

**BRITISH RAILWAYS**

*Nuneaton*  
 London Midland Region  
 (WESTERN LINES)

---

**SPECIAL NOTICE 998G**

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

---

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
 RESPECTING THE RESIGNALLING BETWEEN NUNEATON  
 ASHBY JUNCTION AND BRINKLOW AND BETWEEN NUNEATON  
 AND WEDDINGTON JUNCTION, ABBEY JUNCTION,  
 GRIFF JUNCTION AND MIDLAND JUNCTION.**

---

**IMPORTANT :—This notice is to be acknowledged IMMEDIATELY on  
 receipt to " TRAINS, CREWE " using the code :—  
 " ARNO 998G."**

---

The diagram with schedule of signal route indications, which is attached to this notice shows the fourth stage of the resignalling of the line between Stafford and Rugby and will link up with the existing colour light signalling between Stafford and Ashby Junction. A new power box named " Nuneaton " will be commissioned, located on the up side of the line approximately 330 yds. south of Nuneaton Station.

The work will be carried out as shown below under the heading " Staging of Work ".

On completion of the work the 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 Nuneaton No. 3, Nuneaton No. 1, Attleboro and Shilton Station will be taken away and replaced by multiple-aspect colour light signalling (Rule 43) with continuous track circuiting controlled from the new Nuneaton power box. Certain signalling alterations will also take place at Weddington Junction, Abbey Junction, Nuneaton Down Sidings, Nuneaton Up Sidings, Griff Junction, Midland Junction and Brinklow. Ashby Junction signal box will also be abolished and the existing multiple aspect signals in the vicinity of the box and northwards plated " NN ", also Hartshill Shunting Frame and North End Ground Frame will come under the control of Nuneaton Signal Box.

Except where shown below the distances between distant and home signals leading to and from the resignalled area are shown on the accompanying diagram.

# SIGNALLING RECORD SOCIETY

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

## **Weddington Junction**

A new colour light home signal WJ13 will be provided on the Down Line and Nuneaton signals NN4 and NN5 will act as Distant Signals 825 yards in rear.

## **MIDLAND GOODS LINES**

A banner repeating signal, with route indicator "SDG", will be provided on the Up Midland Goods line 428 yards in rear of signal NN6 and when cleared will indicate that the route is set for the Down Sidings only.

"OFF" indicators will be provided on the Down Midland Goods line 355 and 190 yards in rear of position light ground signal NN13.

## **Nuneaton Down Sidings**

This signal box will be converted to a shunting frame electrically released by Nuneaton signal box.

## **Nuneaton Up Sidings**

This signal box will be converted into a shunting frame electrically released by Nuneaton signal box.

A ground frame named "Petrofina Frame" will be provided to work the connection from the shunting line to the Petrofina Siding adjacent to the Nuneaton signal box and will be electrically released from Nuneaton Up Sidings Shunting Frame.

The existing Up Sidings Frame near Bridge 45 will be recovered.

## **Midland Junction**

The distance between the Up Leicester Home signal MJ2 and the respective distant signals NN38, NN39, NN45, NN52 will be approximately 1,230 yards.

## **Attleboro**

This signal box will be converted into a shunting frame electrically released from Nuneaton Signal Box, controlling the siding on the Down Side of the Line, the facing connection Down Main to Down Goods and the trailing connection Up Slow to Down Main.

Forders Frame will also be electrically released from Nuneaton Signal Box.

## **Shilton Station**

The Up Siding adjacent to the signal box will be worked by a two lever ground frame named Shilton Up Sidings Frame electrically released from Nuneaton Signal Box.

## **Brinklow**

New colour light signals RY 340, RY 338, RY 336, RY 339, RY 337 and RY 335 which will eventually be supervised from a new power box at Rugby will be provided temporarily supervised from Brinklow Signal Box and will act as Outer Distant, Inner Distant and Home 1 Signals for the Up Slow and Up Fast lines respectively.

## **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 passenger lines only in the resignalled area.

## **General**

All multiple aspect colour light signals capable of displaying a red aspect and position light ground signals will be plated as shown on the diagram. The numbers

shown against semaphore signals will not be exhibited on the signals and are for reference purposes only.

