

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SPECIAL NOTICE 2810 G.

TRENT
0678

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN LOUGHBOROUGH, CASTLE DONINGTON, SLEIGHTS SIDINGS EAST, BLACKWELL EAST JUNCTION, TIBSHELF EAST JUNCTION, TAPTON JUNCTION (ER), NETHERFIELD JUNCTION, LINCOLN STREET CROSSING AND DRAYCOTT.

IMPORTANT—This notice to be acknowledged immediately on receipt to "Trains, Crewe," using the code ARNO 2810 G

SIGNALLING RECORD SOCIETY

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

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 "TRENT" located between the up slow line and the down high-level goods line between the site of Trent Station North Junction box and Long Eaton Junction box.

The work will be carried out in 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 Loughborough, Castle Donington, Long Eaton Town Crossing, Toton East Junction, Attenborough Station and Draycott.

Saturday, 27th September until Monday, 29th September.

Except as shown below, the existing running signals controlled by Hathern, Kegworth, Ratcliffe Junction, Trent Junction, Castle Donington, Lock Lane Crossing, Trent Station North Junction, North Erewash Junction, Meadow Lane Junction, Long Eaton Junction, Attenborough Junction, Sheet Stores Junction, Sawley Junction and Draycott will be taken away and the signal boxes abolished. Multiple Aspect Signalling will be provided controlled from TRENT box.

Loughborough—The following signals will be taken away:—

Down main	Down goods
Distant	Outer distant
Outer home	Inner distant
Inner home	Home
Starting	
Up main	Up goods
Distant	Distant
Home	

The following colour light signals will be provided:—

Down main

3 aspect distant signal, 2,368 yards to the home signal to which it applies.
4 aspect home signal, LH.31, 528 yards before reaching the signal box.

Down goods

2 aspect distant signal, 2,368 yards to the home signal to which it applies.
3 aspect home signal, LH.22, 528 yards before reaching the signal box.

Up main

4 aspect automatic signal, LH.102, also acting as outer distant signal for LH.27.
4 aspect automatic signal, LH.104, also acting as inner distant signal for LH.27.
4 aspect home signal LH.27, 950 yards before reaching the signal box.

Up goods

3 aspect automatic signal, LH.101, also acting as distant signal for LH.103.
3 aspect automatic signal, LH.103, also acting as distant signal for LH.15.
3 aspect home I signal, LH.15, 950 yards before reaching the signal box.

Lock Lane Crossing—The signal box will become a shunting frame and will control the level crossing.

North Erewash Junction—The signal box will become a shunting frame and will control the adjacent level crossing only. The frame will be known as North Erewash Crossing.

Long Eaton Town Crossing—The signal box will remain until Stage 2B and the link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and as follows:—

Signal TT.216 will temporarily act as the down home I signal for Long Eaton Town Crossing box and the telephone at the signal will be temporarily connected to this box.

Toton East Junction—The signal box will remain until Stage 2B. The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and as follows:—

The down high level goods bracket home signal will be superseded by a 3 aspect colour light signal with lower subsidiary signal and route indicator, in about the same position.

The down high level goods distant signals will be taken away.

Signals TT.215 and TT.217 will also act as down high level goods distant signals for Toton East Junction box.

The up high level goods home signal will be superseded by a 3 aspect colour light signal, with lower subsidiary signal and route indicator, in about the same position. The up goods starting signal will be taken away.

The 3 armed dwarf shunting signal situated outside the up high level goods line at the crossover road will be superseded by a 4 armed dwarf shunting signal reading as follows:—

Top arm to West Arrival.

2nd arm to East Arrival.

3rd arm to down high level goods.

Bottom arm to along up high level goods.

Long Eaton Junction—The signal box will become a shunting frame and will control the level crossing only. The frame will be known as Meadow Lane Crossing.

Attenborough—The signal box will remain until Stage 3. The link up between the existing signalling and the multiple aspect signalling is as shown on the link up diagram and as follows:—

Signalling TT.355 will temporarily act as down main home signal for Attenborough box until Stage 3. Signals TT.358 and 361 will act as outer and inner distant signals respectively for Attenborough down main home signal. Signal TT.357 will also act as distant signal for Attenborough down main home signal.

The up main distant signal for Attenborough box will also act as outer distant signal for signal TT.356. The up main home signal for Attenborough will also act as outer distant signal for TT.359 and as inner distant signal for TT.356.

Stage 2A Between Trowell Junction, Sleights Sidings East, Blackwell East Junction, Tibshelf East Junction and Tapton Junction (ER).

Saturday, 11th October until Monday, 13th October.

Except as shown below, the existing running signals controlled by Ilkeston South Junction, Bennerley Junction, Shipley Gate, Heanor Junction, Langley Mill, Codnor Park Station Junction, Pye Bridge Junction, Coates Park South, Coates Park North, Alfreton, Blackwell South Junction, Westhouses & Blackwell, Morton Sidings, Clay Cross South Junction, Clay Cross North Junction, Avenue Sidings, Hasland Sidings and Stretton will be taken away and the signal boxes abolished. Multiple aspect signalling will be provided, controlled from TRENT box.

Trowell Junction—The signal box will remain until Stage 2B. The link up between the existing signalling is shown on the link up diagram and as follows:—

Down main line signals TT.142 and TT.137 will act as outer and inner distant signals only for signal TT.134.

Down goods line signal TT.149 will act only as distant signal for TT.147.

Ilkeston frame will be out of use until completion of Stage 2B.

The calling on aspect at up goods line signal TT.138 will be temporarily out of use.

Signals TT.144 (up main) and TT.143 (up goods) will temporarily display red aspects only and the other aspects at these signals will be out of use. Handsignalmen will be provided at these signals.

Shipley Gate—The signal box will become a shunting frame and will control the adjacent level crossing only.

Avenue Sidings—The signal box will become a shunting frame and will control movements between the down and up goods lines and the sidings.

Sleights Sidings East—The existing running signals, except the down starting signal, will be taken away and colour light signals provided as shown on the attached diagram.

Stage 2B Between Long Eaton Town Crossing, Toton East Junction and Trowell Junction.

Saturday, 18th October until Monday, 20th October.

Except as shown below, the existing running signals controlled by Long Eaton Town Crossing, Toton Junction, Toton Centre, Toton Down Sidings North, Stapleford & Sandiacre, Stanton Gate North and Trowell Junction will be taken away and the signal boxes abolished. Multiple aspect Signalling will be provided, controlled from TRENT box.

Long Eaton Town Crossing—The signal box will become a shunting frame and will control the adjacent level crossing only.

Toton East Junction—The signal box will become a shunting frame and will continue to signal movements along the East and West Arrival lines, and will also control movements between the up and down high level goods lines, and between the sidings and the up high level goods line.

Stapleford & Sandiacre—The signal box will become a shunting frame and will continue to control movements between the up and down goods lines, the Toton up side arrival lines, the Storage and Old Bank Sidings, also between the Loco. Depot, Meadow Arrival, Meadow Departure, the Engineers Ballast Sidings and the down siding, down goods and down main lines.

