

*M. Barber*

BR358/5

# BRITISH RAILWAYS

London Midland Region  
(WESTERN LINES)

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## SPECIAL NOTICE 1001G

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

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIG-  
NALLING BETWEEN ASHBY JUNCTION AND LICHFIELD.**

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**IMPORTANT :—This notice to be acknowledged IMMEDIATELY on  
receipt to "TRAINS, CREWE", using the code :—  
"ARNO 1001G."**

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The diagram, with schedule of signal route indications which is attached to this notice shows the third stage of the resignalling of the line between Stafford and Rugby and will link up with the existing colour light signalling between Stafford and Lichfield.

The work will commence at 11.0 p.m. on Saturday, 10th November, and is due to be completed by 11.59 p.m. on Sunday, 11th November. During this period points and signals worked from the signal boxes between Lichfield (exclusive) and Ashby Junction (inclusive) will be disconnected as required and Drivers handsignalled between Lichfield and Nuneaton No. 3. Fuller details of the working during this period will be found in Section B of the appropriate Weekly Notice.

On the 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 Hademore Crossing, Coton Crossing, Tamworth Station, Polesworth Station, Baddesley Sidings, Atherstone Station and Hartshill Sidings signal boxes will be taken away and certain signalling alterations will also take place at Lichfield and Ashby Junction. Multiple-aspect colour light signalling (Rule 43), with continuous track circuiting, will be brought into use between Lichfield and Ashby Junction and will be controlled from the existing boxes at Lichfield, Hademore Crossing, Coton Crossing, Tamworth Station, Polesworth Station and Ashby Junction, and a new box at Atherstone Station. Baddesley Sidings box will be abolished and Hartshill Sidings box will be converted to a shunting frame. Amington Sidings box will be permanently closed beforehand on Sunday, 4th November (see Section C of the appropriate Weekly Notice).

# SIGNALLING RECORD SOCIETY

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At certain locations additional disc type dwarf shunting signals will be provided; the readings of these and of existing dwarf shunting signals which are being retained are shown on the attached diagram.

### **Lichfield.**

The outer and inner down main distant signals will be converted to four-aspect signals and will become respectively automatic signal LD.104 and semi-automatic signal LD.103. Signals LD.4, LD.5 and LD.9 will also be converted to four aspect.

An emergency crossover road will be provided between the up and down main lines on the Nuneaton side of the station, worked from a two-lever ground frame released electrically from Lichfield box.

### **Tamworth Station.**

The down goods loop, formerly worked from Marshall's Sidings and Amington Siding boxes, will be brought back into use and will be worked from Tamworth Station box.

Two directing banner repeating signals will be provided on a bracket structure 130 yards in rear of TH.25 signal. The left-hand banner will be cleared when TH.25 up slow signal is displaying a proceed aspect for the up slow line; the right-hand banner will be cleared when TH.25 up slow signal is displaying a proceed aspect for the up fast line.

Signal TH.47 will be capable of displaying red and yellow aspects only, and signal TH.103 will be capable of displaying red, yellow and double yellow aspects only.

### **Baddesley Sidings.**

The signal box will be abolished and all existing connections with running lines will be taken away except the trailing connection in the down slow line. This will be worked from a new two-lever ground frame electrically released from Atherstone box.

### **Atherstone Station.**

The existing signal box will be abolished and a new box will be brought into use outside the down siding 124 yards nearer to Nuneaton.

Mancetter Frame will in future be electrically released from Atherstone box.

### **Hartshill Sidings.**

The signal box will be converted to a shunting frame, which, until the commissioning of a new power box at Nuneaton will be electrically released from Ashby Junction box.

The northernmost connections from the sidings to the down slow line will be worked from a new Hartshill North End Frame. This ground frame will also be temporarily released electrically from Ashby Junction.

### **Ashby Junction.**

This box will eventually be abolished and the area controlled from a new power box at Nuneaton. In the meantime Signals NN1 and NN2 will act as Ashby Junction up slow and up fast home signals and will be capable of displaying red, yellow and green aspects only; signals NN5 and NN4 will act as Ashby Junction down slow and down fast home signals. The new colour light signals between Ashby Junction and Hartshill Sidings on the down lines and between Atherstone and Ashby Junction on the up lines will be plated NN. The telephones at these signals will be temporarily connected to Ashby Junction box.

Signals NN114 and NN113 will act as up slow and up fast outer distant signals for Nuneaton No. 3 box, 2,206 yards from the home signals to which they apply. Signals NN1 and NN2 will act as up slow and up fast inner distant signals for Nuneaton No. 3 box, 971 yards from the home signals to which they apply.