### **Staging of Work**

#### **1st Stage Nuneaton, Ashby Junction—Attleboro**

Under this stage, Attleboro signal box will be retained as a signal box. Signals NN 117 and NN 118 will exhibit two aspects only and act as Up Slow and Up Fast Home signals. Telephones at these signals will be temporarily connected to Attleboro signal box. A dotted line is shown on the diagram on the north side of Attleboro Signal Box to denote the limit of this stage, and the signalling to the south of the dotted line will remain unchanged and absolute block working will be maintained.

The work including installation of A.W.S. track equipment will commence at 12.1 a.m. on Sunday 6th October, 1963 and is due to be completed by 10.0 p.m. Sunday 6th October, 1963.

#### **2nd Stage Attleboro—Brinklow (exc.)**

When this stage is completed the signalling will be as shown on the diagram on the south side of the dotted line.

The work including installation of A.W.S. track equipment will commence at 12.1 a.m. on Sunday 20th October, 1963 and is due to be completed by 6.0 p.m. Sunday 20th October, 1963.

During these stages, points and signals worked by the boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these periods will be found in Sections "B" and "C" of the appropriate Weekly Notices.

### **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 Brinklow. The modification of certain standard Rules applicable to the section of line between Crewe South Junction and Nuneaton, Ashby Junction (exclusive) (as published in the Supplementary Operating Instructions) will also apply between Nuneaton and Brinklow.

CREWE.  
October, 1963.

J. ROYSTON,  
Line Manager.

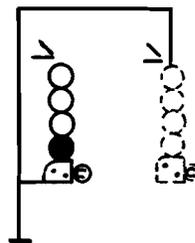
INTRODUCTION OF COLOUR LIGHT SIGNALLING  
BETWEEN NUNEATON AND BRINKLOW

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

NUNEATON

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR IND.	JUNCTION CTR. IND.	ROUTE
	NN 1	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
	NN 3	MAIN		—	UP SLOW
				POS <sup>N</sup> 4	UP FAST
	NN 4	MAIN			DN. FAST
				POS <sup>N</sup> 4	DN. ASHBY
	NN 5	MAIN			DN. SLOW
				POS <sup>N</sup> 4	DN. FAST
				POS <sup>N</sup> 5	DN. ASHBY

# NUNEATON (NN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	NN.6	MAIN		POS <sup>N</sup> .3	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1
				POS <sup>N</sup> .1	UP SLOW
				—	UP FAST
		SUB		POS <sup>N</sup> .3	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1
				POS <sup>N</sup> .1	UP SLOW
				—	UP FAST
				DF.	DN. FAST
				DS	DN. SLOW
				G.S	GOODS SIDING
			*	SDG.	DN. SIDINGS
		SUB+C'		POS <sup>N</sup> .3	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1
	POS <sup>N</sup> .1		UP SLOW		
	NN.7	MAIN		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .1	UP GOODS N <sup>o</sup> 1
				—	UP SLOW
		SUB		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .1	UP GOODS N <sup>o</sup> 1
				—	UP SLOW
		SUB+C'		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 2
				POS <sup>N</sup> .1	UP GOODS N <sup>o</sup> 1
				—	UP SLOW

\* ALSO CONTROLLED BY NUNEATON DOWN SIDINGS FRAME

# NUNEATON (NN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND	JUNCTION CTR IND	ROUTE
	NN.9	MAIN		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1
				POS <sup>N</sup> .1	UP SLOW
				—	UP FAST
		SUB		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1
				POS <sup>N</sup> .1	UP SLOW
				—	UP FAST
SUB+'c'		POS <sup>N</sup> .2	UP GOODS N <sup>o</sup> 1		
		POS <sup>N</sup> .1	UP SLOW		
	NN.26	MAIN		POS <sup>N</sup> .2	DN MID. GOODS
				POS <sup>N</sup> .1	DN SLOW
				—	DN. FAST
		SUB		POS <sup>N</sup> .2	DN. MID. GOODS
				POS <sup>N</sup> .1	DN. SLOW
				—	DN. FAST
SUB+'c'		POS <sup>N</sup> .2	DN. MID. GOODS		
		POS <sup>N</sup> .1	DN. SLOW		
	NN.27	MAIN		POS <sup>N</sup> .1	DN. MID. GOODS
				—	DN. SLOW
				POS <sup>N</sup> .4	DN. FAST
		SUB		POS <sup>N</sup> .1	DN. MID. GOODS
				—	DN. SLOW
				POS <sup>N</sup> .4	DN. FAST
SUB+'c'		POS <sup>N</sup> .1	DN. MID. GOODS		
		POS <sup>N</sup> .4	DN. FAST		
	NN.32	MAIN		—	DN. MID. GOODS
				POS <sup>N</sup> .4	DN. SLOW
				POS <sup>N</sup> .5	DN. FAST
		SUB		—	DN. MID. GOODS
				POS <sup>N</sup> .4	DN. SLOW
				POS <sup>N</sup> .5	DN. FAST
SUB+'c'		—	DN. MID. GOODS		
		POS <sup>N</sup> .4	DN. SLOW		