Stanton Gate—A shunting frame will be provided on the down side of the line adjacent to the connection between the sidings and the Stanton Old Works siding to control movements between the up and down main lines, up and down goods lines, arrival and departure lines, reception line, sidings, Mapperley Goods Branch and the Stanton Old Works Siding.

Radford Junction—This signal box will remain until Stage 3 and the link up between the existing signalling and the multiple aspect signalling will be as shown on the link up diagram.

Stage 3 Between Attenborough, Netherfield Junction and Lincoln Street Crossing.

This stage should be carried out at the end of this year. For further information see the Weekly Notice of Engineering Work concerned.

Except as shown below, the existing running signals controlled by Attenborough, Beeston, Beeston South Junction, Beeston North Junction, Lenton South Junction, Mansfield Junction, Wilford Road, Nottingham Station West, Station B, Station A, Station East, London Road Junction, Sneinton Junction and Colwich Crossing, also Lenton North Junction, Radford Junction, and Basford Sidings will be taken away and the signal boxes abolished. Multiple Aspect Signalling will be provided, controlled from TRENT box.

Attenborough—The signal box will become a shunting frame, known as Attenborough Crossing and will control the adjacent level crossing only.

Sneinton Junction—The signal box will become a shunting frame, known as Sneinton Crossing and will control the adjacent level crossing only.

Trent Lane Crossing—The level crossing will continue to be worked by a Crossing Keeper.

Colwich Crossing—The signal box will become a shunting frame and will control the adjacent level crossing only.

Netherfield Junction—The existing down Midland line colour light distant signal will become a 3 aspect signal known as TT.245 and will also act as down Midland line distant signal for Netherfield Junction.

The up Midland line colour light starting signal will become a 3 aspect signal, known as TT.244.

Lincoln Street Crossing—The existing running signals will be taken away and colour light signals provided as shown on the attached diagram.

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 Trent box multiple aspect signals capable of showing a red aspect.

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

Long Eaton Goods Yard frame.

Kirkby Down Branch frame.

Sleights Down Sidings frame.

B.R. 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:—

Nottingham Station area (signals numbers TT.265—TT.269 inclusive, and TT.271 and TT.272, also signals numbers TT.273—TT.277 inclusive).

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 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 or the Four Weekly General Instructions on Notices concerned.

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

TRENT (TT)

SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE
TT1	MAIN		UP GOODS	TT58	MAIN		DOWN GOODS
	SUB	G	UP GOODS		SUB	G	DOWN GOODS
TT3	MAIN		DOWN GOODS	TT61	□ MAIN	B	DOWN NORTH CURVE GOODS
	SUB	G	DOWN GOODS		□ SUB	B	DOWN NORTH CURVE GOODS
TT5	MAIN		UP GOODS		MAIN	G	UP GOODS
	SUB	G	UP GOODS		SUB	G	UP GOODS
TT7	MAIN	Pos. 4	UP MAIN	TT65	MAIN	G	DOWN GOODS
	SUB	G	DOWN GOODS		SUB	G	DOWN GOODS
TT9	∅ SUB	SDG.	ARRIVAL N° 3	TT66	□ SUB	SDG.	TIBSHELF SIDINGS
	∅ SUB	SDG.	ARRIVAL N° 2		□ MAIN	B	DOWN GOODS BRANCH
	∅ SUB	SDG.	ARRIVAL N° 1	□ SUB	B	DOWN GOODS BRANCH	
	MAIN		UP GOODS	TT67	SUB	SDG.	SIDING
	SUB	G	UP GOODS	MAIN		UP MAIN	
TT12	∅ SUB		UP GOODS	TT69	SHUNT		DOWN GOODS
	∅ SUB	SDG.	INWARDS LINE		SHUNT		DOWN SOUTH CURVE GOODS
	MAIN		DOWN GOODS	TT71	MAIN		DOWN MAIN
	SUB	G	DOWN GOODS		MAIN	Pos. 4	DOWN GOODS
SUB		DOWN GOODS	MAIN		Pos. 5	DOWN SOUTH CURVE GOODS	
TT14	SUB	Pos. 5	DOWN SOUTH CURVE GOODS	SUB	Pos. 5	DOWN SOUTH CURVE GOODS	
	MAIN		DOWN GOODS	TT72	SHUNT		DOWN GOODS
TT16	SUB	G	DOWN GOODS		SHUNT		DOWN SOUTH CURVE GOODS
	MAIN	Pos. 4	UP MAIN	TT83	MAIN		UP GOODS
TT18	SHUNT		UP GOODS		MAIN	Pos. 4	UP MAIN
	SHUNT		UP MAIN	TT84	SHUNT	XUG	UP KIRKBY GOODS LOS.
TT19	# SHUNT		UP MAIN		TT85	SHUNT	XUG
	SHUNT	XDG.	DOWN DERBY GOODS LOS.	TT87	MAIN		DOWN MAIN
TT21	* SHUNT		DOWN GOODS		MAIN	Pos. 4	DOWN KIRKBY GOODS
	SHUNT		RECEPTION	TT88	SHUNT		UP GOODS
TT22	SHUNT		DOWN KIRKBY GOODS	TT89	SHUNT		DOWN KIRKBY GOODS
	MAIN		DOWN GOODS		SHUNT		UP GOODS
TT23	SHUNT		SWANWICK SIDING	TT92	SHUNT		DOWN MAIN
	MAIN	Pos. 4	DOWN GOODS		SHUNT		DOWN GOODS
TT24	MAIN	Pos. 4	DOWN GOODS	TT94	MAIN	Pos. 1	UP GOODS
	SUB	Pos. 4	DOWN GOODS		MAIN		UP MAIN
TT25	SUB.	SDG.	SWANWICK SIDING	TT96	MAIN	Pos. 1	DOWN MAIN
	MAIN		UP GOODS		MAIN		DOWN GOODS
TT26	MAIN	G	UP GOODS	TT97	SUB	SDG.	SWANWICK SIDING
	MAIN	Pos. 1	UP MAIN		MAIN		DOWN MAIN
TT28	MAIN		UP DERBY	TT114	MAIN		DOWN GOODS
	MAIN	Pos. 1	DOWN DERBY GOODS		SUB	SDG.	SIDING
	SUB	Pos. 1	DOWN DERBY GOODS	TT118	SHUNT	NCK.	NECK
MAIN		DOWN DERBY	SHUNT			UP GOODS	
TT33	MAIN		DOWN MAIN	TT119	SHUNT		SIDING
	MAIN	Pos. 4	DOWN GOODS		MAIN		UP GOODS
TT52	SUB	Pos. 4	DOWN GOODS	TT132	SUB	G	UP GOODS
	MAIN	Pos. 1	UP GOODS		MAIN	Pos. 4	UP MAIN
TT66	MAIN		UP MAIN	TT135	MAIN		UP GOODS
	SUB	G	UP GOODS		SUB	G	UP GOODS

