PLATFORM 1.		MAIN	2	PLATFORM 2	
	SHUNT		PLATFORM 2.		SUB	2	PLATFORM 2	
	SHUNT		PLATFORM 3.		MAIN	3	PLATFORM 3	
	SHUNT		UP & DOWN MAIN		SUB	3	PLATFORM 3	
	SHUNT		UP & DN. CONNECT. LINE		DY 433	MAIN	4	PLATFORM 4
	SHUNT		PILOT SIDING			SUB	4	PLATFORM 4
DY 419	SHUNT		RESEARCH SIDING		MAIN	B	PLATFORM 5	
DY 422	MAIN	1	PLAT. 1 VIA DN. MAIN	SUB	B	PLATFORM 5		
	SUB	1	PLAT. 1 VIA DN. MAIN	MAIN	6	PLATFORM 6		
	MAIN	2	PLAT. 2 VIA DN. MAIN	SUB	6	PLATFORM 6		
	SUB	2	PLAT. 2 VIA DN. MAIN	DY 434	SHUNT		ST. ANDREWS SIDING No 1	
	MAIN	3	PLAT. 3 VIA DN. MAIN		DY 435	SHUNT		PLATFORM 1
	SUB	3	PLAT. 3 VIA DN. MAIN	SHUNT			PLATFORM 2	
	MAIN	1	PLAT. 1 VIA UP & DN. MN	SHUNT			PLATFORM 3	
	SUB	1	PLAT. 1 VIA UP & DN. MN	SHUNT	DM	DOWN MAIN (WEST)		
	MAIN	2	PLAT. 2 VIA UP & DN. MN	DY 436	MAIN		DOWN GOODS	
	SUB	2	PLAT. 2 VIA UP & DN. MN		SUB	G	DOWN GOODS	
	MAIN	3	PLAT. 3 VIA UP & DN. MN	DY 437	SHUNT		DOWN GOODS	
	SUB	3	PLAT. 3 VIA UP & DN. MN		DY 439	SHUNT	2	PLATFORM 2
	MAIN	4	PLATFORM 4	SHUNT		3	PLATFORM 3	
	SUB	4	PLATFORM 4	SHUNT		4	PLATFORM 4	
	MAIN	B	PLATFORM 5	SHUNT		B	PLATFORM 5	
	SUB	B	PLATFORM 5	SHUNT		G	PLATFORM 6	
	MAIN	6	PLATFORM 6	SHUNT		CAR	CARRIAGE SIDINGS	
	SUB	G	PLATFORM 6					
	SUB	CAR	CARRIAGE SDGS.					
	MAIN	N	UP & DN. CONNT'G LINE					
SUB	N	UP & DN. CONNT'G LINE						

* WORKED BY SUNNYHILL EAST G.F. #2 ALSO WORKED BY SPONDON STN. S.F.
 #1 WORKED BY SPONDON STN. S.F.

