

# BRITISH RAILWAYS

London Midland Region  
(WESTERN LINES)

22 (1-131)

## SPECIAL NOTICE 1033 G.

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

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIGNAL-  
LING AT CREWE SORTING SIDINGS MIDDLE.**

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**IMPORTANT :—This notice to be acknowledged IMMEDIATELY on  
receipt to “TRAINS, CREWE ” using the code :—  
“ ARNO 1033 G”.**

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The diagram, with schedule of signal route indications, which is attached to this notice shows the signalling alterations consequent upon the bringing into use of the new down sidings hump at Crewe S.S. Middle. The work will be carried out as shown below under the heading “ Staging of Work ”.

The existing Crewe S.S. Middle box will be abolished and two new boxes will be brought into use as shown on the diagram. The new S.S. Middle Up box will control the up slow goods line, the sidings connecting therewith and the up group of sidings ; the new S.S. Middle Down box will control the down fast and slow independent lines and the down group of sidings including movements over the hump. S.S. Middle Up new box will also control certain dwarf shunting signals at Crewe S.S. South ; details of these are given below.

### **Crewe S.S. Middle Up**

The semaphore up slow goods home signal will be renewed in approximately the same position by a 3-aspect colour light home signal which will also act as up slow goods distant signal for S.S. South, 435 yards from S.S. South up slow goods semaphore home signals. The existing semaphore up distant signals for Crewe S.S. Middle, carried below the up fast and slow independent home signals for S.S. North, will be transferred to the new S.S. Middle Up Box and will be 920 yards from the new up slow goods home signal for S.S. Middle Up box.

# SIGNALLING RECORD SOCIETY

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All signals applicable to the up group of sidings will be replaced by position light type dwarf shunting signals.

### **Crewe S.S. Middle Down**

The semaphore down fast and slow independent home 1 signals and down fast and slow independent home 2 signals with lower distant signals for S.S. North and bottom subsidiary signals will be replaced by new down fast and slow independent colour light home signals carried on a right-hand bracket 114 yards on the Basford Hall Junction side of the new box. Each signal will carry a lower position light subsidiary signal, with illuminated letter 'C' when in the clear position, and will act as down fast and slow independent distant signals for S.S. North, 690 yards from S.S. North down fast and slow home signals. Signals BH.11 and BH.15, applicable to the down fast and slow lines at Basford Hall Junction will continue to act as distant signals for Crewe S.S. Middle Down box when the route is set to the down independent lines.

All signals applicable to the down group of sidings will be replaced by position light type dwarf shunting signals.

The connection between No. 3 Up Reception siding and No. 4 down Reception siding will be worked by S.S. Middle Down box but will be electrically released by S.S. Middle Up box.

The Signaller will set up the routes for all movements over the hump but the speed of humping movements, as displayed in the aspects of the humping signals (Hump Slow or Hump Normal) will be controlled by the Hump Foreman.

### **Crewe S.S. South**

The dwarf shunting and tall siding signals will read as follows :—

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|--|--|
| From No.1 Down Reception Siding ...  | Set back to short shunting neck or to 4-arm dwarf shunting signal ahead.   |
| From No. 2, No. 3 and No. 4. Down Reception sidings  | To 4-arm dwarf shunting signal ahead.  |
| 4-arm dwarf shunting signal reading in the up direction  | Top arm—to up slow independent.<br>Second arm—to North Stafford neck.<br>Third arm—to down arrival line.<br>Bottom arm—to short shunting neck  |
| From No.1 Up neck, Engine Line and Nos. 1, 2 and 3 Up Reception sidings  | Set back to down North Stafford line to 2-arm tall siding signal ahead.  |
| 2-arm tall siding signal outside the down North Stafford line.   | Top arm—to up slow independent.<br>Bottom arm—to North Stafford neck.  |
| 2-arm dwarf shunting signal Outside up fast independent near Bank Engine Siding.   | Top arm—set back along up fast independent (also controlled by S.S. North).<br>Bottom arm—to Bank Engine or Ballast sidings.   |
| 3-arm dwarf shunting signal outside up fast independent near trailing end of crossover and 3-arm dwarf shunting signal outside up slow independent adjacent thereto. | Top arm—set back to up slow goods (also controlled by S.S. Middle Up).<br>Middle arm—to down North Stafford to 2-arm dwarf shunting signal ahead.<br>Bottom arm—set back along or to up fast independent to 2-arm dwarf shunting signal ahead. |