∅ CONTROLLED BY AVENUE SIDINGS S.F. * CONTROLLED BY CLAY CROSS N° 4 FRAME
 □ CONTROLLED BY BLACKWELL EAST JCN. ‡ CONTROLLED BY CLAY CROSS N° 3 FRAME

TRENT (TT)

2

SIGNAL N°	ASPECT	ROUTE/INC INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/INC INDICATOR	ROUTE
TT138	MAIN		UP GOODS	TT172	SHUNT		DOWN GOODS
	SUB	G	UP GOODS		SHUNT		DOWN MAIN
TT143	MAIN	Pos.1	UP RADFORD	TT173	SHUNT		INDEPENDENT
	MAIN		UP GOODS		SHUNT		UP GOODS
TT144	MAIN	Pos.1	UP RADFORD	TT174	SHUNT		UP MAIN
	MAIN		UP MAIN		MAIN		UP GOODS
TT145	MAIN		DOWN MAIN	TT175	SUB	G	UP GOODS
	MAIN	Pos.4	DOWN GOODS		SUB	IND.	
TT151	MAIN		UP GOODS	TT176	MAIN	Pos.1	UP GOODS
	SUB	G	UP GOODS		SUB	Pos.1	
TT155	‡ SUB	ARR.	ARRIVAL	TT177	SHUNT		INDEPENDENT
	‡ SUB	DEP.	DEPARTURE		SHUNT		UP GOODS
	‡ SUB		UP GOODS		SHUNT		DOWN H.L. GOODS
	‡ MAIN		UP GOODS		SHUNT		UP MAIN
	‡ SUB	G	UP GOODS		SHUNT		DOWN GOODS
TT156	‡ SUB	DEP.	DEPARTURE	TT178	SHUNT		INDEPENDENT
	‡ MAIN	Pos.1	UP GOODS	TT179	SHUNT		DOWN GOODS
	‡ SUB	Pos.1	UP GOODS		SHUNT		DOWN MAIN
	‡ SUB		UP GOODS	SHUNT		DOWN H.L. GOODS	
	‡ MAIN		UP MAIN	TT181	MAIN	Pos.2	DOWN GOODS
‡ SUB		UP MAIN	SUB		Pos.2		DOWN GOODS
TT157	MAIN		UP GOODS		SUB		DOWN GOODS
TT159	MAIN		DOWN MAIN	TT182	MAIN	Pos.1	DOWN MAIN
	SUB		DOWN MAIN		MAIN		DOWN H.L. GOODS
TT161	‡ SUB	REC.	RECEPTION	TT183	SUB	G	DOWN H.L. GOODS
	‡ MAIN		DOWN MAIN		MAIN	Pos.1	DOWN GOODS
	‡ MAIN	Pos.4	DOWN GOODS		SUB	Pos.1	
TT163	MAIN		DOWN GOODS	TT184	‡ SUB		DOWN GOODS
	SUB	G	DOWN GOODS		TT185	MAIN	
TT164	∅ SUB	ARR	ARRIVAL LINES	TT186	SUB	G	DOWN H.L. GOODS
	∅ SUB	SDG.	OLD BANK & STORAGE SDG.		∅ SUB		DOWN H.L. GOODS
	∅ MAIN		UP GOODS	TT187	SHUNT		DOWN GOODS
	∅ SUB	G	UP GOODS		SHUNT		DOWN MAIN
TT165	∅ SUB		UP GOODS	TT188	SHUNT		DOWN H.L. GOODS
	∅ MAIN		UP MAIN		SHUNT		SIDINGS
TT167	∅ MAIN		DOWN MAIN	TT189	SHUNT		DOWN GOODS
	∅ SUB		DOWN MAIN		SHUNT		SHUNTING NECK WEST
	∅ MAIN	Pos.4	DOWN H.L. GOODS	TT191	SHUNT		UP H.L. GOODS
	∅ SUB	Pos.4	DOWN H.L. GOODS		SHUNT		UP GOODS
TT168	∅ SUB		DOWN H.L. GOODS	TT192	SHUNT		SHUNTING NECK WEST
	∅ MAIN	Pos.5	DOWN H.L. GOODS		SHUNT		UP H.L. GOODS
	∅ SUB	Pos.5	DOWN H.L. GOODS	TT193	SHUNT		UP GOODS
	∅ SUB		DOWN H.L. GOODS		SHUNT		SHUNTING NECK WEST
	∅ MAIN	Pos.4	DOWN MAIN		SHUNT		UP H.L. GOODS
	TT171	∅ SUB		DOWN MAIN	SHUNT		UP GOODS
		∅ MAIN	Pos.5	DOWN H.L. GOODS			
∅ SUB		Pos.5	DOWN H.L. GOODS				
∅ SUB			DOWN H.L. GOODS				

‡ CONTROLLED BY STANTON GATE S.F.

* ALSO CONTROLLED BY STANTON GATE S.F.

∅ CONTROLLED BY STAPLEFORD & SANDIACRE S.F.

TRENT (TT)

SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE
TT194	MAIN		UP H.L. GOODS	TT223	SHUNT		DOWN EREWASH
	SUB	H	UP H.L. GOODS		SHUNT		DOWN EREWASH
	MAIN	Pos. 4	UP GOODS	TT224	SHUNT		DOWN GOODS LOOP
	SUB	Pos. 4	UP GOODS		SHUNT		DOWN MAIN
TT195	SHUNT		INDEPENDENT	TT229	MAIN		UP MAIN
	SHUNT		FAN 1		MAIN	Pos. 4	DOWN EAST CURVE
	SHUNT		FAN 2	TT231	MAIN		UP MAIN
TT197	SHUNT	UG	UP GOODS	TT233	MAIN	Pos. 4	DOWN EAST CURVE
	SHUNT		INDEPENDENT		MAIN		DOWN H.L. GOODS
	SHUNT		FAN 1	SUB	G	DOWN H.L. GOODS	
	SHUNT		FAN 2	TT234	MAIN		DOWN EREWASH
TT198	MAIN		DOWN H.L. GOODS	TT234	MAIN	Pos. 4	DOWN GOODS LOOP
	SUB	G	DOWN H.L. GOODS		MAIN	Pos. 5	DOWN MAIN
TT199	SHUNT	UG	UP GOODS	TT235	MAIN	Pos. 2	DOWN EREWASH
	SHUNT		INDEPENDENT		MAIN	Pos. 1	DOWN GOODS LOOP
	SHUNT		FAN 1	MAIN		DOWN MAIN	
	SHUNT		FAN 2	TT237	MAIN	Pos. 1	UP GOODS
TT201	SHUNT	DG	DOWN GOODS	TT237	MAIN		UP MAIN
	SHUNT		NORTH YARD		TT239	SHUNT	XDM
	SHUNT		DEPOT	TT 248	MAIN	Pos. 1	UP GOODS
TT202	SHUNT	DEPOT	MAIN			UP MAIN	
TT203	SHUNT	NCK	NECK	TT252	MAIN	G	UP GOODS
	SHUNT		DOWN GOODS		SUB	G	UP GOODS
TT204	SHUNT		NORTH YARD		MAIN	5	PLATFORM 5
	SHUNT		ENGINE LINE		SUB	5	PLATFORM 5
TT205	SHUNT		DEPOT		MAIN	4	PLATFORM 4
	SHUNT		DOWN GOODS		SUB	4	PLATFORM 4
TT207	MAIN		UP H.L. GOODS		MAIN	U	UP MAIN
	SUB	G	UP H.L. GOODS		SUB	U	UP MAIN
	* SUB		UP H.L. GOODS		MAIN	D	DOWN MAIN
TT208	* SUB	REC.	L.L. ARRIVAL		SUB	D	DOWN MAIN
	MAIN		DOWN GOODS		MAIN	3	PLATFORM 3
	SUB	G	DOWN GOODS		SUB	3	PLATFORM 3
	* SUB	W	WEST ARRIVAL		MAIN	B	PLATFORM 2
TT209	* SUB	E	EAST ARRIVAL		SUB	B	PLATFORM 2
	MAIN		DOWN H.L. GOODS	MAIN	1	PLATFORM 1	
	SUB	G	DOWN H.L. GOODS	SUB	1	PLATFORM 1	
TT212	MAIN	G	DOWN GOODS	TT253	MAIN		UP GOODS
	SUB	G	DOWN GOODS		SUB	G	UP GOODS
	MAIN		DOWN MAIN	TT254	SHUNT		DOWN MAIN
TT214	MAIN	Pos. 1	UP EAST GOODS		SHUNT	BAY	PLATFORM 2
	SUB	Pos. 1	UP EAST GOODS	SHUNT		PLATFORM 1	
	MAIN		UP H.L. GOODS	TT255	SHUNT		DOWN MAIN
	SUB	G	UP H.L. GOODS		SHUNT	BAY	PLATFORM 2
TT216	MAIN		DOWN H.L. GOODS	SHUNT		PLATFORM 1	
	SUB	G	DOWN H.L. GOODS	TT257	SHUNT	SDG.	ALONG SIDING
TT217	MAIN		DOWN H.L. GOODS		SHUNT		UP GOODS
	SUB	G	DOWN H.L. GOODS		SHUNT		PLATFORM 6
TT218	MAIN		UP H.L. GOODS		SHUNT		PLATFORM 4
	SUB	G	UP H.L. GOODS		SHUNT		UP MAIN
SHUNT		DOWN EREWASH	SHUNT			DOWN MAIN	
TT219	SHUNT		WAGON REPAIR SIDING	TT258	SHUNT		DOWN MAIN
TT221	SHUNT		UP MAIN	TT259	SHUNT		CARRIAGE SDGS.
	SHUNT		DOWN EAST CURVE				
TT222	MAIN	Pos. 1	UP MAIN				
	MAIN		DOWN EAST CURVE				

‡ ALSO CONTROLLED BY DOWN HUMP ROOM * CONTROLLED BY TONON EAST JCN. S.F.
 ∅ ALSO CONTROLLED BY SNEINTON CROSSING S.F.

TRENT (TT)

4

SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE
TT261	SHUNT		UP GOODS	TT272	∅ SUB	PCL	PARCEL DEPOT
	SHUNT		PLATFORM 5		MAIN	G	DOWN GOODS
	SHUNT		PLATFORM 4		SUB	G	DOWN GOODS
	SHUNT		UP MAIN		SUB		DOWN GOODS
TT262	MAIN		UP GOODS		MAIN	M	DOWN MAIN
	SUB	G	UP GOODS		SUB		DOWN MAIN
TT263	SHUNT		PLATFORM 5		SUB	SDG.	CARRIAGE SIDINGS
	SHUNT		PLATFORM 4		TT273	MAIN	G
	SHUNT		UP MAIN	SUB		G	UP GOODS
	SHUNT		DOWN MAIN	SUB			UP GOODS
	SHUNT		PLATFORM 3	MAIN		M	UP MAIN
	SHUNT	BAY	PLATFORM 2	SUB			UP MAIN
	SHUNT		PLATFORM 1	SUB		XDF	DOWN FAST L.O.S.
TT264	SHUNT	SDG.	CARRIAGE SIDINGS	SUB		XDS.	DOWN SLOW
TT265	∅ SUB	PCL.	PARCEL DEPOT	TT274		MAIN	G
	MAIN	G	DOWN GOODS		SUB	G	UP GOODS
	SUB	G	DOWN GOODS		SUB		UP GOODS
	SUB		DOWN GOODS		MAIN	M	UP MAIN
	MAIN	M	DOWN MAIN		SUB		UP MAIN
	SUB		DOWN MAIN		SUB	XDF	DOWN FAST L.O.S.
	SUB	SDG.	CARRIAGE SIDINGS		SUB	XDS.	DOWN SLOW
TT266	∅ SUB	PCL.	PARCEL DEPOT		TT275	MAIN	G
	MAIN	G	DOWN GOODS	SUB		G	UP GOODS
	SUB	G	DOWN GOODS	SUB			UP GOODS
	SUB		DOWN GOODS	MAIN		M	UP MAIN
	MAIN	M	DOWN MAIN	SUB			UP MAIN
	SUB		DOWN MAIN	SUB		XDF	DOWN FAST L.O.S.
	SUB	SDG.	CARRIAGE SIDINGS	SUB		XDS.	DOWN SLOW
TT267	∅ SUB	PCL.	PARCEL DEPOT	TT276		MAIN	G
	MAIN	G	DOWN GOODS		SUB	G	UP GOODS
	SUB	G	DOWN GOODS		SUB		UP GOODS
	SUB		DOWN GOODS		MAIN	M	UP MAIN
	MAIN	M	DOWN MAIN		SUB		UP MAIN
	SUB		DOWN MAIN		SUB	XDF	DOWN FAST L.O.S.
	SUB	SDG.	CARRIAGE SIDINGS		SUB	XDS.	DOWN SLOW
TT268	∅ SUB	PCL.	PARCEL DEPOT		TT277	MAIN	G
	MAIN	G	DOWN GOODS	SUB		G	UP GOODS
	SUB	G	DOWN GOODS	SUB			UP GOODS
	SUB		DOWN GOODS	MAIN		M	UP MAIN
	MAIN	M	DOWN MAIN	SUB			UP MAIN
	SUB		DOWN MAIN	SUB		XDF	DOWN FAST L.O.S.
	SUB	SDG.	CARRIAGE SIDINGS	SUB		XDS.	DOWN SLOW
TT269	∅ SUB	PCL.	PARCEL DEPOT	TT278		SHUNT	
	MAIN	G	DOWN GOODS		SHUNT		PLATFORM 4
	SUB	G	DOWN GOODS	TT279	MAIN	G	UP GOODS
	SUB		DOWN GOODS		SUB	G	UP GOODS
	MAIN	M	DOWN MAIN		SUB		UP GOODS
	SUB		DOWN MAIN		MAIN	M	UP MAIN
	SUB	SDG.	CARRIAGE SIDINGS		SUB		UP MAIN
SUB		DOWN MAIN	SUB		XDF	DOWN FAST L.O.S.	
SUB	SDG.	CARRIAGE SIDINGS	TT281	SHUNT		PLATFORM 1	
∅ SUB	PCL.	PARCEL DEPOT		SHUNT		PLATFORM 3	
MAIN	G	DOWN GOODS		SHUNT		DOWN MAIN	
SUB	G	DOWN GOODS		SHUNT		DOWN FAST	
SUB		DOWN GOODS					
TT271	∅ SUB	PCL.	PARCEL DEPOT				
	MAIN	G	DOWN GOODS				
	SUB	G	DOWN GOODS				
	SUB		DOWN GOODS				
	MAIN	M	DOWN MAIN				
	SUB		DOWN MAIN				
	SUB	SDG.	CARRIAGE SIDINGS				

