

BRITISH RAILWAYS
LONDON MIDLAND REGION
(WESTERN LINES)

SPECIAL NOTICE 500 G.

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE AND MUST NOT BE GIVEN TO THE PUBLIC

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND
OTHERS RESPECTING THE TRANSPOSITION OF
RUNNING LINES BETWEEN STAFFORD No. 1 SIGNAL
BOX AND MILFORD & BROCTON**

IMPORTANT :—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS CREWE**” using the code :—
“**ARNO 500G.**”

The diagram attached to this notice shows the alterations to the permanent way and signalling consequent upon the transposition and redesignation of running lines between Stafford No. 1 and Milford & Brocton.

The work will be carried out between 12.1 a.m. on Sunday, 29th May, and 6.0 a.m. on Monday, 30th May. Details of the lines which will be blocked and the arrangements laid down during this period will be found in Section “B” of the appropriate Weekly Notice.

On completion of the work the order of running lines between Stafford No. 1 and Milford & Brocton, reading from East to West, will be :—

Up fast
Down fast
Up slow
Down slow

and the permanent way layout and signalling arrangements will be as shown on the diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The up and down fast lines will be worked in accordance with the Absolute Block Regulations. The up slow line between Stafford No. 1 and Milford & Brocton and the down slow line between Queensville and Stafford No. 1 will be worked in accordance with the Absolute Block Regulations for passenger trains and the Permissive Block Regulations for freight trains. The down slow line between Milford & Brocton and Queensville will continue to be worked in accordance with the Absolute Block Regulations.

The main signalling alterations at each location will be as follows :—

Stafford No. 1.

The up London goods line between Stafford No. 2 and Stafford No. 1 will be redesignated through siding and will be worked by bell in accordance with the Permissive Block Regulations.

The up goods home signal and the signals reading from the sidings operated by Stafford No. 2 will also be controlled by Stafford No. 1 for all routes. The route indications on these signals are shown under items 1*, 2* and 3* in the bottom left-hand corner of the diagram.

“Calling-on” signals will be provided on the dolls carrying the up fast to up slow and up slow home signals and on the up goods home signal reading to the up slow line.

Up distant signals for Queensville will be provided on the dolls carrying the up fast and up fast to slow home signals (1,311 yards from Queensville up home signals) and the up slow and up slow to fast home signals (1,276 yards from Queensville up home signals).

A shunt-ahead signal will be provided on the doll carrying the up fast home signal.

The new through siding frame will be released by Annetts key from the box.

The miniature arms bracketed to the left of the posts carrying the down home bracket signals will read to Loop 1 or Loop 2.

The running junctions and crossover road between the slow lines on the Trent Valley line shown enclosed by a broken line on the diagram and all signals applicable thereto will remain out of use until further notice.

Queensville.

“Calling-on” signals will be provided on the doll carrying the up fast to slow home signal and below the up slow home signal.

A subsidiary signal will be provided below the down slow home signal and lower down slow distant signal for Stafford No. 1 and will display an illuminated letter “C” or “W” indicating that it is acting as either a “Calling-on” or Warning signal (Rules 44 and 45).

The dwarf shunting signal applicable to the up slow line will read set back to the B.R.C. siding.

An additional miniature arm will be provided below the up through siding home signal and will read to up slow.

Baswich.

When Baswich box is closed the up fast home and distant signals will be directly controlled by Queensville box and will then function as Baswich intermediate block home and distant signals respectively.

The telephone provided at Baswich up fast home signal will only communicate with Queensville box.

Milford & Brocton.

The two new ground frames will be electrically released from the box.

No. 1 ground frame will be padlocked ; the key to the padlock will be kept in the box.

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

Crewe,
May, 1960.

KEY TO SYMBOLS ON
DIAGRAM



COLOUR LIGHT SIGNAL CAPABLE OF
DISPLAYING RED, YELLOW, DOUBLE
YELLOW OR GREEN ASPECT.



COLOUR LIGHT SIGNAL CAPABLE OF
DISPLAYING YELLOW OR GREEN
ASPECT.



SEARCHLIGHT TYPE COLOUR LIGHT
SIGNAL CAPABLE OF DISPLAYING RED,
YELLOW OR GREEN ASPECT.



SEARCHLIGHT TYPE COLOUR LIGHT
SIGNAL CAPABLE OF DISPLAYING
RED OR GREEN ASPECT.



SEARCHLIGHT TYPE COLOUR LIGHT
SIGNAL CAPABLE OF DISPLAYING
YELLOW OR GREEN ASPECT.



TELEPHONE



SINGLE STROKE BELL



SEMAPHORE SIGNAL WITH LOWER
ROUTE INDICATOR.