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|---|--|
| 2-arm dwarf shunting signal outside down North Stafford.                            | Top arm—to Shed Road.<br>Bottom arm—along down North Stafford.   |
| 4-arm dwarf shunting signal reading in the down direction from down North Stafford. | Top arm—to No.1, No.2 or No.3 Up Reception Siding<br>Second arm—to Engine Line or No.1 Up Neck (also controlled by S.S. Middle Up.)<br>Third arm—to up slow goods (also controlled by S.S. Middle Up).<br>Bottom arm—along down North Stafford to 2-arm dwarf shunting signal ahead. |
| 2-arm dwarf shunting signal outside short shunting neck.                            | Top arm—to No.1 down Reception siding.<br>Bottom arm—to Nos. 2, 3 or 4 down Reception sidings.   |
| Outside Down Arrival Line     ...     ...   | To Nos.1, 2, 3 or 4 down Reception sidings.  |
| 2-arm dwarf shunting signal Outside North Stafford neck.                            | Top arm—to Nos.1, 2, 3 or 4 down Reception sidings.<br>Bottom arm—to 4-arm dwarf shunting signal ahead.  |
| 2-arm dwarf shunting signal outside up slow independent.                            | Top arm—to Nos.1, 2, 3 or 4 down Reception sidings.<br>Bottom arm—to down North Stafford line to 4-arm dwarf shunting signal ahead or along up slow independent to 3-arm dwarf shunting signal ahead.  |

### Staging of work

The work in the up sidings will commence at 6.0 a.m. on Sunday, 22nd October and is due to be completed by 12.0 midnight the same day. On completion of this work all points and signals on the up slow goods line and the up sidings will be controlled from the new S.S. Middle Up box with the exception of the connection between No.3 Up Reception and No.4 Down Reception Sidings.

The work in the down sidings will commence at 6.0 a.m. Sunday, 29th October and is due to be completed by 12.0 midnight the same day. On completion of this work all points and signals on the down fast and slow independent lines and the down sidings will be controlled from the new S.S. Middle Down box. The connection between No.3 Up Reception and No.4 Down Reception sidings will also be brought into use.

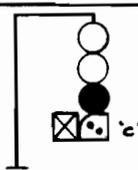
Crewe,  
October, 1961.

**J. Royston,**  
**Line Traffic Manager**

CREWE SORTING SIDINGS MIDDLE.  
INTRODUCTION OF COLOUR - LIGHT SIGNALLING  
SCHEDULE REFERRING TO ATTACHED SIGNALLING  
PLAN

CREWE SORTING SIDINGS  
MIDDLE UP

1

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDB.	ROUTE
	MU 12	MAIN	-	UP SLOW GOODS
		SUB + C	-	UP SLOW GOODS
		SUB	WTR	WATER COLUMN SDG.
	MU 4	SHUNT	SDG	TO SIGNAL 14
		SHUNT	E	ENGINE LINE * <sup>1</sup>
		SHUNT	A	TO SIGNAL 15
		SHUNT	3UR	Nº 3 UP RECEPTION
	MU 5	SHUNT	SDG	TO SIGNAL 14
		SHUNT	E	ENGINE LINE * <sup>1</sup>
		SHUNT	A	TO SIGNAL 15
	MU 6	SHUNT	SDG	TO SIGNAL 14
		SHUNT	E	ENGINE LINE * <sup>1</sup>
	MU 7	SHUNT	A	TO SIGNAL 15
		SHUNT	3UR	Nº 3 UP RECEPTION
	MU 8	SHUNT	SDG	TO SIGNAL 14
		SHUNT	E	ENGINE LINE * <sup>1</sup>
		SHUNT	A	TO SIGNAL 15
	MU 9	SHUNT	SDG	TO SIGNAL 14
		SHUNT	E	ENGINE LINE * <sup>1</sup>
		SHUNT	A	TO SIGNAL 15
	MU 10	SHUNT	WTR	WATER COLUMN SDG.
		SHUNT	G	UP SLOW GOODS