∅ ALSO CONTROLLED BY NOTTINGHAM GOODS YARD

TRENT (TT)

5

SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE
TT282	SHUNT		PLATFORM 1	TT298	MAIN	Pos. 1	UP GOODS
	SHUNT		PLATFORM 3		SUB	Pos. 1	UP GOODS
	SHUNT		DOWN MAIN		MAIN		UP MAIN
	SHUNT		DOWN FAST	TT299	MAIN	Pos. 1	UP GOODS
	SHUNT		PLATFORM 5		SUB	Pos. 1	UP GOODS
	MAIN		UP GOODS		MAIN		UP MAIN
TT283	SUB	G	UP GOODS	TT301	SHUNT		UP GOODS
	SUB		UP GOODS		SHUNT		UP MAIN
TT284	SHUNT		DOWN FAST	TT302	MAIN	Pos. 2	DOWN NORTH CURVE GOODS
	SHUNT		PLATFORM 5		MAIN	Pos. 1	DOWN GOODS
	SHUNT	UG	UP GOODS		MAIN		DOWN MAIN
TT285	SHUNT		DOWN FAST	TT303	MAIN	Pos. 1	DOWN NORTH CURVE GOODS
	SHUNT		PLATFORM 5		MAIN		DOWN GOODS
TT287	MAIN	1	PLATFORM 1	TT306	SHUNT		DOWN MAIN
	SUB	1	PLATFORM 1		* SHUNT		DEPOT
	MAIN	3	PLATFORM 3	TT308	SHUNT		ARRIVAL
	SUB	3	PLATFORM 3		SHUNT		UP MANSFIELD
	MAIN	D	DOWN MAIN		SHUNT	DNC.	DOWN NORTH CURVE GOODS
	SUB	D	DOWN MAIN	TT309	* SUB	SDG.	DEPOT
	MAIN	U	UP MAIN		SUB	ARR.	ARRIVAL
	SUB	U	UP MAIN		MAIN		UP MANSFIELD
	MAIN	4	PLATFORM 4	TT313	MAIN	Pos. 4	UP NORTH CURVE GOODS
	SUB	4	PLATFORM 4		SUB	Pos. 4	UP NORTH CURVE GOODS
	MAIN	5	PLATFORM 5		MAIN	Pos. 1	DOWN MAIN
	SUB	5	PLATFORM 5	MAIN		DOWN GOODS	
TT288	MAIN	1	PLATFORM 1	TT327	SHUNT		DOWN NORTH CURVE GOODS
	SUB	1	PLATFORM 1		SHUNT		DOWN GOODS
	MAIN	3	PLATFORM 3		SHUNT		DOWN MAIN
	SUB	3	PLATFORM 3	TT328	SHUNT		THROUGH SIDING
	MAIN	D	DOWN MAIN		* SHUNT		SIDINGS
	SUB	D	DOWN MAIN	TT329	MAIN		UP GOODS
	MAIN	U	UP MAIN		SUB	G	UP GOODS
	SUB	U	UP MAIN		MAIN	Pos. 4	UP MAIN
	MAIN	4	PLATFORM 4		SUB	SDG.	THROUGH SIDING
	SUB	4	PLATFORM 4		* SUB	SDG.	SIDINGS
TT289	MAIN		UP GOODS	TT331	MAIN		UP MAIN
	SUB	G	UP GOODS		SUB	SDG.	THROUGH SIDING
	MAIN	Pos. 4	UP MAIN		* SUB	SDG.	SIDINGS
	MAIN	Pos. 5	DOWN MANSFIELD		MAIN		DOWN GOODS
TT291	MAIN		UP MAIN	TT332	SUB	G	DOWN GOODS
	MAIN	Pos. 4	DOWN MANSFIELD		MAIN	Pos. 4	DOWN MAIN
TT293	SHUNT		SIDINGS	TT333	SHUNT		DOWN GOODS
	SHUNT		DOWN SLOW		SHUNT		DOWN MAIN
	SHUNT		DOWN FAST	TT334	* SHUNT		DOWN GOODS
SHUNT		DOWN FAST	* SHUNT			DOWN MAIN	
TT294	∅ SUB	SDG.	SIDINGS	TT336	MAIN		DOWN GOODS
	MAIN	S	DOWN SLOW		SUB	G	DOWN GOODS
	MAIN	F	DOWN FAST		∅ SHUNT		UP SIDING
TT295	∅ SUB	SDG.	SIDINGS	TT338	SHUNT		UP MAIN
	MAIN		DOWN SLOW		SHUNT		DOWN SIDING
	MAIN	Pos. 4	DOWN FAST		SHUNT		DOWN SIDING
TT296	∅ SUB	SDG.	SIDINGS	TT339	SUB	SDG	UP SIDING
	MAIN	Pos. 1	DOWN SLOW		MAIN		UP MAIN
	MAIN		DOWN FAST	TT341	SHUNT		UP GOODS
MAIN		DOWN FAST					
TT297	MAIN		UP GOODS				
	SUB	G	UP GOODS				

† ALSO CONTROLLED BY DEPOT FRAME * ALSO CONTROLLED BY BEESTON N°3 FRAME
 ∅ ALSO CONTROLLED BY NOTTINGHAM GOODS YARD WEST S.F. □ CONTROLLED BY BEESTON N°1 FRAME

TRENT (TT)

