

BRITISH RAILWAYS

London Midland Region
(MIDLAND LINES)

SPECIAL NOTICE IG

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE TRANSPOSITION OF RUNNING LINES AND CONSEQUENTIAL ALTERED SIGNALLING BETWEEN BEESTON NORTH JUNCTION AND NOTTINGHAM STATION WEST SIGNAL BOXES, AND ALSO ALTERATIONS TO PERMANENT WAY AND SIGNALLING IN NOTTINGHAM STATION.

IMPORTANT: This Notice must be acknowledged IMMEDIATELY on receipt to "TRAINS, DERBY", using the code ARNO IG.

The attached diagram shows the permanent way and signalling on completion of the transposition of running lines between Beeston North Junction and Nottingham Station West boxes. All signals are shown on the diagram but only those which have been altered are numbered, and these are shown in greater detail on the schedule of signals also attached.

The diagram also shows the lines and signals in Nottingham Station, as they will be after the severance of the Up and Down Goods lines and the re-designation of No. 6 platform line to be the Up Goods line between Nottingham Station East and Wilford Road boxes, which will be effected during the same period.

The work will commence at 22.00 hours on Saturday, 9th March, and is due to be completed by 06.00 hours on Monday, 11th March. During this period, the points and signals worked from the boxes Lenton South Junction to Nottingham Station West inclusive and certain of the points and signals at Beeston North Junction box will be disconnected. Trains will be hand-signalled during this period and further details of the working will be found in Section "B" of the appropriate Weekly Notices.

The following notes give supplementary details of the changes.

BEESTON SOUTH JUNCTION AND BEESTON NORTH JUNCTION

The Up and Down Passenger lines between these boxes will be re-designated Up and Down Main lines. The "Up and Down" Reception line between these boxes will be re-designated "Up and Down" Through Siding.

BEESTON NORTH JUNCTION

The Up Goods line will be slued into the 1st Down Goods line approximately 350 yards on the Nottingham side of this box and will continue thence into the Up Goods line to Beeston South Junction. The 2nd Down Goods line will be re-designated Down Goods line.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The other running lines between this box and Lenton South Junction box will be re-designated as follows:—

Down Passenger becomes Down Main.

Up Passenger becomes Up Main.

LENTON SOUTH JUNCTION

The 2nd Down Goods line will be slued into the Down Passenger line approximately 240 yards on the Trent side of this box. The Down Passenger line will be slued into the Up Passenger line approximately 290 yards on the Trent side of this box. The Down Goods line (re-designated Up Main line) will be slued into the Up Passenger line approximately 440 yards on the Trent side of this box.

The running lines between this box and Mansfield Junction box will be re-designated as follows:—

Down Passenger becomes Down Goods.

Up Passenger becomes Down Main.

Down Goods becomes Up Main.

The Up Goods line will remain the Up Goods line.

The Up and Down Goods lines between this box and Lenton North Junction box will be re-designated Up and Down North Curve Goods lines.

MANSFIELD JUNCTION

The connections between the present Up and Down Passenger lines and between the present Down Goods and Up Passenger lines, which have been secured out of use, will be brought into use.

The running lines between this box and Wilford Road box will be re-designated as follows:—

Down Passenger becomes Down Slow.

Up Passenger becomes Down Fast.

Down Goods becomes Up Main.

The Up Goods line will remain the Up Goods line.

WILFORD ROAD

The running lines between this box and Nottingham Station West box will be re-designated as follows:—

Down Main becomes Down Slow.

Up Main becomes Down Fast.

Down Goods becomes Up Main.

The present Down Goods line will be severed approximately 250 yards on the Station side of this box and a temporary stop block erected. From this stop block to London Road Junction box the line will be taken out of use. The present Up Goods line from London Road Junction box to a point approximately opposite the above-mentioned stop block will be taken out of use. No. 6 Platform line will be connected to the Up Goods line at its point of severance by plain track and will be re-designated Up Goods line, the line being signalled from Nottingham Station East box to this box.

