

Swift

ARDWICK AND
MANCHESTER (L RD)
APRIL 1960

B.R. 358/5 27/11.

BRITISH RAILWAYS
LONDON MIDLAND REGION
(WESTERN LINES)

SPECIAL NOTICE 400 G.

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND
OTHERS RESPECTING THE RESIGNALLING BETWEEN
ARDWICK AND MANCHESTER LONDON ROAD AND
OXFORD ROAD. (STAGE TWO OF INTRODUCTION OF
NEW POWER SIGNAL BOX AT MANCHESTER, LONDON
ROAD)**

**IMPORTANT:—This notice to be acknowledged IMMEDIATELY on receipt
to "TRAINS. CREWE" using the code: "ARNO 400G."**

1. The diagram, with schedule of signal route indications, which is attached to this notice shows the final resignalling and layout at Ardwick, Manchester London Road, and Oxford Road which, except as stated in paragraphs 6 and 7 below, will be brought into use on Monday, 25th April, at which time the up and down lines between London Road and Oxford Road and the up and down East lines between Ardwick and London Road will be re-opened to traffic. (Part of the resignalling at Oxford Road was brought into use on 27th March.)
2. Work will commence at 10.0 a.m., Saturday, 23rd April, and is due to be completed at 6.0 a.m., Monday, 25th April. During this time, points and signals worked from Ardwick No. 1, Ardwick Junction and London Road Nos. 1, 2 and 3 signal boxes will be disconnected and drivers handsignalled as necessary.
3. On completion of work, Ardwick Junction and London Road Nos. 1, 2 and 3 signal boxes will be abolished. All running signals controlled from them will be taken away and replaced by multiple-aspect colour light signalling (Rule 43), with continuous track circuiting, which will be controlled from the power signal box at London Road which was brought into partial use in December, 1959.
4. The new colour light signalling will link-up with that introduced between Slade Lane Junction and Longsight during December, 1959.

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| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR | ROUTE | |
|---|---|--------|----------------|------------|----------------------------------|----------------------------------|
|  | L.R.238 OR L.R.239 | MAIN | | | UP EAST | |
| | | SUB | | ESG | EAST ENGINE SDG. | |
| | | SUB | | | UP EAST | |
|  | L.R.65b | SHUNT | | | DOWN GOODS | |
| | | SHUNT | | | DOWN SLOW | |
| | | SHUNT | | | DOWN FAST | |
| | L.R.69 | SHUNT | | | SIDINGS | |
| | | SHUNT | | | EXCURSION LINE | |
| | | SHUNT | | | DOWN GOODS | |
| | L.R.71 | SHUNT | | | SIDINGS | |
| | | SHUNT | | | EXCURSION LINE | |
| | | SHUNT | | | DOWN GOODS | |
| | L.R.72 | SHUNT | | | DOWN GOODS | |
| | | SHUNT | | | DOWN SLOW | |
| | | SHUNT | | | DOWN FAST | |
| | L.R.76 | SHUNT | | | CARRIAGE SHED | |
| | | SHUNT | | | MOTIVE POWER DEPOT | |
| | L.R.77 | SHUNT | | | UP & DN. GOODS | |
| | L.R.78 | SHUNT | | | DOWN GOODS | |
| | | SHUNT | | | ALONG UP SLOW | |
| | | SHUNT | | | DOWN SLOW | |
| | L.R.79 | SHUNT | | | SIDINGS (L.T. N ^o .3) | |
| | | SHUNT | | | EXCURSION LINE | |
| | | SHUNT | | | DOWN GOODS | |
| | | SHUNT | | | UP FAST | |
| | | SHUNT | | | UP & DN. GOODS | |
| | L.R.82 | SHUNT | | | SIDINGS (L.T. N ^o .1) | |
| | | SHUNT | | | UP FAST | |
| | | SHUNT | | | UP SLOW | |
| | | SHUNT | | | ALONG DOWN GOODS | |
| | | SHUNT | | | UP & DN. GOODS | |
| |  | L.R.83 | SHUNT | | | SIDINGS (L.T. N ^o .1) |
| | | | SHUNT | | | UP & DN. GOODS |
| | | | SHUNT | | | ALONG DOWN SLOW |
| | | | SHUNT | | | UP SLOW |
| | | | SHUNT | | | UP FAST |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|----------------|------------|-------------------------|----------------|-------------|---|
| | L.R. 84 | SHUNT SHUNT | | | DOWN SLOW DOWN GOODS |
| | L.R. 85 | SHUNT SHUNT | | | SIGNAL 76 ALONG DOWN FAST |
| | L.R. 86 | SHUNT SHUNT | | | SIDINGS UP & DOWN GOODS SIGNAL 76 |
| | L.R. 87 | SHUNT | | | UP & DOWN GOODS |
| | L.R. 94 | SHUNT SHUNT | | | ALONG DOWN GOODS SIGNAL 76 |
| | L.R. 95 | SHUNT SHUNT | | | ALONG DOWN SLOW SIGNAL 76 |
| | L.R. 99 | SHUNT SHUNT | | | DOWN GOODS ALONG DOWN SLOW |
| | L.R. 115 | SHUNT SHUNT SHUNT | | | UP FAST UP & DN. GOODS BENNETT'S YARD |
| | L.R. 116 | SHUNT | | | ALONG UP FAST |
| | L.R. 127 | SHUNT | | * | ALONG UP FAST |
| | L.R. 128 | SHUNT | | * | MAYFIELD SDG. |
| | L.R. 129 | SHUNT SHUNT | | * | MAYFIELD SDG. MAYFIELD STN. DOWN SLOW |
| | L.R. 132 | SHUNT SHUNT | | * | MAYFIELD SDG. DOWN SLOW |
| | L.R. 133 | SHUNT | | * | ALONG UP FAST |
| | L.R. 137 | SHUNT | | * | MAYFIELD STN. |
| | L.R. 138 | SHUNT SHUNT | | * | MAYFIELD STN. UP SLOW |
| | L.R. 141 | SHUNT SHUNT | | * | MAYFIELD SDG. DOWN SLOW |
| | L.R. 142 | SHUNT | | | UP SLOW |

| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|----------------|------------|--------|----------------|-------------|--------------------|
| E | L.R. 149 | SHUNT | | * | SIGNAL 164 |
| | | SHUNT | | * | PLAT. 12 |
| | | SHUNT | | * | PLAT. 11 |
| | | SHUNT | | * | PLAT. 10 |
| | | SHUNT | | * | PLAT. 9 |
| | | SHUNT | | * | PLAT. 8 |
| | | SHUNT | | * | SIGNAL 154/231 |
| | L.R. 152 | SHUNT | | | ALONG DN. GOODS |
| | L.R. 155 | SHUNT | | | SIGNAL 164 |
| | | SHUNT | | | PLAT. 12 |
| | | SHUNT | | | PLAT. 11 |
| | | SHUNT | | * | PLAT. 10 |
| | L.R. 164 | SHUNT | | | PLAT. 14 |
| | | SHUNT | | | PLAT. 13 |
| | L.R. 173 | SHUNT | | | PLAT. 14 |
| | | SHUNT | | | PLAT. 13 |
| | L.R. 217 | SHUNT | | | EAST ENGINE 50G |
| | | SHUNT | | | SIGNAL 222 |
| | L.R. 222 | SHUNT | | | UP & DN GOODS |
| | L.R. 223 | SHUNT | | | UP EAST |
| L.R. 234 | SHUNT | | | PLAT. 4 | |
| | SHUNT | | | PLAT. 3 | |
| | SHUNT | | | PLAT. 2 | |
| | SHUNT | | | PLAT. 1 | |
| | SHUNT | | | SIDING | |
| L.R. 241 | SHUNT | | | UP EAST | |
| I | L.R. 102 | SHUNT | | | DOWN FAST |
| | | SHUNT | | | DOWN SLOW |
| | L.R. 652 | SHUNT | | | DOWN FAST |
| | | SHUNT | | | DOWN GOODS |
| X | L.R. 114 | SHUNT | | UF | SIGNAL 119 |
| | L.R. 118 | SHUNT | | | DOWN SLOW |
| | | SHUNT | | * | ALONG UP SLOW |
| | | SHUNT | | * | MIDLAND ENGINE 50G |
| | | SHUNT | | * | DOWN FAST |
| | | SHUNT | | G | DOWN GOODS |
| | | | | | |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR | ROUTE |
|----------------|--------------|--------|----------------|------------|--------------------|
| | L.R. 119 | SHUNT | | | DOWN SLOW |
| | | SHUNT | | * | UP SLOW |
| | | SHUNT | | * | MIDLAND ENGINE SDG |
| | | SHUNT | | * | DOWN FAST |
| | | SHUNT | | | ALONG UP FAST |
| | | SHUNT | | G | DOWN GOODS |
| | L.R. 121/215 | SHUNT | | | UP FAST |
| | | SHUNT | | P | UP BRANCH |
| | | SHUNT | | E | DOWN EAST |
| | | SHUNT | | E | UP EAST |
| | | SHUNT | | E | Nº.2 GROUP SDGS |
| | | SHUNT | | E | UP GOODS Nº.1 |
| | L.R. 125 | SHUNT | | | ALONG DOWN FAST |
| | | SHUNT | | | UP FAST |
| | | SHUNT | | E | EAST LINES |
| | | SHUNT | | P | UP BRANCH |
| | L.R. 126 | SHUNT | | | UP SLOW |
| | | SHUNT | | | UP FAST |
| | | SHUNT | | E | EAST LINES |
| | | SHUNT | | P | UP BRANCH |
| | L.R. 139 | SHUNT | | S * | UP SLOW |
| | | SHUNT | | D.F. * | DOWN FAST |
| | L.R. 153/229 | SHUNT | | 14 * | PLAT. 14 |
| | | SHUNT | | 13 * | PLAT. 13 |
| | | SHUNT | | 12 * | PLAT. 12 |
| | | SHUNT | | 11 * | PLAT. 11 |
| | | SHUNT | | 10 * | PLAT. 10 |
| | | SHUNT | | 9 * | PLAT. 9 |
| | | SHUNT | | 8 * | PLAT. 8 |
| | | SHUNT | | 7 * | PLAT. 7 |
| | | SHUNT | | 6 * | PLAT. 6 |
| | | SHUNT | | 5 * | PLAT. 5 |
| | | SHUNT | | 4 * | PLAT. 4 |
| | | SHUNT | | 3 * | PLAT. 3 |
| | | | | | |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR | ROUTE |
|---|---------------------|--------|---------------------|------------|----------------|
|  | L.R. 154/231 | SHUNT | | * | PLAT. 7 |
| | | SHUNT | | * | PLAT. 6 |
| | | SHUNT | | * | PLAT. 5 |
| | | SHUNT | | 4 * | PLAT. 4 |
| | | SHUNT | | 3 * | PLAT. 3 |
| | L.R. 233 | SHUNT | | 4 | PLAT. 4 |
| | | SHUNT | | 3 | PLAT. 3 |
| | | SHUNT | | 2 | PLAT. 2 |
| SHUNT | | | 1 | PLAT. 1 | |
|  | L.T. 47 | MAIN | | | UP & DN. GOODS |
| | | MAIN | POS ^N .1 | | DOWN FAST |
| | | MAIN | POS ^N .2 | | DOWN SLOW |
| | | MAIN | POS ^N .3 | | DOWN GOODS |
| | | SUB+C | | | UP & DN. GOODS |
| | | SUB | | | UP & DN GOODS |
| | | SUB | POS ^N .1 | | DOWN FAST |
| | | SUB | POS ^N .2 | | DOWN SLOW |
| SUB+C | POS ^N .3 | | DOWN GOODS | | |
|  | L.T. 49 | SHUNT | | | DOWN GOODS |
| | | SHUNT | | | DOWN SLOW |
| | | SHUNT | | | DOWN FAST |
| | | SHUNT | | | UP & DN. GOODS |
| | | SHUNT | | NCK | NECK |
|  | L.T. 48 | SHUNT | | | DOWN GOODS |
| | | SHUNT | | | DOWN SLOW |
| | | SHUNT | | | DOWN FAST |
| | | SHUNT | | | UP & DN. GOODS |
|  | O.R. 101 | MAIN | | UD | UP & DN. LINE |
| | | MAIN | | B.4 | BAY PLAT. N°4 |
| | | MAIN | | B.5 | BAY PLAT. N°5 |
| | | SUB+C | | B.4 | BAY PLAT. N°4 |
| | | SUB+C | | B.5 | BAY PLAT. N°5 |
|  | O.R. 102 | MAIN | | | DOWN MAIN |
| | | | | | |
|  | O.R. 105 | MAIN | | | DOWN MAIN |
| | O.R. 106 | MAIN | | | DOWN MAIN |

| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE | |
|----------------|------------|----------|----------------|-------------|----------------|-----------|
| | O.R. 107 | MAIN | | | DOWN MAIN | |
| | | SUB | | NCK | NECK | |
| | O.R. 108 | MAIN | | | DOWN MAIN | |
| | | SUB | | NCK | NECK | |
| | O.R. 111 | MAIN | | | UP MAIN | |
| | | | | | | |
| | O.R. 112 | MAIN | | | UP & DOWN LINE | |
| | | MAIN | POSN. 1. | | UP MAIN | |
| | | | | | | |
| | O.R. 113 | MAIN | | | UP MAIN | |
| | O.R. 114 | MAIN | | | UP MAIN | |
| | | | | | | |
| | O.R. 116 | MAIN | | D.M. | DOWN MAIN | |
| | | MAIN | | U.D. | UP & DN. LINE | |
| | | MAIN | | B | BAY PLAT. 3 | |
| | | SUB | | SDG | SIDING | |
| | | SUB+C | | B | BAY PLAT. 3 | |
| | O.R. 103 | SHUNT | | | SIDINGS | |
| | | SHUNT | | | UP & DN. LINE | |
| | | SHUNT | | | BAY PLAT. 4 | |
| | | SHUNT | | | BAY PLAT. 5 | |
| | O.R. 104 | SHUNT | | | SIDINGS | |
| | | SHUNT | | | UP & DOWN LINE | |
| | | O.R. 109 | SHUNT | | NCK | NECK |
| | | | SHUNT | | | DOWN MAIN |
| | O.R. 110 | SHUNT | | | UP MAIN | |
| | | | | | | |
| | O.R. 115 | SHUNT | | | SIDINGS | |
| | | SHUNT | | | DOWN MAIN | |
| | | SHUNT | | | UP & DN. LINE | |
| | | SHUNT | | | BAY PLAT. 3. | |
| | | | | | | |