8

SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE	SIGNAL N°	ASPECT	ROUTE/JCN INDICATOR	ROUTE
STAPLEFORD & SANDIACRE S.F.							
1	SHUNT	ARR.	ARRIVAL LINES	114	SHUNT	G	DOWN GOODS
	SHUNT	SDG.	OLD BANK & STORAGE SDGS.		SHUNT	M	DOWN MAIN
	SHUNT	G	UP GOODS		SHUNT	HL	DOWN H.L. GOODS
	SHUNT	D.H.L.	DOWN H.L. GOODS	TOTTEN EAST JUNCTION S.F.			
2	SHUNT		DOWN H.L. GOODS	1	SHUNT		UP H.L. GOODS
9	SHUNT		ARRIVAL LINES	2	SHUNT		UP H.L. GOODS
13	SHUNT		NECK	5	SHUNT		UP H.L. GOODS
25	SHUNT	SDG.	OLD BANK & STORAGE SDGS.	8	SHUNT		UP H.L. GOODS
	SHUNT	G	UP GOODS	9	SHUNT		UP H.L. GOODS
	SHUNT	D.G.	DOWN GOODS	15	SHUNT	W	SHUNTING NECK WEST
27	SHUNT	DOWN H.L. GOODS	SHUNT		S	C.&W SHUNTING NECK	
39	SHUNT		UP GOODS		SHUNT	A	ENGINE ARRIVAL
40	SHUNT		UP GOODS		SHUNT	D	SOUTH DEPARTURE
41	SHUNT		SIGNAL 40		SHUNT	E	SHUNTING NECK EAST
42	SHUNT	FROM 5		SHUNT	C	CRIPPLE SIDING	
	SHUNT	FROM 4		21	SHUNT		UP H.L. GOODS
	SHUNT	FROM 3	UP GOODS	29	SHUNT		DOWN H.L. GOODS
	SHUNT	FROM 2		31	SHUNT		UP H.L. GOODS
45	SHUNT	FROM 1		32	SHUNT		NECK
	SHUNT		DOWN SIDING	33	SHUNT		UP H.L. GOODS
	SHUNT	FROM 11		34	SHUNT		NECK
	SHUNT	FROM 10		37	SHUNT		WEST ARRIVAL
46	SHUNT	FROM 9	UP GOODS		SHUNT		EAST ARRIVAL
	SHUNT	FROM 8		44	SHUNT		WEST ARRIVAL
49	SHUNT	FROM 7		45	SHUNT		EAST ARRIVAL
	SHUNT		DOWN SIDING				
	SHUNT		DOWN GOODS				
	SHUNT		UP MAIN				
56	SHUNT		DOWN MAIN				
	SHUNT		DOWN MAIN				
61	SHUNT		DOWN MAIN				
89	SHUNT		DOWN GOODS				
91	SHUNT		DOWN GOODS				
92	SHUNT		DOWN GOODS				
94	SHUNT	D.G.	SIGNAL 95				
	SHUNT	ARR.	MEADOW ARRIVAL				
	SHUNT	SDG.	ENGINEERS BALLAST SDG.				
95	SHUNT	DG	DOWN GOODS				
	SHUNT	ENG.	LOCO DEPOT				
98	SHUNT		MEADOW ARRIVAL				
99	SHUNT		ENGINEERS BALLAST SDG.				
108	SHUNT	SDG.	DOWN SIDING				
	SHUNT	G	DOWN GOODS				
	SHUNT	M	DOWN MAIN				
	SHUNT	H.L.	DOWN H.L. GOODS				
109	SHUNT		DOWN SIDING				
110	SHUNT	G	DOWN GOODS				
	SHUNT	M	DOWN MAIN				
	SHUNT	H.L.	DOWN H.L. GOODS				
111	SHUNT	SDG.	DOWN SIDING				
	SHUNT	G	DOWN GOODS				
	SHUNT	M	DOWN MAIN				
	SHUNT	HL	DOWN H.L. GOODS				

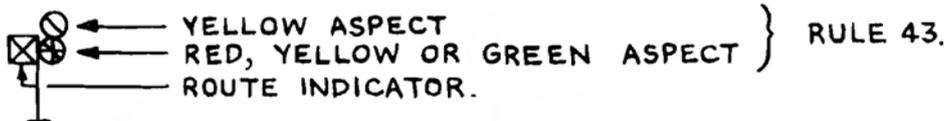
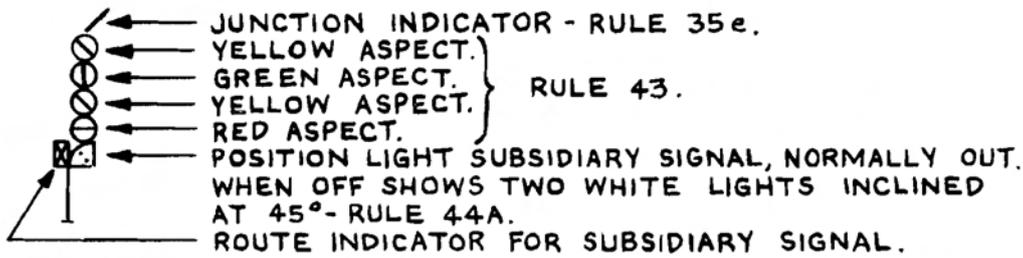
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS.

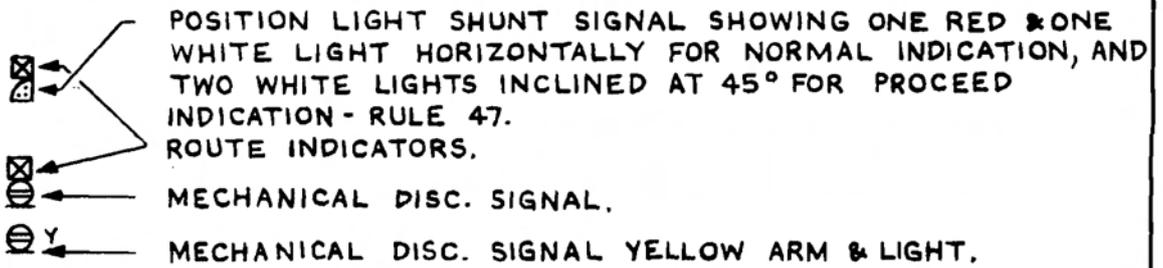
SIGNAL BOX & SHUNTING FRAME REFERENCES.