# NUNEATON (NN)

4

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE	JUNCTION IND. CTR.	IND. CTR.	ROUTE	
	NN 35	MAIN	G			DN. MID. GOODS	
			S			DN. SLOW	
			F			DN. FAST	
		SUB	G				DN. MID. GOODS
			S				DN. SLOW
			F				DN. FAST
		D.E					ASHBY BAY
SUB+C'	G				DN. MID. GOODS		
	NN 38	MAIN	⊗		POS <sup>N</sup> 1	UP LEICESTER	
			⊗	—		UP SLOW	
			⊗	POS <sup>N</sup> 4		UP FAST	
			⊗	POS <sup>N</sup> 5		UP COVENTRY	
		SUB	⊗	POS <sup>N</sup> 1		UP LEICESTER	
			⊗	—		UP SLOW	
			⊗	POS <sup>N</sup> 4		UP FAST	
			⊗	POS <sup>N</sup> 5		UP COVENTRY	
			+	S.L		SHUNTING LINE	
			+	D.G.		DN. GOODS	
	NN 39	MAIN	⊗		POS <sup>N</sup> 1	UP LEICESTER	
			⊗	—		UP SLOW	
			⊗	POS <sup>N</sup> 4		UP FAST	
			⊗	POS <sup>N</sup> 5		UP COVENTRY	
		SUB	⊗	POS <sup>N</sup> 1		UP LEICESTER	
			⊗	—		UP SLOW	
			⊗	POS <sup>N</sup> 4		UP FAST	
			⊗	POS <sup>N</sup> 5		UP COVENTRY	
			+	S. L		SHUNTING LINE	
			+	D. G		DN. GOODS	

⊗ - ALSO CONTROLLED BY NUNEATON UP SIDINGS FRAME.

† - WORKED BY NUNEATON UP SIDINGS FRAME

# NUNEATON (NN)

5

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND	JUNCTION CTR. IND	ROUTE
	NN.45	MAIN		POS <sup>N</sup> .1	UP LEICESTER
				—	UP SLOW
				POS <sup>N</sup> .4	UP FAST
				POS <sup>N</sup> .5	UP COVENTRY
		SUB		POS <sup>N</sup> .1	UP LEICESTER
			D.L.		DN. LEICESTER
				—	UP SLOW
				POS <sup>N</sup> .4	UP FAST
	POS <sup>N</sup> .5	UP COVENTRY			
	NN.48	MAIN		—	UP COVENTRY
		SUB	D.S.		ALONG DN. SLOW
				—	UP COVENTRY
			D.C.		DN. COVENTRY
			C.S.		DN. COV. SIDING
H.L.		HORSE LANDING			
	NN.51.	MAIN			UP COVENTRY
		SUB	D.S.		DN. SLOW
				—	UP COVENTRY
			D.C.		DN. COVENTRY
			C.S.		DN. COV. SIDING
H.L.		HORSE LANDING			
	NN.52	MAIN		POS <sup>N</sup> .2	UP LEICESTER
				POS <sup>N</sup> .1	UP SLOW
				—	UP FAST
				POS <sup>N</sup> .4	UP COVENTRY
		SUB		POS <sup>N</sup> .2	UP LEICESTER
				—	UP FAST
	POS <sup>N</sup> .4	UP COVENTRY			