The up colour light home signals for the East and South Arrival lines at Nottingham Station East box, which will also act as the distant signals for the Up Goods line for this box, will be 831 yards from the home signal to which they apply.

NOTTINGHAM STATION WEST
NOTTINGHAM STATION "B"

These boxes will cease to signal the present No. 6 Platform line (new Up Goods line).

NOTTINGHAM STATION EAST

The up colour light home signals for the East and South Arrival lines, together with route indication, will cease to display the indication "6" reading to the present No. 6 Platform line. An indication "G", reading to the Up Goods line to Wilford Road box, will be provided.

NOTTINGHAM LONDON ROAD JUNCTION

The connections to and from the present Up and Down Goods lines at this box will be secured out of use, pending removal, and all applicable signals taken away.

RULES AND REGULATIONS

The method of working each running line, e.g. Absolute Block, Permissive Block, etc., together with speed restrictions and other relevant information, will be shown in an amendment to the appropriate Sectional Appendix or other publication.

Euston.
February, 1968.

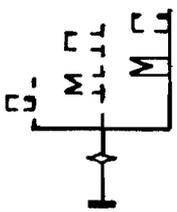
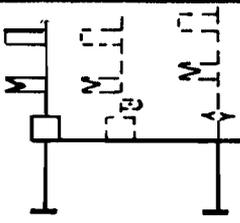
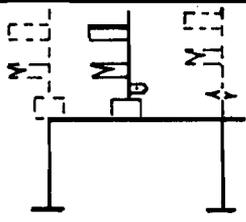
R. ARNOTT,
Movements Manager.

BEESTON NORTH J^C. — NOTTINGHAM STATION.

TRANSPOSITION OF LINES.

A SCHEDULE OF THE MAIN RUNNING SIGNALS,
SUBSIDIARY SIGNALS, AND GROUND SIGNALS
AFFECTED BY THE TRANSPOSITION OF LINES.

BEESTON NORTH JUNCTION.

SIGNAL PROFILE.	SIGNAL No.	ARM	ROUTE IND.R.	ROUTE.
	B.N. R 40.	DISTANT (OUTER)		DOWN MAIN. (1123)
	B.N. 40.	DISTANT (INNER)		DOWN MAIN. (746)
	B.N. 41.	HOME (OUTER)		DOWN MAIN.
	B.N. 5/6	HOME	G	DOWN GOODS.
			P	DOWN MAIN.
		DISTANT	G	LENTON SOUTH (1106).
			P	LENTON SOUTH (1106) (OUTER).
	B.N. 10/14.	HOME	G	DOWN GOODS
			P	DOWN MAIN.
		DISTANT	G	LENTON SOUTH. (1106).
			P	LENTON SOUTH. (1106). (OUTER).

Figures in brackets are distances of distant signals from home signals to which they apply.

BEESTON NORTH JUNCTION.

SIGNAL PROFILE.	SIGNAL No.	ARM	ROUTE IND.R.	ROUTE.
	B.N.42.	HOME.		DOWN MAIN.
		DISTANT		LENTON SOUTH. (1106). (OUTER).
	B.N.4.	GROUND SIGNAL.		DEAD END.
	B.N.44.	STARTING		DOWN MAIN.
		DISTANT		LENTON SOUTH (415) (INNER).
	B.N.55.	HOME		WP MAIN.
		DISTANT		BEESTON SOUTH (1373) (OUTER).
	B.N.52.	MIN.		UP & DOWN THRO' SIDING. OR DOWN SIDINGS.
	B.N.54.	STARTING		WP MAIN.
		DISTANT		BEESTON SOUTH. (620) (INNER).

BEESTON NORTH JUNCTION.