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE
DY441	MAIN	S	UP MAIN	DY452	MAIN	M	DOWN MAIN
	SUB		UP MAIN		SUB		DOWN MAIN
	SUB	CAR	CARRIAGE SIDINGS		SUB	XUM	UP MAIN
	SUB	PW	PERMANENT WAY SDG		MAIN	G	DOWN GOODS
	MAIN	W	DOWN MAIN (WEST)		SUB	G	DOWN GOODS
	SUB		DOWN MAIN (WEST)		SUB	SDG	UP&DN.CHAD.SID.No.1
	SUB	SDG	St.ANDREWS SIDINGS				
DY442	MAIN	S	UP MAIN	DY453	MAIN	M	DOWN MAIN
	SUB		UP MAIN		SUB		DOWN MAIN
	SUB	CAR	CARRIAGE SIDINGS		SUB	XUM	UP MAIN
	SUB	PW	PERMANENT WAY SDG.		MAIN	G	DOWN GOODS
	SUB	G	DOWN GOODS		SUB	G	DOWN GOODS
	MAIN	W	DN.MN.W.VIA DN.MN.W.	SUB	SDG	UP&DN.CHAD.SID.No.1	
	SUB		DN.MN.W.VIA DN.MN.W.				
	MAIN	W	DN.MN.W.VIA UP.MN.W.	DY454	MAIN	M	DOWN MAIN
	SUB		DN.MN.W.VIA UP.MN.W.		SUB		DOWN MAIN
SUB	XUM	UP MAIN	SUB		XUM	UP MAIN	
SUB	SDG	St.ANDREWS SIDINGS	MAIN		G	DOWN GOODS	
DY443	MAIN	S	UP MAIN	DY456	SUB	G	DOWN GOODS
	SUB		UP MAIN		SUB	SDG	UP&DN.CHAD.SID.No.1
	SUB	CAR	CARRIAGE SIDINGS		MAIN	M	DOWN MAIN
	SUB	PW	PERMANENT WAY SDG		SUB		DOWN MAIN
	MAIN	W	DN.MN.W.VIA DN.MN.W.	SUB	XUM	UP MAIN	
	SUB		DN.MN.W.VIA DN.MN.W.	MAIN	G	DOWN GOODS	
	MAIN	W	DN.MN.W.VIA UP.MN.W.	SUB	G	DOWN GOODS	
	SUB		DN.MN.W.VIA UP.MN.W.	SUB	SDG	UP&DN.CHAD.SID.No.1	
	SUB	SDG	St.ANDREWS SIDINGS				
DY444	MAIN	S	UP MAIN	DY457	SHUNT		DOWN MAIN
	SUB		UP MAIN		SHUNT	XUM	UP MAIN
	SHUNT		DOWN GOODS		SHUNT		DOWN GOODS
	MAIN	W	DOWN MAIN (WEST)	SHUNT		UP&DN.CHAD.SID.No.1	
	SUB		DOWN MAIN (WEST)	MAIN	G	DOWN GOODS	
DY445	SUB	SDG	St.ANDREWS SIDINGS	DY458	SUB	G	DOWN GOODS
	SUB	SDG	UP&DN.CHAD.SID.No.1		SUB	SDG	UP&DN.CHAD.SID.No.1
	MAIN	S	UP MAIN	DY459	SHUNT		DOWN GOODS
	SUB		UP MAIN		SHUNT		UP&DN.CHAD.SID.No.1
	SHUNT		DOWN MAIN (WEST)		SHUNT		UP&DN.CHAD.SID.No.2
SUB		DOWN MAIN (WEST)	DY461	SHUNT		DOWN MAIN	
SUB	SDG	St.ANDREWS SIDINGS		SHUNT		UP MAIN	
MAIN	W	DOWN MAIN (WEST)		DY462	SHUNT		PLATFORM 2
SUB		DOWN MAIN (WEST)			SHUNT		PLATFORM 1
SUB	SDG	St.ANDREWS SIDINGS	SHUNT		SDG	NORTH DOCK SIDS.	
DY446	SUB	SDG	St.ANDREWS SIDINGS	DY463	SHUNT	CAR	CARRIAGE SIDINGS
	SHUNT		UP MAIN		SHUNT	G	PLATFORM 6
	SHUNT		DOWN MAIN (WEST)		SHUNT	4	PLATFORM 4
SHUNT	UM	UP MAIN (WEST)	SHUNT		3	PLATFORM 3	
DY447	SHUNT		UP&DN.CONT'G LINE		SHUNT	2	PLATFORM 2
	SHUNT		C&W WORKS		SHUNT	1	PLATFORM 1
	SHUNT		DOWN GOODS (WEST)	SHUNT		DOWN GOODS	
DY448	SHUNT		DOWN GOODS (WEST)	DY464	SHUNT		UP&DN.CHAD.SID.No.1
	MAIN	N	UP&DN.CONT'G LINE		SHUNT		UP&DN.CHAD.SID.No.2
	SUB	N	UP&DN.CONT'G LINE	DY465	* SHUNT		TOP YARD
	SUB	WKS	C&W WORKS		* SHUNT		WORKSHOPS
MAIN	G	DOWN GOODS (WEST)	SHUNT			UP LOCO LINE	
DY449	SHUNT		DOWN GOODS (WEST)	* SHUNT	DE	DOWN LOCO LINE	
	MAIN	M	DOWN MAIN				
	SUB		DOWN MAIN				
	SUB	XUM	UP MAIN				
	MAIN	G	DOWN GOODS				
	SUB	G	DOWN GOODS				
DY451	SUB	SDG	UP&DN.CHAD.SID.No.1				

* WORKED BY ENGINE SIDINGS No.1 G.F.
 * ALSO WORKED BY ENGINE SIDINGS No.1 G.F.
 * ALSO WORKED BY ENGINE SIDINGS No.2 G.F.