5. Ardwick No. 1 signal box will remain and control the former E.R. goods lines and sidings.

6. As the remodelling of the permanent way at London Road station will not be fully completed by this stage, part of the final resignalling shown on the diagram will not be brought into operation until further notice. In connection with the remodelling of the permanent way, platforms Nos. 5, 6, 7, 8, 9 and 10, together with all connections to those lines, will be placed out of use, along with the up and down fast lines from a point immediately on the station side of the connections to and from the goods lines. The area of the station which will be out of use is enclosed by a broken line on the diagram.

7. The signals and indications which will not be brought into operation until further notice are marked with an asterisk in the schedule, but in the case of signal L.R.137 this will be operated from the new temporary signal box at Mayfield Station (see paragraph 13).

8. The present up goods line between Ardwick and Longsight will be converted to an up-and-down goods line and signalled accordingly.

9. Ashburys West Junction down starting signal will be converted from three-aspect to four-aspect.

10. The crossover between the up goods line and the up-and-down goods line on the Ducie Street side of signal L.R.235 will be controlled from a one-lever ground frame released by Annett's key which will be kept by the person in charge of the sidings.

11. The modification of the standard rules applicable to the Slade Lane Junction/Wilmslow via Styal line shown on pages 2 and 3 of the Supplementary Operating Instructions dated 1st November, 1958, as amended in Section D of the Weekly Notices, will apply to the whole of the area controlled by London Road power signal box.

12. All colour light running signals on the diagram may be replaced to danger before the whole of the train has passed.

13. Details of the introduction of a temporary signal box at Mayfield will be given in Section C of the appropriate issue of the Weekly Notice.

P. J. FISHER,
Line Traffic Officer (Operating).

Crewe,
April, 1960.

INTRODUCTION OF COLOUR-LIGHT SIGNALLING 1
 FROM ARDWICK JCN. TO LONDON ROAD & OXFORD ROAD
 SCHEDULE REFERRING TO ATTACHED SIGNALLING PLAN

| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|---|------------|---------|-----------------------|-------------|-----------------|
|  | L.R. 61 | MAIN | | G | DOWN GOODS |
| | | MAIN | | F | DOWN FAST |
| | | MAIN | | S | DOWN SLOW |
| | | SUB + C | | G | DOWN GOODS |
| | | SUB | | S | DOWN SLOW |
| | | SUB | | F | DOWN FAST |
|  | L.R. 62 | MAIN | | G | DOWN GOODS |
| | | MAIN | | F | DOWN FAST |
| | | MAIN | | S | DOWN SLOW |
| | | SUB + C | | G | DOWN GOODS |
| | | SUB | | S | DOWN SLOW |
| | | SUB | | F | DOWN FAST |
|  | L.R. 63 | MAIN | POS ^N . 1. | | DOWN GOODS |
| | | MAIN | | | DOWN SLOW |
| | | MAIN | POS ^N . 4 | | DOWN FAST |
| | | SUB + C | POS ^N . 1. | | DOWN GOODS |
| | | SUB | | | DOWN SLOW |
| | | SUB | POS ^N . 4 | | DOWN FAST |
|  | L.R. 64 | MAIN | POS ^N . 2 | | DOWN GOODS |
| | | MAIN | POS ^N . 1. | | DOWN SLOW |
| | | MAIN | | | DOWN FAST |
| | | SUB + C | POS ^N . 2 | | DOWN GOODS |
| | | SUB | POS ^N . 1 | | DOWN SLOW |
| | | SUB | | | DOWN FAST |
|  | L.R. 74 | MAIN | | D.G. | DOWN GOODS |
| | | MAIN | | S | DOWN SLOW |
| | | MAIN | | F | DOWN FAST |
| | | MAIN | | U.G. | UP & DOWN GOODS |
| | | SUB + C | | D.G. | DOWN GOODS |
| | | SUB + C | | U.G. | UP & DOWN GOODS |
| | | SUB | | S | DOWN SLOW |
| | | SUB | | U.G. | UP & DOWN GOODS |
| SUB | | F | DOWN FAST | | |
| | | | | | |

| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|----------------|------------|---------|-----------------------|-------------|--------------------|
| | L.R.75 | MAIN | | D G | DOWN GOODS |
| | | MAIN | | S | DOWN SLOW |
| | | MAIN | | F | DOWN FAST |
| | | MAIN | | U G | UP & DOWN GOODS |
| | | SUB + C | | D G | DOWN GOODS |
| | | SUB + C | | U G | UP & DOWN GOODS |
| | | SUB | | S | DOWN SLOW |
| | | SUB | | F | DOWN FAST |
| | | SUB | | U G | UP & DOWN GOODS |
| | | SUB | | | SIGNAL 77 |
| | L.R.81 | MAIN | | | DOWN GOODS |
| | | SUB + C | | | DOWN GOODS |
| | | SUB | | | DOWN GOODS |
| | L.R.88 | MAIN | | | UP & DOWN GOODS |
| | | SUB + C | | | UP & DOWN GOODS |
| | | SUB | | S.H.D. | CARRIAGE SHED |
| | | SUB | | S D G. | SIDINGS |
| | | SUB | | M.P.D. | MOTIVE POWER DEPOT |
| | L.R.96 | MAIN | | | UP SLOW |
| | | MAIN | POS ^N . 1. | | UP FAST |
| | | MAIN | POS ^N . 2. | | UP & DOWN GOODS |
| | | SUB + C | POS ^N . 2. | | UP & DOWN GOODS |
| | | SUB | | S D G. | SIDINGS |
| | | SUB | | M.P.D. | MOTIVE POWER DEPOT |
| | | SUB | | S H D. | CARRIAGE SHED |
| | | SUB | | | UP SLOW |
| | | SUB | POS ^N . 1. | | UP FAST |
| | L.R.97 | MAIN | | | UP FAST |
| | | MAIN | POS ^N . 1. | | UP & DOWN GOODS |
| | | SUB + C | POS ^N . 1. | | UP & DOWN GOODS |
| | | SUB | | S.D.G. | SIDINGS |
| | | SUB | | M.P.D. | MOTIVE POWER DEPOT |
| | | SUB | | S H D. | CARRIAGE SHED |
| | | SUB | | | UP FAST |
| | L.R.107 | MAIN | | | UP FAST |
| | | MAIN | POS ^N . 1. | | UP & DOWN GOODS |
| | | SUB + C | POS ^N . 1. | | UP & DOWN GOODS |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|----------------|--------------------------|--------|----------------------|-------------|---------------------|
| | L.R.108 | MAIN | | | DOWN SLOW |
| | | MAIN | POS ^N . 4 | * | UP SLOW |
| | | MAIN | POS ^N . 5 | * | DOWN FAST |
| | | MAIN | POS ^N . 6 | | DOWN GOODS |
| | | SUB | | S D G.* | MAYFIELD SDG. |
| | | SUB | | M A Y.* | MAYFIELD STN. |
| | | SUB | | | DOWN SLOW |
| | | SUB | | M. S. G.* | MIDLAND ENGINE SDG. |
| SUB+C | POS ^N . 6 | | | DOWN GOODS | |
| | L.R.109 | MAIN | POS ^N . 2 | | DOWN SLOW |
| | | MAIN | POS ^N . 1 | * | UP SLOW |
| | | MAIN | | * | DOWN FAST |
| | | MAIN | POS ^N . 4 | | DOWN GOODS |
| | | SUB | | S D G.* | MAYFIELD SDG. |
| | | SUB | | M A Y.* | MAYFIELD STN. |
| | | SUB | | M. S. G.* | MIDLAND ENGINE SDG. |
| | | SUB | | * | DOWN FAST |
| SUB+C | POS ^N . 4 | | | DOWN GOODS | |
| | L.R.204 OR L.R.205 | MAIN | POS ^N . 3 | | DOWN SLOW |
| | | MAIN | POS ^N . 2 | * | UP SLOW |
| | | MAIN | POS ^N . 1 | * | DOWN FAST |
| | | MAIN | | | DOWN EAST |
| | | SUB | | | DOWN EAST |
| | | SUB | | S D G.* | MAYFIELD SDG. |
| | | SUB | | M A Y. | MAYFIELD STN. |
| | L.R.117 | MAIN | POS ^N . 2 | | DOWN SLOW |
| | | MAIN | POS ^N . 1 | * | UP SLOW |
| | | MAIN | | * | DOWN FAST |
| | | MAIN | POS ^N . 4 | | DOWN GOODS |
| | | SUB | | S D G.* | MAYFIELD SDG. |
| | | SUB | | M A Y | MAYFIELD STN. |
| | | SUB | | M. S. G.* | MIDLAND ENGINE SDG. |
| | | SUB | | U. F. | UP FAST |
| SUB+C | POS ^N . 4 | | | DOWN GOODS | |
| | | | | | |

| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR | ROUTE |
|----------------|------------|---------|----------------------|------------|------------------|
| | L.R. 216 | MAIN | POS ^N . 4 | | DOWN GOODS |
| | | MAIN | | | DOWN EAST |
| | | MAIN | POS ^N . 5 | | UP & DN. GOODS |
| | | SUB+C | POS ^N . 4 | | DOWN GOODS |
| | | SUB | | E.S.G. | EAST ENGINE SDG. |
| | | SUB+C | POS ^N . 5 | | UP & DN. GOODS |
| | L.R. 134 | MAIN | | S * | UP SLOW |
| | | MAIN | | F * | UP FAST |
| | | MAIN | | P * | UP BRANCH |
| | | MAIN | | E * | UP EAST |
| | | MAIN | | G. 1. * | UP GOODS NO. 1 |
| | | MAIN | | G. 2. * | UP GOODS NO. 2 |
| | | SUB | | X.D.S. * | TO SIGNAL LR 126 |
| | | SUB | | S D G. * | NO. 2 GROUP SDG. |
| | | SUB+C | | G. 1. * | UP GOODS NO. 1 |
| | | SUB+C | | G. 2. * | UP GOODS NO. 2 |
| | L.R. 135 | MAIN | | S | UP SLOW |
| | | MAIN | | F | UP FAST |
| | | MAIN | | P | UP BRANCH |
| | | MAIN | | E | UP EAST |
| | | MAIN | | G. 1. | UP GOODS NO. 1 |
| | | MAIN | | G. 2. | UP GOODS NO. 2 |
| | | SUB | | S | UP SLOW |
| | | SUB | | F | UP FAST |
| | | SUB | | S D G. | NO. 2 GROUP SDG. |
| | | SUB+C | | G. 1. | UP GOODS NO. 1 |
| SUB+C | | G. 2. | UP GOODS NO. 2 | | |
| | L.R. 136 | MAIN | | S * | UP SLOW |
| | | MAIN | | F * | UP FAST |
| | | MAIN | | P * | UP BRANCH |
| | | MAIN | | E * | UP EAST |
| | | MAIN | | G. 1. * | UP GOODS NO. 1 |
| | | MAIN | | G. 2. * | UP GOODS NO. 2 |
| | | SUB | | S * | UP SLOW |
| | | SUB | | F * | UP FAST |
| | | SUB | | S D G. * | NO. 2 GROUP SDG. |
| | | SUB+C | | G. 1. * | UP GOODS NO. 1 |
| SUB+C | | G. 2. * | UP GOODS NO. 2 | | |