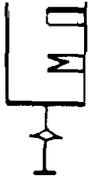
SIGNAL PROFILE.	SIGNAL No.	ARM.	ROUTE INDR.	ROUTE.
	B.N. 74.	HOME		UP GOODS.
		DISTANT		BEESTON SOUTH (1598)
	B.N. 75.	HOME.		UP MAIN.
		DISTANT		BEESTON SOUTH. (1228) (OUTER)
	B.N. 76.	MIN.		UP & DOWN THRO' SIDING. OR DOWN SIDINGS.
	B.N. 3.	MIN.		DOWN GOODS OR DOWN MAIN.
	B.N. 2.	GROUND SIGNAL.		SHUNT SPUR.
	B.N. 19.	GROUND SIGNAL		UP & DOWN THRO' SDG OR DOWN SIDINGS.
	B.N. 38.	GROUND SIGNAL		UP & DOWN THRO' SDG. OR DOWN SIDINGS.

SIGNAL PROFILE	SIGNAL NO.	ARM.	ROUTE IND ^R	ROUTE.
	L. S. 31/32.	HOME.	B	DOWN GOODS - LENTON NTH
			G	DOWN GOODS.
		DISTANT.	B	LENTON NORTH (654).
			G	MANSFIELD J ^C . (825).
	L. S. 29/30	HOME	B	DOWN GOODS - LENTON NTH
			G	DOWN GOODS.
		DISTANT	B	LENTON NORTH (654)
			G	MANSFIELD J ^C (825).
	L.S. 27	HOME		DOWN MAIN
		DISTANT		MANSFIELD J ^C . (825).
	L.S. 12.	HOME		UP GOODS.
		DISTANT		BEESTON NORTH (974)
	L.S. 16.	HOME		UP MAIN.
		<u>NOT</u> <u>IN</u> <u>USE.</u>	DISTANT	

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LENTON SOUTH JUNCTION.

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SIGNAL PROFILE	SIGNAL NO	ARM	ROUTE INDR	ROUTE
	L.S. 36.	HOME		WP MAIN
		DISTANT		BEESTON NORTH. (845). (OUTER).
	L.S. 37	STARTING		WP MAIN.
		DISTANT		BEESTON NORTH. (425) (INNER).
	L.S. 47	HOME		WP GOODS.
		DISTANT		BEESTON NORTH. (967).
	L.S. 48.	SUB.		CALLING-ON WP GOODS.
	L.S. 51.	GROUND SIGNAL		ALONG WP GOODS.
	L.S. 44/45/46	TOP		DOWN GOODS - LENTON NTH.
		MIDDLE		DOWN GOODS.
		BOTTOM		DOWN MAIN.

MANSFIELD JUNCTION.

SIGNAL PROFILE.	SIGNAL No.	ARM.	ROUTE IND.R.	ROUTE.
	M.J. 54/55	HOME	S	DOWN SLOW.
			F	DOWN FAST.
		DISTANT	S	WILFORD ROAD. (787). (OUTER).
			F	WILFORD ROAD. (787) (OUTER).
	M.J. 41.	HOME	DOWN SLOW.	
		DISTANT	WILFORD ROAD (787). (OUTER)	
	M.J. 44.	HOME	DOWN FAST.	
		DISTANT	WILFORD ROAD. (787) (OUTER). & NOTT.M. STATION WEST (OUTER) (1145)	
	M.J. 50.	GROUND SIGNAL	DOWN SIDING.	
	M.J. 28.	GROUND SIGNAL	DOWN SIDING.	

MANSFIELD JUNCTION.

SIGNAL PROFILE	SIGNAL No.	ARM	ROUTE IND.R	ROUTE
	MJ 46	HOME		DOWN SLOW
		DISTANT		WILFORD ROAD (=50) (OUTER) & NOTT.M. STATION WEST (OUTER). (1110).
	M.J. 42.	HOME.		DOWN FAS ^m
		DISTANT.		WILFORD ROAD (=50) (OUTER)
	M.J. 25.	GROUND SIGNAL		DOWN SIDING
	M.J. 45.	STARTING		DOWN SLOW
		DISTANT		WILFORD ROAD (332). (INNER) & NOTT.M. STATION WEST (INNER!) (695)
	M.J. 43.	STARTING		DOWN FAS ^m
		DISTANT		WILFORD ROAD (332) (INNER) & NOTT.M. STATION WEST (INNER!) (695)
	M.J. 50	GROUND SIGNAL		ALONG DOWN SIDING.
	M.J. 22/34	TOP		UP MAIN
		BOTTOM		ALONG DEPARTURE.