In the down direction the existing Attleboro' down main colour light home signal will act as outer distant signal for Ashby Junction. The distance between this signal and the existing Nuneaton No. 1 semaphore home signals and the distances between the existing semaphore signals in advance up to NN4/5 signals, which will act as Ashby Junction down fast and slow home signals, are shown on the diagram attached hereto.

**B.R. Standard Automatic Warning System.**

The A.W.S. track equipment for the former running signals will be taken away; A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect colour light signals on the main, fast and slow lines between Lichfield and Ashby Junction.

**Rules and Regulations.**

On completion of the work, multiple aspect colour light signalling (Rule 43) with continuous track circuiting will be in operation between Crewe and Ashby Junction. The modification of certain standard Rules applicable to the section of line between Basford Hall Junction and Lichfield (as published in the Supplementary Operating Instructions and amended in the Weekly Notice) will also apply between Lichfield and Ashby Junction.

CREWE.  
November, 1962.

J. ROYSTON,  
Line Manager.

INTRODUCTION OF COLOUR LIGHT SIGNALLING  
BETWEEN ASHBY JUNCTION AND LICHFIELD.

SCHEDULE OF RUNNING SIGNALS READING TO  
ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY  
SIGNALS

ASHBY JUNCTION

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	N.N. 5.	MAIN		—	DN SLOW
				POS <sup>N</sup> 4	DN FAST
				POS <sup>N</sup> 5	DN ASHBY
	N.N. 4	MAIN		—	DN FAST
				POS <sup>N</sup> 4	DN ASHBY
	N.N. 1.	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST

# ATHERSTONE (AE).

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	AE 52	MAIN		POS <sup>n</sup> . 1.	DN. SLOW
				—	DN. FAST
	AE 54	MAIN		—	UP SLOW
				POS <sup>n</sup> 4	UP FAST
	AE 55	MAIN		—	DN. SLOW
				POS <sup>n</sup> 4	DN. FAST
	AE 57	MAIN		POS <sup>n</sup> . 1.	UP SLOW
				—	UP FAST

# POLESWORTH (PH)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	PH 2	MAIN		POS <sup>N</sup> . 1	DN. SLOW
				—	DN. FAST
	PH 9	MAIN		—	DN. SLOW
				POS <sup>N</sup> . 4	DN. FAST
	PH 47	MAIN		—	UP SLOW
				POS <sup>N</sup> . 4	UP FAST
	PH 53	MAIN		—	UP FAST
				POS <sup>N</sup> . 1	UP SLOW

# TAMWORTH (TH)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	T H. 4	MAIN			DN MAIN
		SUB		NCK	DN MAIN
					NECK
	T H. 16	MAIN		—	UP FAST
				POS <sup>N</sup> 1	UP SLOW
	T H 25	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
	T H 43	MAIN		POS <sup>N</sup> 1	DN SLOW
				—	DN FAST
	T H 45	MAIN			DN MAIN
		SUB	SDG		No. 1 DN SIDING
		MAIN		POS <sup>N</sup> 1	DN. GOODS LOOP
				—	DN. SLOW
		SUB + 'C'		POS <sup>N</sup> 1	DN. GOODS LOOP

# LICHFIELD (LD).

5

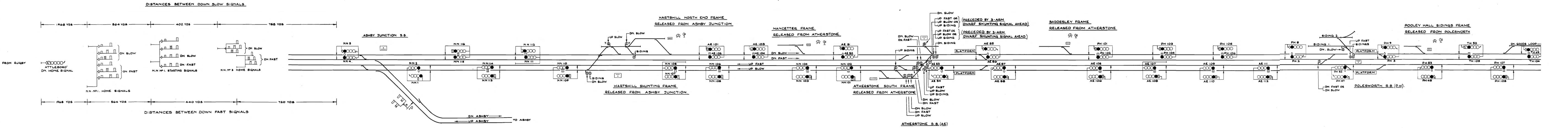
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTG	JUNCTION INDCTG	ROUTE
	LD. 3	MAIN		—	UP FAST
				POS <sup>N</sup> . 1	UP SLOW
				POS <sup>N</sup> . 2	"UP & DN" GOODS
		SUB + 'C'		POS <sup>N</sup> . 2	"UP & DN" GOODS
	LD. 4	MAIN		—	UP FAST
				POS <sup>N</sup> . 1	UP SLOW
	LD. 7	MAIN		—	UP SLOW
				POS <sup>N</sup> . 1	"UP & DN" BRANCH
	LD. 8	MAIN		—	UP SLOW
				POS <sup>N</sup> . 1	"UP & DN" BRANCH
	LD. 22	MAIN			DN. MAIN
		SUB			DN. MAIN
	LD. 47	MAIN			"UP & DN" GOODS
		SUB + 'C'			"UP & DN" GOODS
		SUB	SOG		SIDINGS