\*<sup>1</sup> ALSO CONTROLLED BY CREWE S.S. SOUTH

# CREWE SORTING SIDINGS MIDDLE UP

2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE
	MU 14	SHUNT	WTR	WATER COLUMN SDG.
		SHUNT	G	UP SLOW GOODS
		SHUNT	NCK	No. 1 UP NECK * <sup>1</sup>
		SHUNT	E	ENGINE LINE * <sup>1</sup>
	MU 15	SHUNT	1UR	No. 1 UP RECEPTION
		SHUNT	2UR	No. 2 UP RECEPTION
		SHUNT	3UR	No. 3 UP RECEPTION
	MU 16	SHUNT	WTR	WATER COLUMN SDG.
SHUNT		G	UP SLOW GOODS	
	MU 11	SHUNT	—	UP SLOW GOODS
	MU 17	SHUNT	—	UP ARRIVAL 1
		SHUNT	—	UP LOOP
		SHUNT	—	UP SDGS. 1 - 4
		SHUNT	—	UP SDGS. 5 - 9
		SHUNT	—	UP SDGS. 10 - 20
	MU 18	SHUNT	—	UP ARRIVAL 1
		SHUNT	—	UP LOOP
		SHUNT	—	UP SDGS. 1 - 4
		SHUNT	—	UP SDGS. 5 - 9
		SHUNT	—	UP SDGS. 10 - 20
	MU 19	SHUNT	—	UP ARRIVAL 2
		SHUNT	—	UP ARRIVAL 1
		SHUNT	—	UP LOOP
		SHUNT	—	UP SDGS. 1 - 4
		SHUNT	—	UP SDGS. 5 - 9
		SHUNT	—	UP SDGS. 10 - 20

\*<sup>1</sup> ALSO CONTROLLED BY CREWE S.S. SOUTH

# CREWE SORTING SIDINGS MIDDLE UP

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE
	MU 20	SHUNT	UP ARRIVAL 2
		SHUNT	UP ARRIVAL 1
		SHUNT	UP LOOP
		SHUNT	UP SDGS. 1-4
		SHUNT	UP SDGS. 5-9
		SHUNT	UP SDGS. 10-20
	MU 21	SHUNT	UP ARRIVAL 1
		SHUNT	UP LOOP
		SHUNT	UP SDGS. 1-4
		SHUNT	UP SDGS. 5-9
		SHUNT	UP SDGS. 10-20
		SHUNT	UP SDGS. 15-20
		SHUNT	UP SLOW GOODS *2
		SHUNT	ENGINEER'S LOOP
	MU 22	SHUNT	UP ARRIVAL 1
		SHUNT	UP LOOP
		SHUNT	UP SDGS. 1-4
		SHUNT	UP SDGS. 5-9
		SHUNT	UP SDGS. 10-20
		SHUNT	UP SDGS. 15-20
		SHUNT	ELECTRIC LOCO. SDGS.
		SHUNT	UP SLOW GOODS *2
		SHUNT	ENGINEER'S LOOP

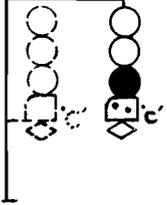
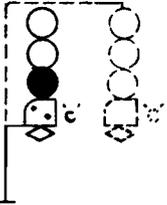
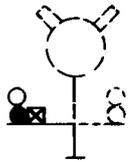
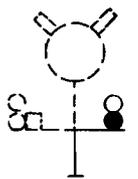
\*2 ALSO CONTROLLED BY CREWE S.S. NORTH

# CREWE SORTING SIDINGS MIDDLE UP

4

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE
	<p>MU 23</p>	<p>ENGINE RELEASE</p>	<p>US</p>	UP ARRIVAL 2
				UP ARRIVAL 1
				UP LOOP
				UP SDGS. 1-4
				UP SDGS. 5-9
		UP SDGS. 10-20		
		<p>ENGINE RELEASE</p>	<p>H</p>	TO SIGNAL MD.7 *3

# CREWE SORTING SIDINGS MIDDLE DOWN

	<p>MD 11</p>	<p>MAIN</p>	<p>—</p>	DOWN SLOW INDEPENDENT
		<p>SUB+C</p>	<p>—</p>	DOWN SLOW INDEPENDENT
	<p>MD 13</p>	<p>MAIN</p>	<p>—</p>	DOWN FAST INDEPENDENT
		<p>SUB+C</p>	<p>—</p>	DOWN FAST INDEPENDENT
	<p>MD R1</p>	<p>ENGINE RELEASE</p>	<p>H</p>	VIA HUMP
		<p>ENGINE RELEASE</p>	<p>HAL</p>	HUMP AVOIDING LINE
	<p>MD R2</p>	<p>ENGINE RELEASE</p>	<p>—</p>	VIA HUMP

\*3 ALSO CONTROLLED BY CREWE S.S. MIDDLE DOWN.