- | | |
|--|--|
| AH. — ATTENBOROUGH STATION.
AS. — AVENUE SIDINGS.
BE. — BLACKWELL EAST JN.
DY. — DERBY
GE. — NOTTINGHAM GOODS YARD EAST.
GN. — NOTTINGHAM GOODS YARD NORTH.
GW. — NOTTINGHAM GOODS YARD WEST.
GY. — NOTTINGHAM GOODS YARD.
LE. — LONG EATON TOWN CROSSING.
LH. — LOUGHBOROUGH.
LS. — LINCOLN ST. CROSSING. | NJ. — NETHERFIELD JN.
RJ. — RADFORD JN.
SE. — SLEIGHTS SDGS. EAST.
SG. — STANTON GATE
SGF. — STANTON GATE G.F.
SS. — STAPLEFORD & SANDIACRE.
T. — TAPTON JCN.
TE. — TOTON EAST JCN.
TJ. — TIBSHELF EAST JCN.
TL. — TROWELL JCN.
TT. — TRENT. |
|--|--|

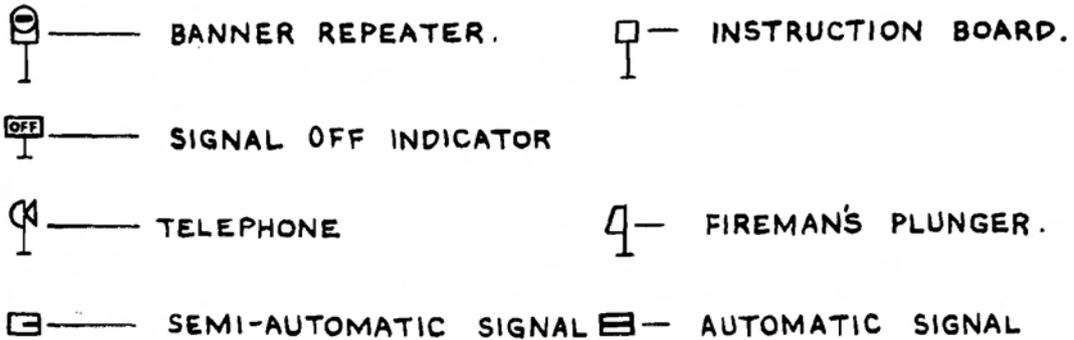
MAIN RUNNING SIGNALS.



SHUNTING SIGNALS.



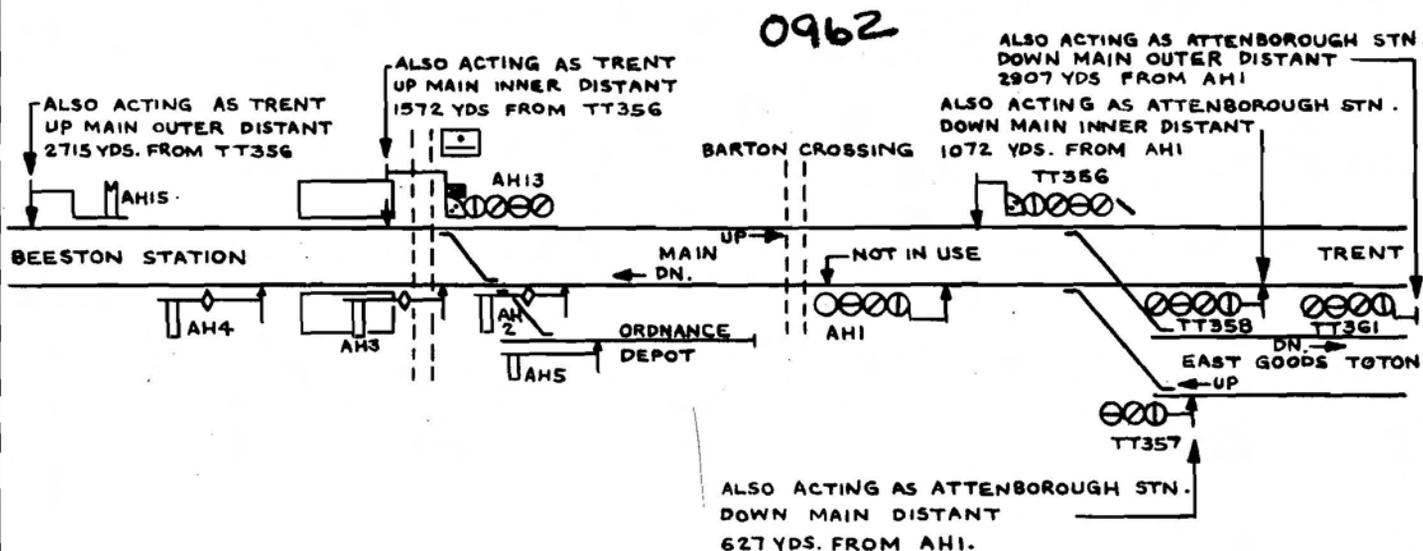
MISCELLANEOUS



TRENT SIGNAL BOX INTRODUCTION OF MULTIPLE ASPECT SIGNALLING

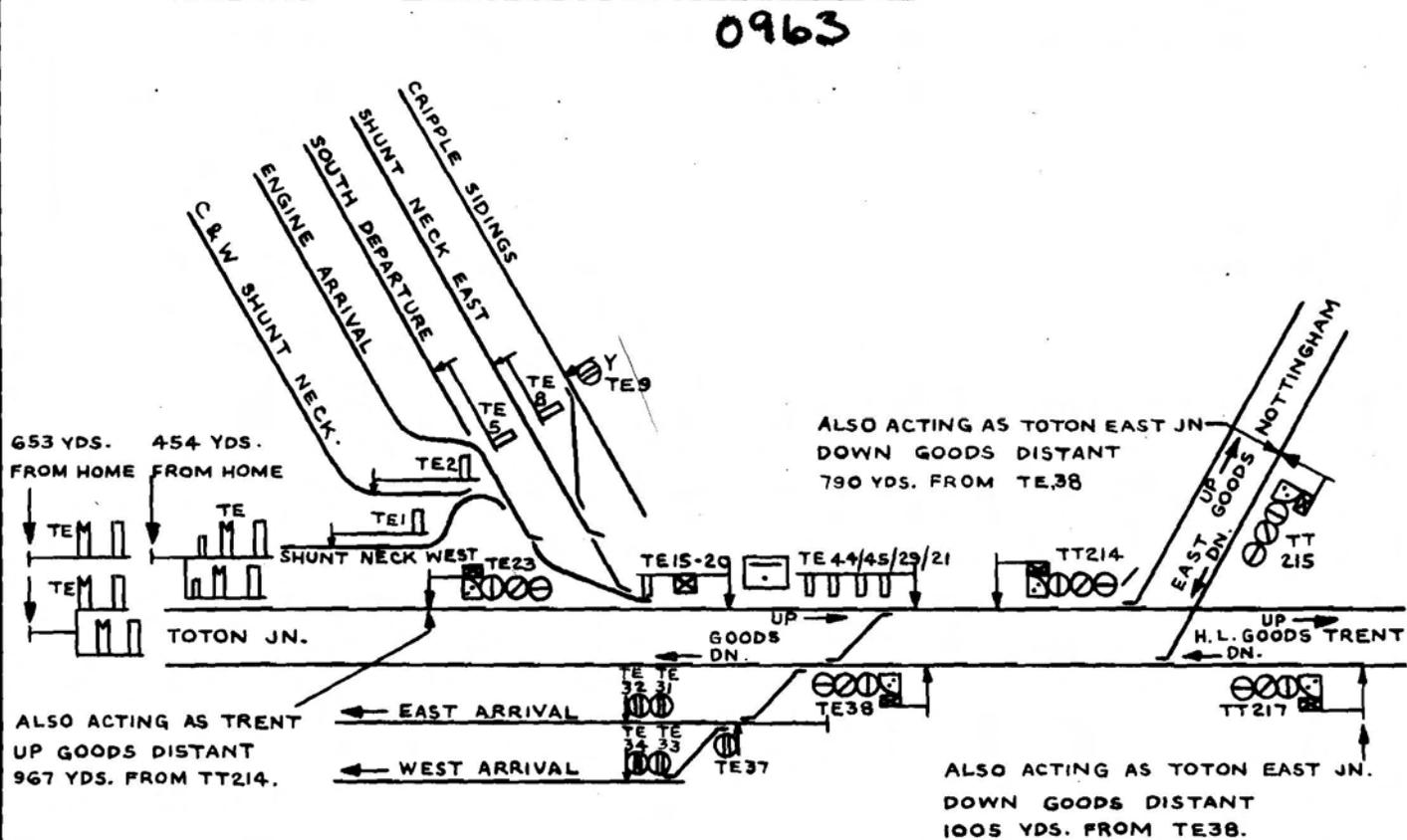
STAGE I. ATTENBOROUGH STATION S.B.