# NUNEATON (NN)

6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND CTR	JUNCTION IND CTR	ROUTE
	NN.76	MAIN		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
				POS <sup>N</sup> 1	DN. SLOW
				—	DN. FAST
		SUB		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
				POS <sup>N</sup> 1	DN. SLOW
				—	DN. FAST
SUB+'C'		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1		
		POS <sup>N</sup> 1	DN. SLOW		
	NN.77	MAIN		POS <sup>N</sup> 1	UP & DN. PLAT. N <sup>o</sup> 1
				—	DN. SLOW
		SUB		POS <sup>N</sup> 4	DN. FAST
				POS <sup>N</sup> 1	UP & DN. PLAT. N <sup>o</sup> 1
				—	DN. SLOW
				POS <sup>N</sup> 4	DN. FAST
SUB+'C'		POS <sup>N</sup> 1	UP & DN. PLAT. N <sup>o</sup> 1		
		—	DN. SLOW		
	NN.78	MAIN		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
				POS <sup>N</sup> 1	DN. SLOW VIA 'A'
				POS <sup>N</sup> 1	DN. SLOW VIA 'B'
				—	DN. FAST
		SUB		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
				POS <sup>N</sup> 1	DN. SLOW VIA 'A'
				POS <sup>N</sup> 1	DN. SLOW VIA 'B'
				—	DN. FAST
		SUB+'C'		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
				POS <sup>N</sup> 1	DN. SLOW VIA 'A'
	POS <sup>N</sup> 1	DN. SLOW VIA 'B'			

# NUNEATON (NN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE		
	NN 81	MAIN		POS <sup>N</sup> 2	UP & DN. PLAT No. 1		
				POS <sup>N</sup> 1	DN. SLOW		
				—	DN. FAST		
				POS <sup>N</sup> 4	UP SLOW		
		⊗	G	SUB		POS <sup>N</sup> 2	UP & DN. PLAT. N <sup>o</sup> 1
						POS <sup>N</sup> 1	DN. SLOW
						—	DN. FAST
						POS <sup>N</sup> 4	UP SLOW
				SUB+C'		POS <sup>N</sup> 2	UP & DN. PLAT N <sup>o</sup> 1
						POS <sup>N</sup> 1	DN. SLOW
	POS <sup>N</sup> 4				UP SLOW		
	NN 82	MAIN		POS <sup>N</sup> 1	DN. GOODS		
				—	DN. MAIN		
				SUB		POS <sup>N</sup> 1	DN. GOODS
				SUB+C'		POS <sup>N</sup> 1	DN. GOODS
	NN 86	MAIN		POS <sup>N</sup> 1	DN. GOODS LOOP		
				—	DN. MAIN		
				SUB+C'		POS <sup>N</sup> 1	DN. GOODS LOOP

⊗ - ALSO CONTROLLED BY NUNEATON UP SIDINGS FRAME

# WEDDINGTON JUNCTION (WJ)

8

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR	JUNCTION IND. CTR	ROUTE
	WJ 2	MAIN		—	UP MAIN
				POS <sup>N</sup> 4	UP BRANCH

# MIDLAND JUNCTION (MJ)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR	JUNCTION IND. CTR	ROUTE
	MJ 21	MAIN		—	DN. MAIN
				POS <sup>N</sup> 4	DN. BIRMINGHAM
		SUB	SDG	—	TO SIDING

# NUNEATON (NN)

9

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE CTR IND	ROUTE
	NN. 11.	SHUNT	D.F.	SET BACK DOWN FAST
			D.S.	SET BACK DOWN SLOW
	NN. 12	SHUNT	D.F.	SET BACK DOWN FAST
			D.S.	SET BACK DOWN SLOW
	NN. 13	SHUNT		UP GOODS N <sup>o</sup> 2
				UP GOODS N <sup>o</sup> 1
				UP SLOW
				UP FAST
			D.F.	SET BACK DOWN FAST
			D.S.	SET BACK DOWN SLOW
				GOODS SIDING
			*	DN. SIDINGS
	NN. 14	SHUNT	D.S.	SET BACK DOWN SLOW
				GOODS SIDING
*			DN. SIDINGS	
NN. 16	SHUNT		UP GOODS N <sup>o</sup> 2	
			UP GOODS N <sup>o</sup> 1	
			UP SLOW	
			UP FAST	
		D.F.	SET BACK DOWN FAST	
NN. 18	SHUNT		DN. MIDLAND GOODS	
			DN. SLOW	
			DN. FAST	
			UP & DN. PLATFORM N <sup>o</sup> 1	
NN. 19	SHUNT		SIDING 1 OR 2	
			DEAD END	
NN. 21	SHUNT		DEAD END	

