

*ASH. Eric's*  
**BRITISH RAILWAYS**

London Midland Region  
(WESTERN LINES)

*Lichfield*

**SPECIAL NOTICE 599G**

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

---

---

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND  
OTHERS RESPECTING THE INTRODUCTION OF COLOUR  
LIGHT SIGNALLING BETWEEN LICHFIELD AND COLWICH.**

---

---

**IMPORTANT :—This notice to be acknowledged IMMEDIATELY on  
receipt to "TRAINS, CREWE" using the code :—  
" ARNO 599G."**

---

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

The work will commence at 10.0 p.m. on Saturday, 7th July and is due to be completed by 6.0 a.m. on Monday, 9th July. During this period points and signals worked by the signal boxes between Colwich (inclusive) and Lichfield No. 1 (inclusive) will be disconnected as required and Drivers handsignalled as necessary. Fuller details of the working during this period will be found in Section B of the appropriate Weekly Notice.

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, including intermediate block home and distant signals where applicable, controlled by Lichfield No. 1, Lichfield No. 2, Elmhurst Crossing, Armitage, Rugeley No. 1 and Rugeley No. 2 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 Lichfield No. 2 which will be abolished. Certain signalling alterations will also take place at Colwich and Brereton Siding details of which are given below.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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](http://www.s-r-s.org.uk/membform.html)

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

### **Lichfield**

Lichfield No. 2 signal box will be abolished and the area controlled from Lichfield No. 1 box which will be renamed " Lichfield " box. The up and down lines between Lichfield and Hademore Crossing will continue to be worked in accordance with the Absolute Block Regulations. The " up and down " goods branch between Lichfield and Trent Valley Junction will continue to be worked in accordance with the Absolute Block Regulations.

A telephone communicating with the signalbox will be provided at the exit from the down sidings near the location of the former No. 2 box.

A banner repeating signal will be provided 356 yards on the approach side of LD3 signal.

Until the next stage of the resignalling is completed signal LD79 will act as down main home signal ; outer and inner distant signals will be provided as shown on the diagram 2,733 yards and 2,086 yards respectively from LD79 signal.

### **Rugeley No. 1**

All signals reading towards Rugeley No. 2 box will also be controlled by that box.

The up and down branch lines between Rugeley No. 1 and Brereton Siding will continue to be worked in accordance with the Absolute Block Regulations. The down branch semaphore distant signal will be taken away and a new outer distant signal will be provided below Brereton Siding down home signal, 1,672 yards from RY1-14 signal. A down branch inner distant signal for Rugeley No. 1 will be provided below Brereton Siding down starting signal.

### **Brereton Siding**

The subsidiary signal bracketed out from the post carrying the down starting signal and lower inner distant signal for Rugeley No. 1, and reading to Colliery Siding, will be renewed as an elevated disc type shunting signal.

### **Rugeley No. 2**

All signals reading towards Rugeley No. 1 will also be controlled by that box.

Two directing banner repeating signals will be provided on a right hand bracket 320 yards in rear of RY2-23 signal ; the left hand banner repeater will be cleared when RY2-23 signal is displaying a proceed aspect for the down fast ; the right hand banner repeater will be cleared when RY2-23 signal is displaying a proceed aspect for the down slow.

### **Colwich**

All running signals will be taken away with the exception of signal CH101, the up main home 1 signal (which will be converted to an automatic signal numbered CH102 and capable of displaying a double yellow aspect), the down Stoke branch starting and up Stoke branch distant signals. A co-acting arm will be provided below the up Stoke branch distant signal. New multiple-aspect colour light signals (Rule 43) will be provided as shown on the diagram and continuous track circuiting will be provided on the main, fast and slow lines and on the new down goods loop.



Banner repeating signals will be provided 180 yards on the approach side of CH30 and CH35 signals.

The up and down branch lines between Colwich and Weston and Ingestre will continue to be worked in accordance with the Absolute Block Regulations.

### **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, slow and platform lines between Colwich and Lichfield except as shown below.

A.W.S. track equipment will also be provided on the approach side of the following signals :—

#### **Cannock Line**

Rugeley No. 1 down outer distant } carried below Brereton Siding down  
Rugeley No. 1 down inner distant } home and starting signals.  
RY1-14

#### **Stoke Line**

Colwich up distant signal  
CH2.

A.W.S. track equipment will not be provided for signals RY1-64 and RY2-28 (Rugeley " up and down " platform line).

### **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 Lichfield ; the modification of certain standard Rules applicable to the section of line between Basford Hall Junction and Colwich, as published in the Supplementary Operating Instructions, will also apply between Colwich and Lichfield.

**CREWE**

July, 1962.

J. ROYSTON  
*Line Manager*



INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN LICHFIELD AND COLWICH.

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

LICHFIELD

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE	
	LD.3	MAIN		—	UP FAST	
				POSN. 1	UP SLOW	
		SUB+C		POSN. 2	"UP & DN" GOODS	
				POSN. 2	"UP & DN" GOODS	
	LD.4	MAIN		—	UP FAST	
				POSN. 1	UP SLOW	
	LD.7	MAIN		—	UP SLOW	
				POSN. 1	"UP & DN" BRANCH	
	LD.8	MAIN		—	UP SLOW	
				POSN. 1	"UP & DN" BRANCH	
	LD.22	MAIN			DN. MAIN	
		SUB			DN. MAIN	
	LD.47	MAIN			"UP & DN" GOODS	
		SUB+C			"UP & DN" GOODS	
		SUB	SDG.			SIDINGS