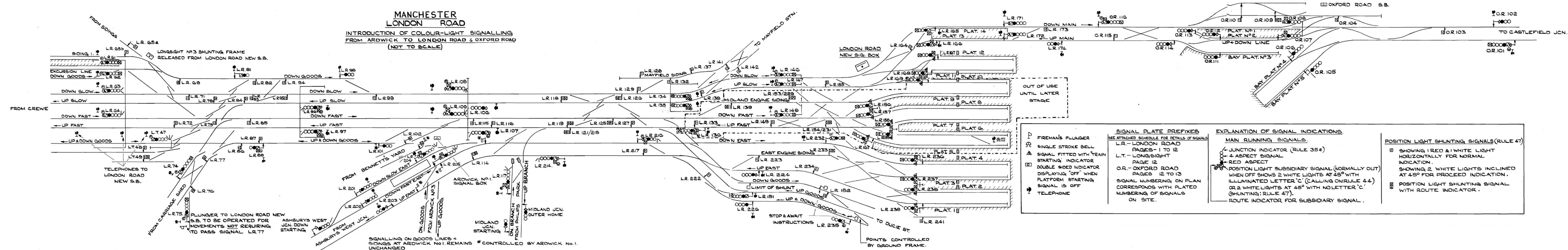
| SIGNAL PROFILE | SIGNAL NO. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|----------------|------------|--------|----------------|-------------|----------|
| | L.R.146 | MAIN | | 14 | PLAT. 14 |
| | | MAIN | | 13 | PLAT. 13 |
| | | MAIN | | 12 | PLAT. 12 |
| | | MAIN | | 11 | PLAT. 11 |
| | | MAIN | | 10 * | PLAT. 10 |
| | | MAIN | | 9 * | PLAT. 9 |
| | | SUB+C | | 12 | PLAT. 12 |
| | | SUB+C | | 11 | PLAT. 11 |
| | | SUB+C | | 10 * | PLAT. 10 |
| | | SUB+C | | 9 * | PLAT. 9 |
| | L.R.147 | MAIN | | 14 * | PLAT. 14 |
| | | MAIN | | 13 * | PLAT. 13 |
| | | MAIN | | 12 * | PLAT. 12 |
| | | MAIN | | 11 * | PLAT. 11 |
| | | MAIN | | 10 * | PLAT. 10 |
| | | MAIN | | 9 * | PLAT. 9 |
| | | MAIN | | 8 * | PLAT. 8 |
| | | MAIN | | 7 * | PLAT. 7 |
| | | MAIN | | 6 * | PLAT. 6 |
| | | MAIN | | 5 * | PLAT. 5 |
| | | SUB+C | | 12 * | PLAT. 12 |
| | | SUB+C | | 11 * | PLAT. 11 |
| | | SUB+C | | 10 * | PLAT. 10 |
| | | SUB+C | | 9 * | PLAT. 9 |
| | | SUB+C | | 8 * | PLAT. 8 |
| | | SUB+C | | 7 * | PLAT. 7 |
| | | SUB+C | | 6 * | PLAT. 6 |
| | | SUB | | 4 * | PLAT. 4 |
| | | SUB | | 3 * | PLAT. 3 |
| | | | L.R.148 | MAIN | |
| MAIN | | | | 13 * | PLAT. 13 |
| MAIN | | | | 12 * | PLAT. 12 |
| MAIN | | | | 11 * | PLAT. 11 |
| MAIN | | | | 10 * | PLAT. 10 |
| MAIN | | | | 9 * | PLAT. 9 |
| MAIN | | | | 8 * | PLAT. 8 |
| MAIN | | | | 7 * | PLAT. 7 |
| MAIN | | 6 * | PLAT. 6 | | |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR | ROUTE |
|----------------|--------------------------|--------|---------------------|------------|------------------|
| | L.R.148 (CONT.) | MAIN | | 5 * | PLAT. 5 |
| | | SUB+C | | 12 * | PLAT. 12 |
| | | SUB+C | | 11 * | PLAT. 11 |
| | | SUB+C | | 10 * | PLAT. 10 |
| | | SUB+C | | 9 * | PLAT. 9 |
| | | SUB+C | | 8 * | PLAT. 8 |
| | | SUB+C | | 7 * | PLAT. 7 |
| | | SUB+C | | 6 * | PLAT. 6 |
| | | SUB+C | | 5 * | PLAT. 5 |
| | L.R.151 | MAIN | | S | UP SLOW |
| | | MAIN | | F | UP FAST |
| | | MAIN | | P | UP BRANCH |
| | | MAIN | | E | UP EAST |
| | | SUB | | E | UP EAST |
| | | SUB | | S | UP SLOW |
| | | SUB | | F | UP FAST |
| | L.R.171 OR L.R.172 | MAIN | | | DOWN MAIN |
| | | SUB | | | DOWN MAIN |
| | L.R.214 | MAIN | | | UP EAST |
| | | MAIN | POS ^N .1 | | UP GOODS No.1 |
| | | MAIN | POS ^N .2 | | UP GOODS No.2 |
| | | SUB | | SDG. | No.2 GROUP SDGS. |
| | | SUB+C | POS ^N .1 | | UP GOODS No.1 |
| | | SUB+C | POS ^N .2 | | UP GOODS No.2 |
| | L.R.226 | MAIN | | | UP EAST |
| | | | | | |
| | L.R.106 | MAIN | | | UP SLOW |
| | L.R.201 | MAIN | | | DOWN SLOW EAST |
| | L.R.202 | MAIN | | | DOWN FAST EAST |
| | L.R.224 | MAIN | | | UP EAST |
| | L.R.98 | MAIN | | | DOWN SLOW |
| | L.R.101 | MAIN | | | DOWN FAST |
| | | | | | |
| | | | | | |