\* - ALSO CONTROLLED BY NUNEATON DOWN SIDINGS FRAME

# NUNEATON (NN)

10

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND	CTR	ROUTE	
	NN. 22	SHUNT	DS		SET BACK DOWN SLOW	
					UP & DN. PLATFORM N° 1	
					SIDING 1 OR 2	
	NN. 28	SHUNT			DN. MIDLAND GOODS	
					DN. SLOW	
					DN. FAST	
	NN. 29	SHUNT			DN. MIDLAND GOODS	
					DN. SLOW	
					DN. FAST	
	NN. 31	SHUNT			UP SLOW	
			NCK		NECK	
	NN. 33	SHUNT			DN. MIDLAND GOODS	
					DN. SLOW	
					DN. FAST	
	NN. 41	SHUNT			UP GOODS N° 2	
NN. 43	SHUNT			UP GOODS N° 1		
	NN. 47	SHUNT	⊗	UG 1	SET BACK UP GOODS N° 1	
			⊗	UG 2	SET BACK UP GOODS N° 2	
			⊗		SIDINGS	
	NN. 54	SHUNT				UP LEICESTER
			DL			SET BACK DN. LEICESTER
						UP SLOW
						UP FAST
			DS			SET BACK DOWN SLOW
	NN. 55	SHUNT			UP & DN. PLATFORM N° 1	
					DN. SLOW	

⊗ - ALSO CONTROLLED BY NUNEATON UP SIDINGS FRAME

# NUNEATON (NN)

11

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. <small>CTR.</small>	ROUTE	
	NN.58	SHUNT	D.L.	SET BACK DN.LEICESTER	
			S.H.D.	ENGINE SHED	
			D.C.	SET BACK DN.COVENTRY	
	NN.61	SHUNT			UP LEICESTER
			D.L.	SET BACK DN.LEICESTER	
	NN.62	SHUNT			UP SLOW
					DN. FAST
U.F.			SET BACK UP FAST		
				UP SLOW	
	NN.63	SHUNT		UP & DN.PLATFORM N° 1	
				DN. SLOW	
	NN.64	SHUNT	NCK.	SHUNTING NECK	
				UP LEICESTER	
	NN.65	SHUNT		SHUNTING NECK	
				UP LEICESTER	
	NN.66	SHUNT		SET BACK DN.LEICESTER	
	NN.67	SHUNT		UP & DN.PLATFORM N° 1	
				DN. SLOW	
				DN. FAST	
				UP SLOW	
			⊗	DN.GOODS	
			⊗	SHUNTING LINE	
	NN.68	SHUNT		UP & DN.PLATFORM N° 1	
				DN. SLOW	
				DN. FAST	
			U.F.	SET BACK UP FAST	
				UP SLOW	
			⊗	DN.GOODS	
			⊗	SHUNTING LINE	

⊗-ALSO CONTROLLED BY NUNEATON UP SIDINGS FRAME.

# NUNEATON (NN)

12

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND CTR.	ROUTE
	NN.71	SHUNT		UP & DN. PLATFORM N° 1
				DN. SLOW
				DN. FAST
	NN.72	SHUNT	SHD	ENGINE SHED
				UP COVENTRY
	NN.73	SHUNT		ENGINE SHED SIDING
				UP COVENTRY
	NN.74	SHUNT		UP & DN. PLATFORM N° 1
				DN. SLOW VIA 'A'
				DN. SLOW VIA 'B'
				DN. FAST
			UP	SET BACK UP FAST
			SHD.	ENGINE SHED
	NN.75	SHUNT		UP & DN. PLATFORM N° 1
				DN. SLOW VIA 'A'
				DN. SLOW VIA 'B'
				DN. FAST
			SHD	ENGINE SHED
	NN.83	SHUNT		DN. GOODS LOOP
				—————