# LICHFIELD

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR.	JUNCTION IND. CTR.	ROUTE
	LD-74	MAIN			DN. MAIN
		SUB			DN. MAIN
			NCK		NECK
	LD-75	MAIN	S		DN. SLOW
			F		DN. FAST
	LD-79	MAIN		POSN 1	DN. SLOW
				—	DN. FAST

# ARMITAGE

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR.	JUNCTION IND. CTR.	ROUTE
	AE-6	MAIN		—	DN. FAST
				POSN 4	DN. SLOW



# RUGELEY No. 1

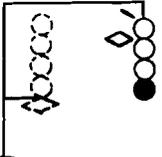
3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	RY1-14	MAIN		POS <sup>N</sup> 1	"UP & DN" PLATFORM
				—	DN. FAST
		SUB	SDG		MIDDLE SIDING
	RY1-20	MAIN		POS <sup>N</sup> 2	"UP & DN" PLATFORM
				POS <sup>N</sup> 1	DN. FAST
				—	DN. SLOW
	RY1-24	MAIN		POS <sup>N</sup> 1	"UP & DN" PLATFORM
				—	DN. FAST
	RY1-64	MAIN			UP BRANCH
		SUB	SDG		MIDDLE SIDING
	RY1-69	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
				POS <sup>N</sup> 5	UP BRANCH
		SUB		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
	RY1-74	MAIN		—	UP FAST
				POS <sup>N</sup> 4	UP BRANCH



4

## RUGELEY No. 2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	RY2-23	MAIN		—	DN. FAST
				POS <sup>N</sup> 4	DN. SLOW
	RY2-28	MAIN		—	DN. FAST
				POS <sup>N</sup> 4	DN. SLOW
		SUB	NCK.		NECK
	RY2-74	MAIN		—	UP FAST
				POS <sup>N</sup> 1	UP SLOW

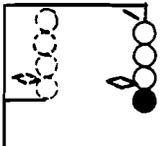
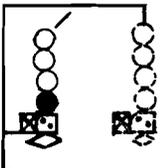
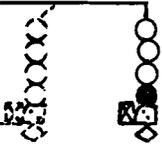
## MILFORD & BROCTON

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



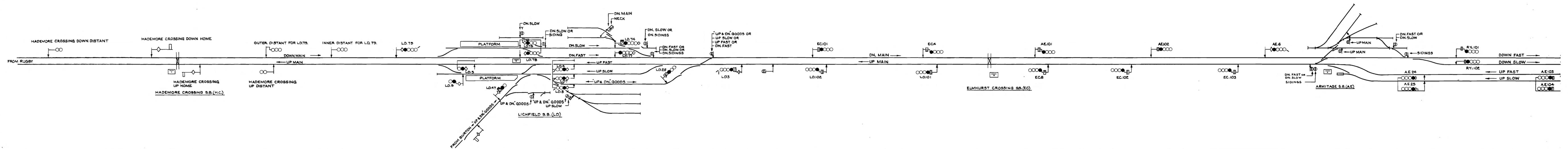
# COLWICH

5

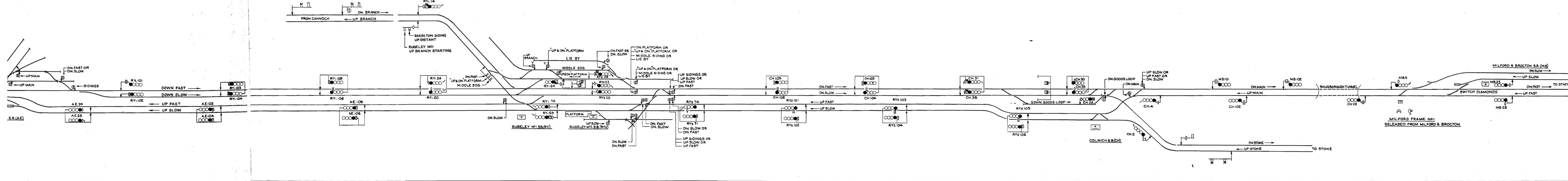
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	CH-2	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
	CH-4	MAIN		POS <sup>N</sup> 1	UP SLOW
				—	UP FAST
	CH-28	MAIN	B		DN. STOKE
			M		DN. MAIN
	CH-35	MAIN		—	DN. STOKE
				POS <sup>N</sup> 1	DN. MAIN
	CH-31	MAIN		POS <sup>N</sup> 4	DN. SLOW
				—	DN. FAST
		SUB	GDS		DN. GOODS LOOP
	CH-38	MAIN			DN. SLOW
		SUB	GDS		DN. GOODS LOOP



INTRODUCTION OF COLOUR LIGHT SIGNALLING  
 BETWEEN LICHFIELD AND COLWICH.  
 (NOT TO SCALE)



COLOUR LIGHT SIGNALLING  
 FIELD AND COLWICH.  
 (SCALE)



**SIGNAL PREFIXES**

HC - HADMORE CROSSING	RY1 - RUGELEY N°1
LD - LICHFIELD	RY2 - RUGELEY N°2
EC - ELMHURST CROSSING	CH - COLWICH
AE - ARMITAGE	MB - MILFORD & BROCTON

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

**EXPLANATION OF SIGNAL INDICATIONS**

- ↙ - JUNCTION INDICATOR (RULE 35c)
- ⊞ - ROUTE INDICATOR - MAIN SIGNAL
- ⊞ - 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)
- ⊞ - ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
- ⊞ - ROUTE INDICATOR FOR MAIN SIGNAL MAY BE ON TOP IN LIEU OF JUNCTION INDICATOR
- ⊞ - 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
- ⊞ - TELEPHONE
- ⊞ - BANNER REPEATER