REMAINS UNTIL STAGE 3.



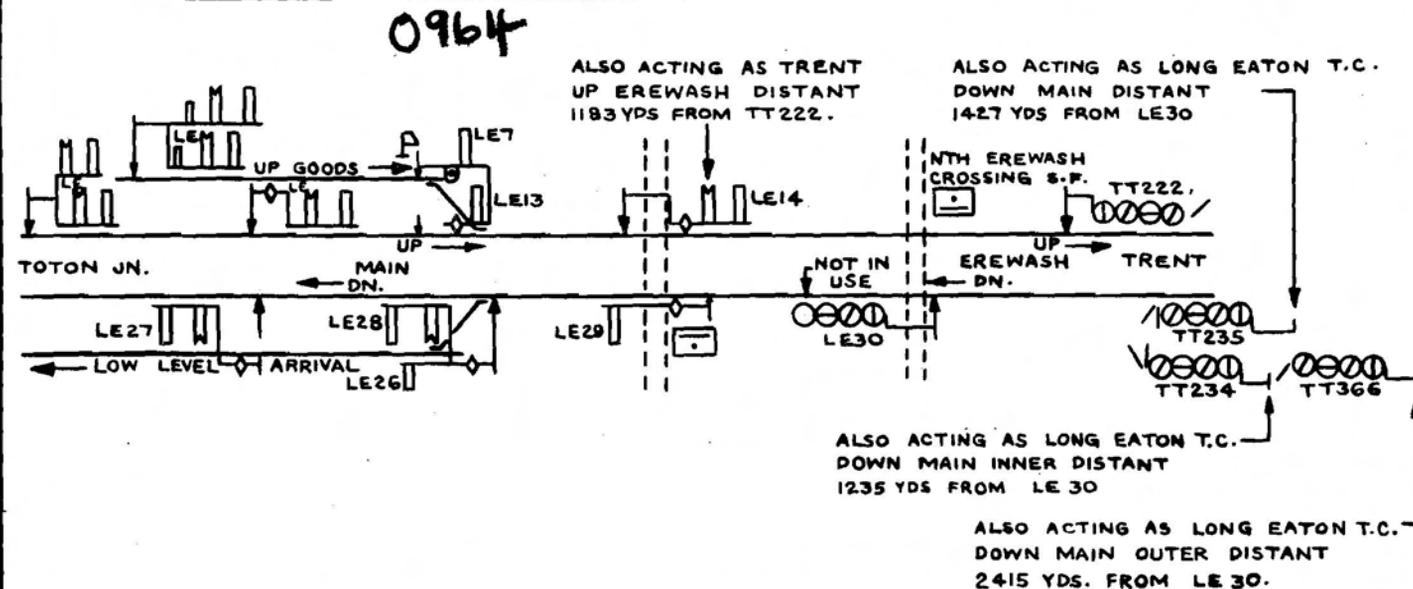
STAGE I TOTON EAST JUNCTION S.B.

REMAINS UNTIL STAGE 2B.



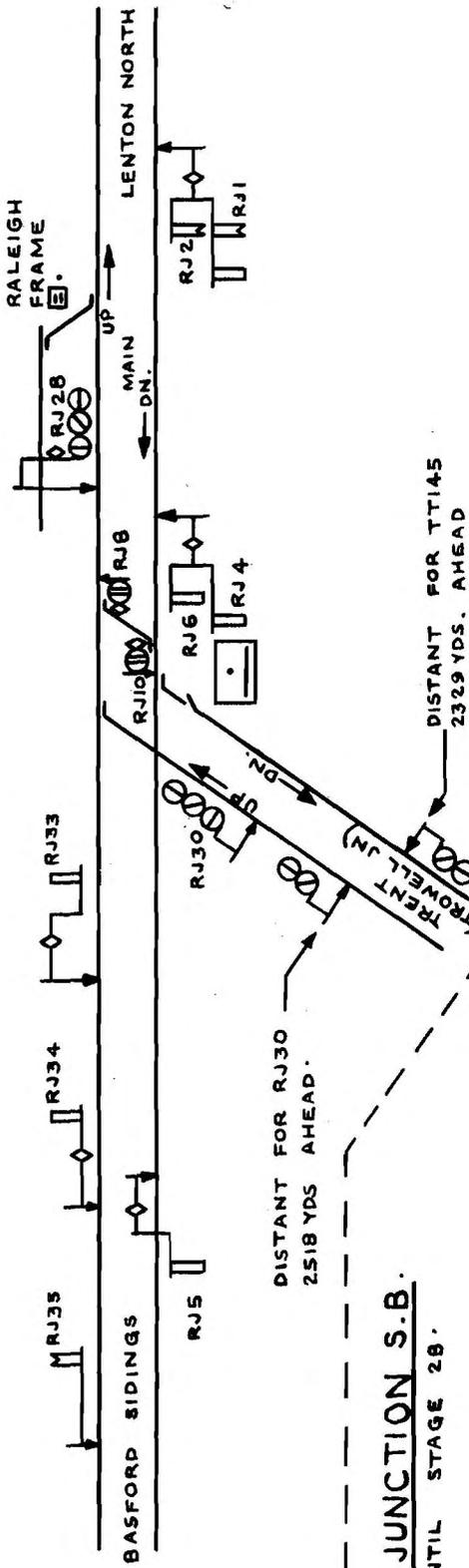
STAGE I LONG EATON TOWN CROSSING S.B.

REMAINS UNTIL STAGE 2B.



TRENT SIGNAL BOX INTRODUCTION OF MULTIPLE ASPECT SIGNALLING

STAGE 2B RADFORD JUNCTION S.B. REMAINS UNTIL STAGE 3.



STAGE 2A TROWELL JUNCTION S.B.
REMAINS UNTIL STAGE 2B.