# NUNEATON UP SIDINGS (NUS)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE CTR IND	ROUTE	
	NUS. 5 AND NUS. 8	SHUNT		HUMP	
				SHUNTING LINE	
				DN. GOODS	
			Φ	UP LEICESTER	
			Φ	UP SLOW	
			Φ	UP FAST	
			Φ	UP COVENTRY	
		NUS. 11	SHUNT		SIDING A
					HUMP
					SHUNTING LINE
					DN. GOODS
				Φ	UP LEICESTER
				Φ	UP SLOW
				Φ	UP FAST
Φ				UP COVENTRY	
	NUS. 14	SHUNT		SHUNTING LINE	
				DN. GOODS	
	NUS. 34	SHUNT	UG1	UP GOODS N°1	
			UG2	UP GOODS N°2	
				SIDINGS	
				HUMP	
	NUS. 35	SHUNT		ALONG SHUNTING LINE	
				—————	
	NUS. 37	SHUNT	UG1	UP GOODS N°1	
			UG2	UP GOODS N°2	
				SIDINGS	
				HUMP	

Φ - ALSO CONTROLLED BY NUNEATON SIGNAL BOX

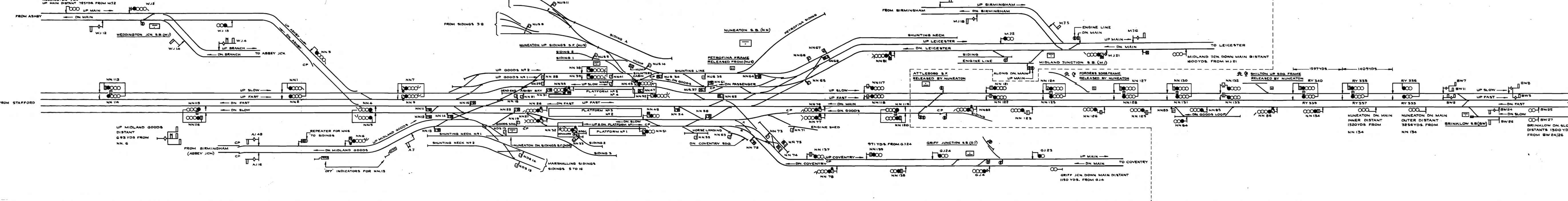
# NUNEATON DOWN SIDINGS (NDS)

14

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE CTR IND.	ROUTE
	NDS. 13	SHUNT	Φ	SHUNTING NECK N° 1
				DN. MIDLAND GOODS
				DN. SLOW
	NDS. 14	SHUNT	Φ	SHUNTING NECK N° 2
				SHUNTING NECK N° 1
				DN. MIDLAND GOODS
				DN. SLOW
	NDS 15	SHUNT	Φ	SHUNTING NECK N° 2
				SHUNTING NECK N° 1
DN. MIDLAND GOODS				
DN. SLOW				

Φ - ALSO CONTROLLED BY NUNEATON SIGNAL BOX

**INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN NUNEATON & BRINKLOW**



**SIGNAL PREFIXES**

WJ - WEDDINGTON JCN.	MJ - MIDLAND JCN.
AJ - ABBEY JCN.	GJ - GRIFF JCN.
NN - NUNEATON	RY - RUGBY
NUS - NUNEATON UP SIDINGS S.F.	SW - BRINKLOW
NDS - NUNEATON DN. SIDINGS S.F.	

NUMBERING OF POSITION LIGHT & C.L. SIGNALS ON PLAN CORRESPONDS TO PLATED NUMBERING OF SIGNALS ON SITE

**EXPLANATION OF SIGNAL INDICATIONS**

- JUNCTION INDICATOR RULE 35 (c)
- 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)
- DIAMOND (RULE 55 NOTE 2 DIAGRAM 2)
- 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 COLOUR LIGHT TYPE EXCEPT SIGNALS GJ.4, WJ.2, MJ.21.

**SHUNTING SIGNALS**

- MECHANICAL DISC SIGNAL
- POSITION LIGHT SUBSIDIARY GROUND SIGNAL SHOWING ONE RED LIGHT ON THE LEFT & ONE WHITE LIGHT ON THE RIGHT WHEN NORMAL & TWO WHITE LIGHTS AT 45° WHEN OFF RULE 35 (b)

**MISCELLANEOUS**

- SINGLE STROKE BELL
- TELEPHONE
- CATCH OR TRAP POINTS
- LIMIT OF SHUNT
- BANNER REPEATER
- ROUTE INDICATOR