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE
DY471	SUB	CAR	CARRIAGE SIDINGS	DY515	MAIN		UP GOODS
	MAIN	G	PLATFORM 6		SUB	G	UP GOODS
	SUB	G	PLATFORM 6	DY516	SUB	REC	DN. RECEPTION
	MAIN	4	PLATFORM 4		MAIN		DOWN MAIN
	SUB	4	PLATFORM 4	DY518	SUB	SDG	UP DEPARTURE SID
	MAIN	3	PLATFORM 3		MAIN	POS 1	DOWN GOODS
	SUB	3	PLATFORM 3		SUB	POS 1	DOWN GOODS
	MAIN	2	PLATFORM 2		MAIN		DOWN MAIN
	SUB	2	PLATFORM 2	DY523	SHUNT		UP GOODS
	MAIN	1	PLATFORM 1		SHUNT		UP MAIN
SUB	1	PLATFORM 1	* SHUNT			TO SMG 41	
DY472	SUB	ENG	UP LOCO	DY525	SHUNT		*UP GOODS
	MAIN	G	UP GOODS		SHUNT		UP MAIN
	SUB	G	UP GOODS		* SHUNT		TO SMG 41
	SUB	CAR	CARRIAGE SIDINGS	DY526	SHUNT	SDG	UP DEPARTURE SID.
	MAIN	G	PLATFORM 6		SHUNT		DOWN GOODS
	SUB	G	PLATFORM 6	DY527	SHUNT		DOWN MAIN
	MAIN	4	PLATFORM 4		SHUNT		UP GOODS
	SUB	4	PLATFORM 4	* SHUNT		UP MAIN	
	MAIN	3	PLATFORM 3	DY528	SHUNT	SDG	UP DEPARTURE SID.
	SUB	3	PLATFORM 3		SHUNT		DOWN GOODS
	MAIN	2	PLATFORM 2		SHUNT		DOWN MAIN
	SUB	2	PLATFORM 2		SHUNT	XUG	UP GOODS
	MAIN	1	PLATFORM 1	DY531	MAIN		UP GOODS
	SUB	1	PLATFORM 1		SUB	G	UP GOODS
DY473	SHUNT	ENG	UP LOCO	DY533	MAIN	POS 4	UP MAIN
	SHUNT	G	UP GOODS		MAIN	POS 1	UP GOODS
	SHUNT	CAR	CARRIAGE SIDINGS	SUB	POS 1	UP GOODS	
	SHUNT	M	UP MAIN	MAIN		UP MAIN	
DY475	SUB	ENG	UP LOCO	DY535	MAIN		UP GOODS
	MAIN	G	UP GOODS		SUB	G	UP GOODS
	SUB	G	UP GOODS	DY537	MAIN	POS 1	UP GOODS
	SUB	CAR	CARRIAGE SIDINGS		SUB	POS 1	UP GOODS
	MAIN	G	PLATFORM 6	MAIN		UP MAIN	
	SUB	G	PLATFORM 6	DY538	MAIN		DOWN MAIN
	MAIN	4	PLATFORM 4		MAIN	POS 4	DENBY BRANCH
	SUB	4	PLATFORM 4	DY539	MAIN		UP GOODS
	MAIN	3	PLATFORM 3		SUB	G	UP GOODS
	SUB	3	PLATFORM 3	DY544	SUB	SDG	DN. THRO' SIDING
MAIN	2	PLATFORM 2	MAIN			DOWN MAIN	
SUB	2	PLATFORM 2	DY546	SHUNT		WIRKSWORTH BCH.	
MAIN	1	PLATFORM 1		SHUNT		SIDING	
SUB	1	PLATFORM 1	DY547	MAIN		UP MAIN	
MAIN	4	PLATFORM 4		SUB	XDS	DN. THRO' SIDING	
DY496	SHUNT	2	UP&DN.CHAD.SID.No 2	DY549	SHUNT		UP MAIN
	SHUNT	1	UP&DN.CHAD.SID.No 1		SHUNT		DN. THRO' SIDING
DY503	SHUNT		UP CHAD. ARR. SIDINGS	DY556	MAIN	POS 1	DOWN GOODS
	* SHUNT	SDG	DN. STORAGE SIDINGS		SUB	POS 1	*DOWN GOODS
DY504	MAIN		DOWN GOODS	DY562	MAIN		DOWN MAIN
	SUB	G	DOWN GOODS		MAIN	POS 1	MATLOCK BRANCH
DY505	SHUNT		UP CHAD. ARR. SIDINGS	DY564	MAIN	POS 1	MATLOCK BRANCH
	* SHUNT	SDG	DN. STORAGE SIDINGS		MAIN		DOWN MAIN
DY512	MAIN		DOWN GOODS	DY566	SHUNT		MATLOCK BRANCH
	SUB	G	DOWN GOODS		SHUNT		DOWN MAIN
DY514	SUB	SDG	UP DEPARTURE SID.				
	MAIN	POS 1	DOWN GOODS				
	SUB	POS 1	DOWN GOODS				
	MAIN		DOWN MAIN				