MANSFIELD JUNCTION.

SIGNAL PROFILE	SIGNAL NO.	ARM.	ROUTE IND.R.	ROUTE.
	M.J. 2/3/4	HOME	G	UP GOODS.
			B	DOWN MANSFIELD.
			M	UP MAIN.
		DISTANT	G	LENTON SOUTH (1005).
			B	LENTON NORTH (787).
			M	LENTON SOUTH (913). (OUTER).
M.J. 5.	SUB.	G	"CALLING-ON" UP GOODS.	
	M.J. 19	HOME		UP MAIN.
		DISTANT		LENTON SOUTH (913) (OUTER).
	M.J. 18.	HOME.		DOWN MANSFIELD.
		DISTANT		LENTON NORTH (787).
	M.J. 20.	STARTING		UP MAIN.
		DISTANT		LENTON SOUTH (380). (INNER).
	M.J. 31/32/33	TOP		DOWN SIDING.
		MIDDLE		DOWN SLOW.
		BOTTOM		DOWN FAST.

WILFORD ROAD.

SIGNAL PROFILE	SIGNAL No.	ARM.	ROUTE INDR.	ROUTE.
	W.R. 28.	HOME.		DOWN SLOW.
		DISTANT		NOTT. ^M STATION WEST. (INNER 2.) (359)
	W.R. 32.	HOME		DOWN FAST
		DISTANT		NOTT. ^M STATION WEST. (INNER 2.) (359).
	W.R. 21.	HOME		UP GOODS.
		DISTANT		MANSFIELD J ^C . (578).
	W.R. 2/24.	HOME	G	UP GOODS.
			M	UP MAIN.
		DISTANT	G	MANSFIELD J ^C . (578).
			M	MANSFIELD J ^C . (578) (INNER 1.)
	W.R. 25.	STARTING		UP MAIN.
		DISTANT		MANSFIELD J ^C . (338). (INNER 2.).
		DISTANT. *		MANSFIELD J ^C . (338). (INNER 2. DOWN MANSFIELD)
	W.R. 45.	GROUND SIGNAL		DOWN SIDING.
	W.R. 47	GROUND SIGNAL. (Yellow)		DOWN SLOW.

NOTTINGHAM STATION WEST.

SIGNAL PROFILE.	SIGNAL No.	ARM	ROUTE INDR.	ROUTE.
	N.W. 41/47/50	HOME.	1	Nº 1. PLATFORM LINE.
			3	Nº 3. PLATFORM LINE.
			4	Nº 4. PLATFORM LINE.
	N.W. 30/32 34/36	HOME	1	Nº 1. PLATFORM LINE.
			3	Nº 3. PLATFORM LINE.
			4	Nº 4. PLATFORM LINE.
			5	Nº 5. PLATFORM LINE.
	N.W. 3.	GROUND SIGNAL		DOWN SLOW "LIMIT OF SHUNT"
	N.W. 2.	GROUND SIGNAL		DOWN SLOW "LIMIT OF SHUNT"
	N.W. 29.	STARTING		Nº 5. PLATFORM LINE.
	N.W. 29.	SUB		"CALLING - ON" Nº 5. PLATFORM LINE.
	N.W. 14.	STARTING		UP MAIN
		DISTANT		WILFORD ROAD (130). & MANSFIELD J.C. (810) (OUTER).
	N.W. 10.	GROUND SIGNAL		DOWN FAST "LIMIT OF SHUNT"