| SIGNAL PROFILE | SIGNAL No. | ASPECT | JUNCTION INDR. | ROUTE INDR. | ROUTE |
|---|----------------------------|--------|----------------|-------------|--------------------|
|  | L.R. 156 OR L.R. 157 | MAIN | | S * | UP SLOW |
| | L.R. 158 OR L.R. 159 | MAIN | | F * | UP FAST |
| | L.R. 161 OR L.R. 169 | SUB | | MSG * | MIDLAND ENGINE SDG |
| | | SUB | | S * | UP SLOW |
| | | SUB | | F * | UP FAST |
| | | | | | |
|  | L.R. 165 OR L.R. 167 | MAIN | | DS * | DOWN SLOW |
| | L.R. 168 | MAIN | | S | UP SLOW |
| | | MAIN | | F * | UP FAST |
| | | SUB | | S | UP SLOW |
| | | SUB | | F * | UP FAST |
| | | SUB | | MSG * | MIDLAND ENGINE SDG |
|  | L.R. 166 | MAIN | | DS * | DOWN SLOW |
| | | MAIN | | S | UP SLOW |
| | | MAIN | | F * | UP FAST |
| | | SUB | | S | UP SLOW |
| | | SUB | | F * | UP FAST |
| | | SUB | | MSG * | MIDLAND ENGINE SDG |
|  | L.R. 174 | MAIN | | | UP MAIN |
| | L.R. 203 | MAIN | | | UP EAST |
|  | L.R. 232 | MAIN | | 4 | PLAT. 4 |
| | | MAIN | | 3 | PLAT. 3 |
| | | MAIN | | 2 | PLAT. 2 |
| | | MAIN | | 1 | PLAT. 1 |
| | | SUB+C | | 4 | PLAT. 4 |
| | | SUB+C | | 3 | PLAT. 3 |
| | | SUB+C | | 2 | PLAT. 2 |
| | | SUB+C | | 1 | PLAT. 1 |
|  | L.R. 235 | MAIN | | | UP & DOWN GOODS |
| | | SUB+C | | | |
|  | L.R. 236 OR L.R. 237 | MAIN | | E | UP EAST |
| | | SUB | | S * | UP SLOW |
| | | SUB | | MSG * | MIDLAND ENGINE SDG |
| | | SUB | | ESG | EAST ENGINE SDG |
| | | SUB | | E | UP EAST |

MANCHESTER LONDON ROAD

INTRODUCTION OF COLOUR-LIGHT SIGNALLING
FROM ARDWICK TO LONDON ROAD & OXFORD ROAD
(NOT TO SCALE)



| | | |
|--|--|--|
| <p>LEGEND</p> <ul style="list-style-type: none"> ⊠ FIREMAN'S PLUNGER ⊡ SINGLE STROKE BELL ⊢ SIGNAL FITTED WITH TRAIN STARTING INDICATOR ⊣ DOUBLE SIDED INDICATOR DISPLAYING "OFF" WHEN PLATFORM STARTING SIGNAL IS OFF ⊤ TELEPHONE | <p>SIGNAL PLATE PREFIXES</p> <p>SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS</p> <p>L.R. - LONDON ROAD PAGES - 1 TO 12</p> <p>L.T. - LONGSIGHT PAGE 12</p> <p>O.R. - OXFORD ROAD PAGES 12 TO 13</p> <p>SIGNAL NUMBERING ON PLAN CORRESPONDS WITH PLATED NUMBERING OF SIGNALS ON SITE.</p> | <p>EXPLANATION OF SIGNAL INDICATIONS.</p> <p>MAIN RUNNING SIGNALS.</p> <ul style="list-style-type: none"> ⊠ JUNCTION INDICATOR (RULE 35e) ⊡ 4 ASPECT SIGNAL ⊢ RED ASPECT ⊣ POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH ILLUMINATED LETTER 'C' (CALLING ON: RULE 4.4.) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING: RULE 47). ⊤ ROUTE INDICATOR FOR SUBSIDIARY SIGNAL. <p>POSITION LIGHT SHUNTING SIGNALS (RULE 47)</p> <ul style="list-style-type: none"> ⊠ SHOWING 1 RED & 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION. ⊡ SHOWING 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION. ⊢ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR. |
|--|--|--|

SIGNALLING ON GOODS LINES + SIDINGS AT ARDWICK No. 1. REMAINS UNCHANGED * CONTROLLED BY ARDWICK No. 1.