* ALSO WORKED BY CHADDESSEN G.F.
 * WORKED BY ST. MARY'S GOODS YARD S.F.

SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JCN INDICATOR	ROUTE
DY568	SHUNT		MATLOCK BRANCH				
	SHUNT		DOWN MAIN				
DY569	MAIN	POS1	UP GOODS				
	SUB	POS1	UP GOODS				
	MAIN		UP MAIN				
DY571	MAIN	POS1	UP GOODS	MW 23			
	SUB	POS1	UP GOODS				
	MAIN		UP MAIN				
AS 13	ALREWAS. S.B. (AS)			SMG 34			
	SHUNT		UP WALSALL				
CD 13	CASTLE DONNINGTON S.B. (CD)			SMG 41	SHUNT		UP DEPARTURE SID.
	SUB	ARR	ARRIVAL LINE		SHUNT		DOWN GOODS
	MAIN		DOWN MAIN	SHUNT		DOWN MAIN	
CN 3	CHADDESDEN. G.F. (CN)			SMG 42	SHUNT		TO SMG 32/36
	* SHUNT	2	UP&DN.CHAD.SID.No.2		SHUNT		TO SMG 44
	* SHUNT	1	UP&DN.CHAD.SID.No.1		SHUNT		UP DEPARTURE SID.
ESF. 6	ENGINE SIDINGS No.1. S.F. (ES1)			SS 15	SHUNT		UP DEPARTURE SID.
	* SHUNT		DOWN GOODS		SHUNT		DOWN GOODS
	* SHUNT		UP&DN.CHAD.SID.No.1		SHUNT		DOWN MAIN
ESI. 7	* SHUNT		UP&DN.CHAD.SID.No.2	SS 22	SHUNT	SDG	SIDING
	* SHUNT		DOWN GOODS		SHUNT		DOWN MAIN
	* SHUNT		UP&DN.CHAD.SID.No.1		SHUNT		DOWN MAIN
ES2. 12	* SHUNT		UP&DN.CHAD.SID.No.2	SS 23	SHUNT		DN.THROUGH SID.
	SHUNT		DOWN GOODS		* SHUNT		CELANESE SIDING
	SHUNT		UP&DN.CHAD.SID.No.2		SHUNT		DN.THROUGH SID.
ES2. 23/4	ENGINE SIDINGS No.2. G.F. (ES2)			SS 25	* SHUNT		CELANESE SIDING.
	SHUNT		DOWN LOCO LINE		SHUNT		DN.THROUGH SID.
	SHUNT		TO ES2. 26/30/32		SHUNT		DOWN MAIN
HB 1	SHUNT		PILOT SIDING	SS 52	SHUNT		DOWN MAIN
	SHUNT				SHUNT		UP MAIN
	SHUNT				SHUNT		UP MAIN
	SHUNT	TS	DN.GUILD ST. BCH.	SS 56	SHUNT		UP MAIN
	SHUNT	SDG	SIDINGS		SHUNT		UP MAIN
* SHUNT	G	DOWN GOODS					
* SHUNT	M	DOWN MAIN					
* SHUNT	UG	UP GOODS					
HB 6	HORNINGLOW BRIDGE S.F. (HB)			WS 13	SHUNT		UP GOODS
	SUB	TS	DN.GUILD ST. BCH.		SHUNT		UP MAIN
	SUB	SDG	SIDINGS		SHUNT		NECK
	* MAIN	G	DOWN GOODS	WS 21	SHUNT		UP GOODS
	* SUB	G	DOWN GOODS		SHUNT		UP MAIN
* MAIN	M	DOWN MAIN	WS 23	SHUNT		TO WS 6/12	
* SUB	UG	UP GOODS		SHUNT		DOWN MAIN	
HB 8	* SHUNT	G	DOWN GOODS	WS 26	SHUNT		ENGLISH GRAIN Co. SID.
	* SHUNT	M	DOWN MAIN		SHUNT		UP GOODS
	* SHUNT	UG	UP GOODS	WS 33	SHUNT	UG	UP GOODS
	* SHUNT	G	DOWN GOODS		SHUNT		NEW WETMORE SIDS.
	* SHUNT	M	DOWN MAIN		SHUNT		TO WS 33
HB 9	* SHUNT	UG	UP GOODS	WS 35	SHUNT		TO WS 33
	* SHUNT	G	DOWN GOODS		SHUNT		TO WS 23
HB 20	SHUNT		UP GOODS	WS 36	SHUNT		TO WS 33
HB 22	SHUNT		TO DY 162		SHUNT		
HB 25	SHUNT		HORNINGLOW WHRF. BCH.				
	SHUNT		UP GOODS				