# LICHFIELD (LD)

6

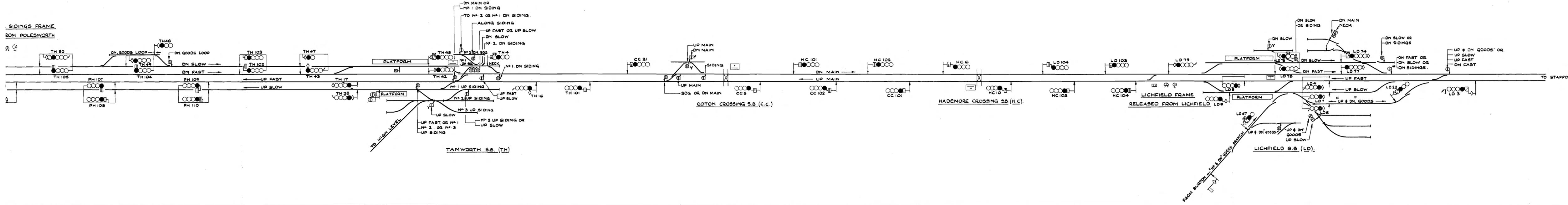
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	LD.74	MAIN			DN. MAIN
		SUB			DN. MAIN
			NCK		NECK
	LD.75	MAIN	S		DN. SLOW
			F		DN. FAST
	LD.79	MAIN		POS <sup>n</sup> . 1	DN. SLOW
				—	DN. FAST

INTRODUCTION OF COLOUR LIGHT SIGNALLING  
 BETWEEN ASHBY JUNCTION AND LICHFIELD  
 NOT TO SCALE



ION OF COLOUR LIGHT SIGNALLING  
 ASHBY JUNCTION AND LICHFIELD  
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SIDINGS FRAME  
 FROM POLESWORTH



**SIGNAL PREFIXES**

TH - TAMWORTH	CC - COTON CROSSING
AE - ATHERSTONE	HC - HADEMORE CROSSING
PH - POLESWORTH	LD - LICHFIELD

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

**EXPLANATION OF SIGNAL INDICATIONS**

- ↙ 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-B) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING - RULE 47).
- ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
- ROUTE INDICATOR FOR MAIN SIGNAL

**SHUNTING SIGNALS**

- ⊞ AUTOMATIC SIGNAL
- ⊞ SEMI-AUTOMATIC SIGNAL

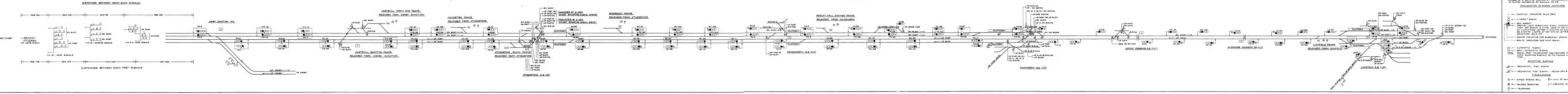
**MISCELLANEOUS**

- ⊞ MECHANICAL DISC SIGNAL
- ⊞ MECHANICAL DISC SIGNAL - YELLOW ARM & LIGHT
- ⊞ SINGLE STROKE BELL
- ⊞ BANNER REPEATER
- ⊞ TELEPHONE
- ⊞ LIMIT OF SHUNT
- ⊞ FIREMAN'S PLUNGER

**NOTE:** SIGNAL POST TELEPHONES ARE PROVIDED AT ALL MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE.

INTRODUCTION OF COLOUR LIGHT SIGNALLING  
 BETWEEN ASHBY JUNCTION AND LICHFIELD

NOT TO SCALE



SIGNAL PREFIXES

- TH - TAMWORTH
  - AE - ATHERSTONE
  - PH - POLESWORTH
  - CC - COTON CROSSING
  - HC - HADEMORE CROSSING
  - LD - LICHFIELD
- NUMBERING OF RUNNING SIGNALS ON PLANS CORRESPONDS TO PLATED NUMBERING OF SIGNALS ON SITE.

EXPLANATION OF SIGNAL INDICATIONS

- ↔ 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-B) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING - RULE 47)
- ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
- ROUTE INDICATOR FOR MAIN SIGNAL
- ⊞ AUTOMATIC SIGNAL
- ⊞ SEMI-AUTOMATIC SIGNAL
- NOTE: SIGNAL POST TELEPHONES ARE PROVIDED AT ALL MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE.

SHUNTING SIGNALS

- ⊞ MECHANICAL DISC SIGNAL
- ⊞ MECHANICAL DISC SIGNAL - YELLOW ARM & LIGHT

MISCELLANEOUS

- ⊞ SINGLE STROKE BELL
- ⊞ BANNER REPEATER
- ⊞ TELEPHONE
- ⊞ LIMIT OF SHUNT
- ⊞ FIREMAN'S PLUNGER