* ALSO WORKED BY DERBY.

* ALSO WORKED BY SPONDON No.1. FRAME.

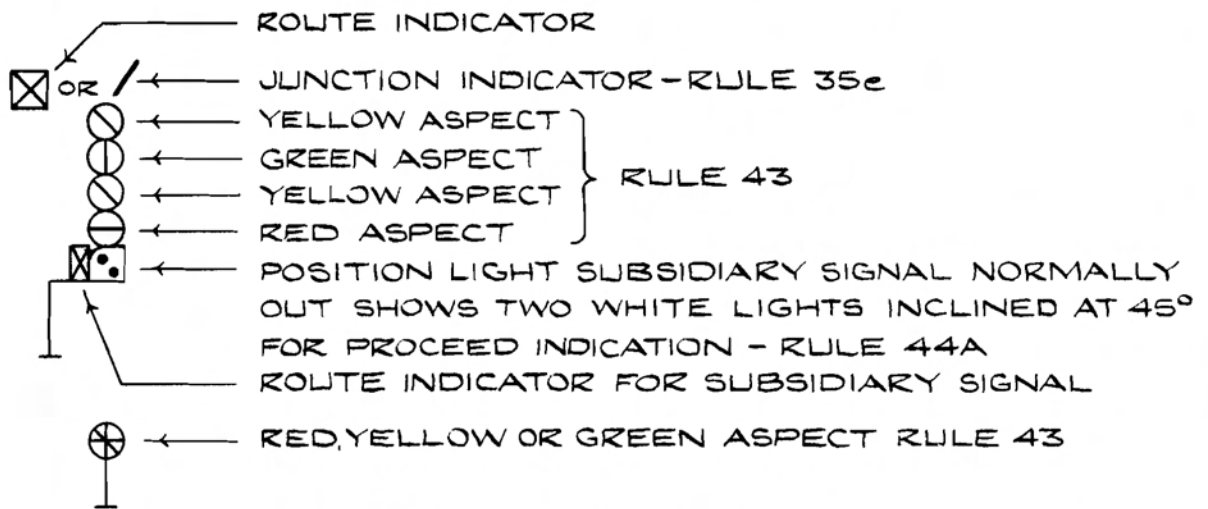
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX & SHUNTING FRAME REFERENCES

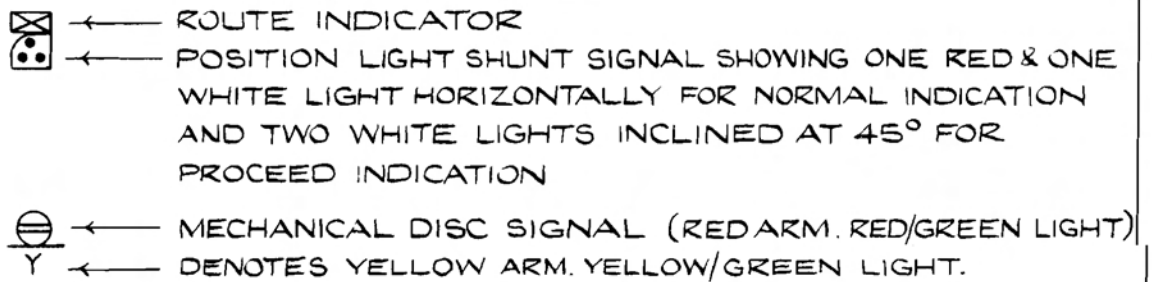
AS ALKEWAS STATION	LR LONDON ROAD JUNCTION
CD CASTLE DONNINGTON	MW MOIRA WEST JUNCTION
CN CHADDES DEN	RW REPTON & WILLINGTON
CS CLAY CROSS	SJ STENSON JUNCTION
DT DRAYCOTT	SMG ST. MARYS GOODS YARD
DY DERBY	SN STRETTON
EN EGGINTON JUNCTION	SS SPONDON STATION
ES1. ENGINE SIDINGS N°1.	SY SALTLEY
ES2. ENGINE SIDINGS N°2.	TH TAMWORTH HIGH LEVEL
HB HORNINGLOW BRIDGE	TT TRENT
HL HAWKINS LANE	WS WETMORE SIDINGS

MAIN RUNNING SIGNALS

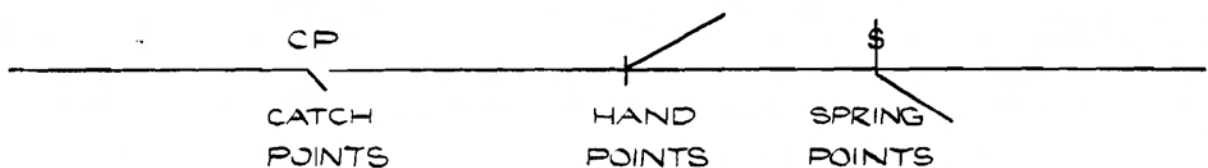
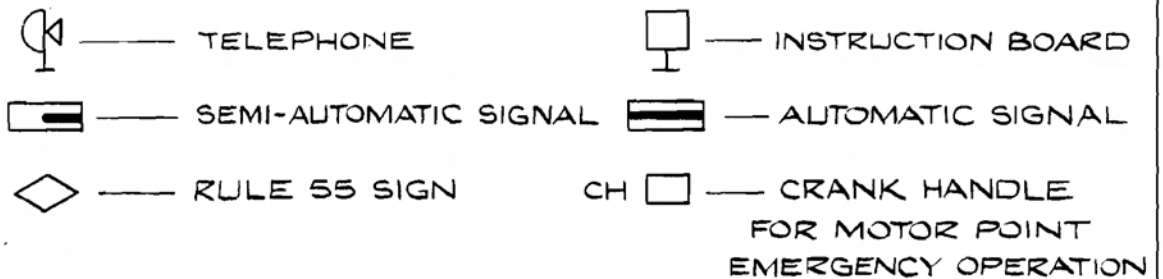


SHUNTING SIGNALS

(RULE 47)



MISCELLANEOUS



DERBY SIGNAL BOX

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING

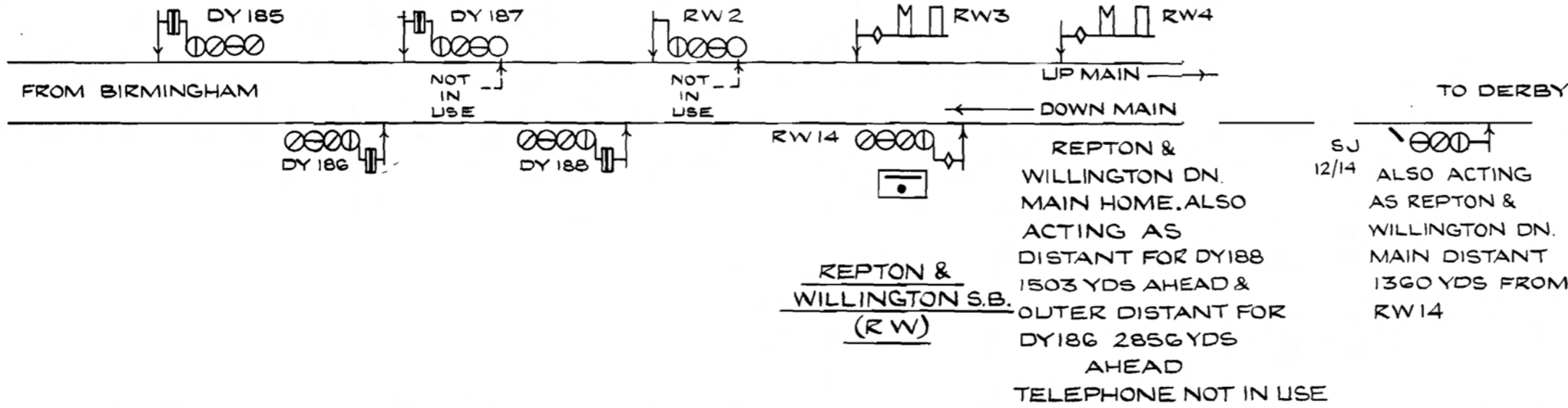
LINK UP AT STAGE 1.

REMAINS UNTIL STAGE 2.

ALSO
TEMPORARILY
ACTING AS
REPTON & WILLINGTON
UP MAIN OUTER DISTANT
2793 YDS FROM RW 2

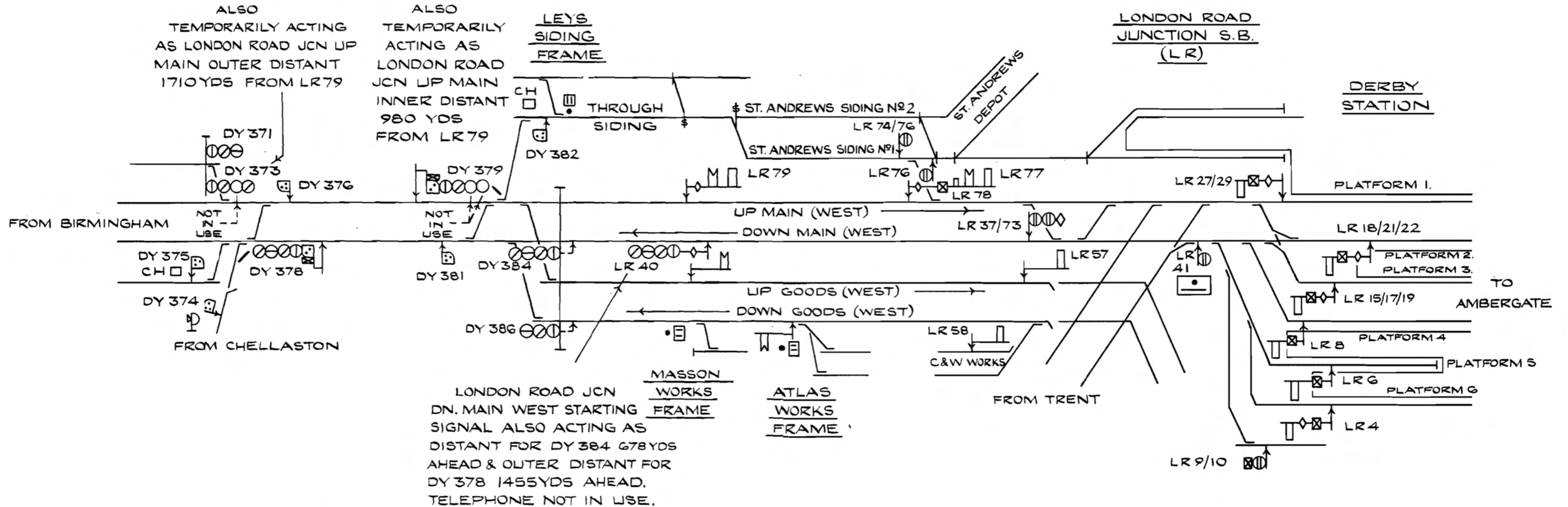
ALSO
TEMPORARILY
ACTING AS REPTON
& WILLINGTON UP
MAIN INNER DISTANT
1413 YDS FROM RW 2

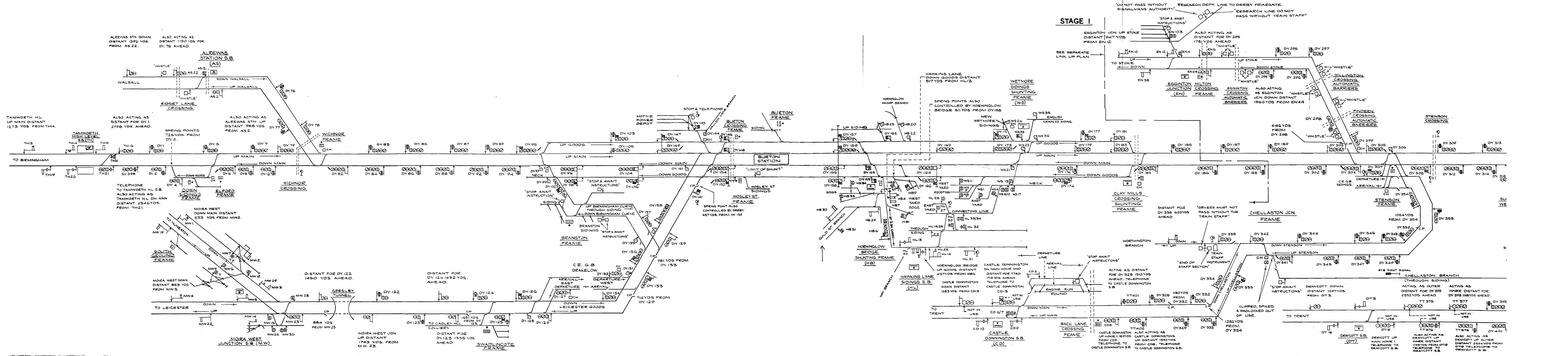
REPTON &
WILLINGTON
UP MAIN HOME 1.



LINK UP AT STAGE 2

REMAINS UNTIL STAGE 3





STAGE I

ALREWAS STN DOWN Distant 1396 YDS FROM AS 22. ALSO ACTING AS Distant 1150 YDS FOR DY. 76 AHEAD.

TAMWORTH H.L. UP MAIN Distant 1273 YDS FROM TH14. ALSO ACTING AS Distant FOR DY 1. 2796 YDS AHEAD.

TELEPHONE TO TAMWORTH H.L. S.B. ALSO ACTING AS TAMWORTH H.L. DN. MAIN Distant 2346 YDS FROM TH21.

MOIRA WEST DOWN MAIN Distant 533 YDS FROM MW2.

MOIRA WEST DOWN Distant 853 YDS FROM MW5.

MOIRA WEST JUNCTION S.B. (M.W.) UP Distant 1743 YDS FROM M.W. 23.

Distant for DY 124 1432 YDS AHEAD.

Distant for DY 123 1355 YDS AHEAD.

981 YDS FROM DY 133

714 YDS FROM DY 129

CASTLE DONNINGTON UP HOME 15910 YDS FROM CDB. TELEPHONE TO CASTLE DONNINGTON S.B.

CASTLE DONNINGTON UP HOME 15910 YDS FROM CDB. TELEPHONE TO CASTLE DONNINGTON S.B. ALSO ACTING AS Distant 1540 YDS FROM CDB. TELEPHONE TO CASTLE DONNINGTON S.B.

DO NOT PASS WITHOUT SIGNALMAN'S AUTHORITY RESEARCH DEPT. LINE TO DERBY FRIARGATE. RESEARCH LINE DO NOT PASS WITHOUT TRAIN STAFF

EGGINGTON JCN. UP STOKES Distant 947 YDS FROM EN12.

Distant for DY 338 620 YDS AHEAD

DRIVERS MUST NOT PASS WITHOUT THE TRAIN STAFF

DRAYCOTT DOWN Distant 1097 YDS FROM DT3.

DRAYCOTT UP MAIN HOME 1. TELEPHONE TO DRAYCOTT S.B.

DRAYCOTT UP INNER Distant 1145 YDS FROM DT19 TELEPHONE TO DRAYCOTT S.B. ALSO ACTING AS Distant 1145 YDS FROM DT19 TELEPHONE TO DRAYCOTT S.B.

1054 YDS FROM DY 354.

DRAYCOTT UP OUTER Distant 2524 YDS FROM DT19 TELEPHONE TO DRAYCOTT S.B.

DRAYCOTT UP OUTER Distant 2524 YDS FROM DT19 TELEPHONE TO DRAYCOTT S.B.

DRAYCOTT UP OUTER Distant 2524 YDS FROM DT19 TELEPHONE TO DRAYCOTT S.B.

DERBY SIGNAL BOX
INTRODUCTION OF MULTIPLE ASPECT
SIGNALLING