# CREWE SORTING SIDINGS MIDDLE DOWN

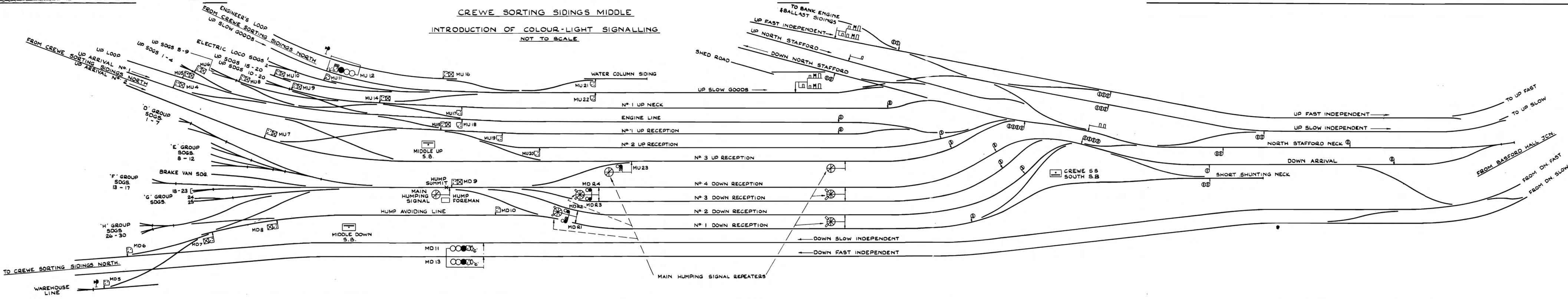
5

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDB.	ROUTE
	MD R3	ENGINE RELEASE	-	VIA HUMP
	MD R4	ENGINE RELEASE	-	VIA HUMP
	MD 7	SHUNT	WAR	WAREHOUSE LINE
		SHUNT	DS 1	DOWN SLOW INDEPENDENT
	MD 8	SHUNT	HAL	TO SIGNAL MD7
		SHUNT	SDG	TO SDGS. 26-30
	MD 9	SHUNT	3UR	Nº.3 UP RECEPTION
		SHUNT	4	Nº.4 DN. RECEPTION
		SHUNT	3	Nº.3 DN. RECEPTION
		SHUNT	2	Nº.2 DN. RECEPTION
	MD 5	SHUNT	-	TO SIGNAL MD9
		SHUNT	-	HUMP AVOIDING LINE
	MD 6	SHUNT	-	TO SIGNAL MD9
		SHUNT	-	HUMP AVOIDING LINE
	MD 10	SHUNT	-	Nº.1 DN. RECEPTION

CREWE SORTING SIDINGS MIDDLE

INTRODUCTION OF COLOUR-LIGHT SIGNALLING

NOT TO SCALE



SIGNAL PLATE PREFIXES

MU CREWE SORTING SIDINGS MIDDLE UP  
MD CREWE SORTING SIDINGS MIDDLE DOWN

EXPLANATION OF SIGNALLING INDICATIONS

MAIN RUNNING SIGNALS

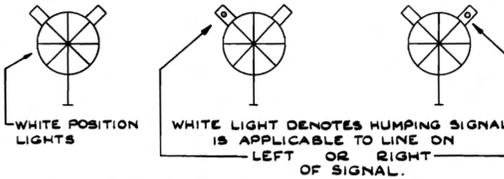
- 3 ASPECT SIGNAL
- RED ASPECT
- POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN ILLUMINATED LETTER 'C' (CALLING ON: RULE 44) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C'. (SHUNTING: RULE 47)
- ROUTE INDICATOR FOR SUBSIDIARY SIGNAL

POSITION LIGHT GROUND SIGNAL (RULE 47)

- SHOWING 1 RED & 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION WHEN OFF SHOWS 2 WHITE LIGHTS AT 45°
- POSITION LIGHT GROUND SIGNAL WITH ROUTE INDICATOR
- ⚡ TELEPHONE

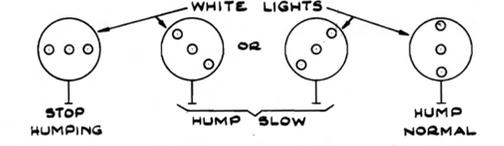
HUMPING SIGNALS

(APPLICABLE ONLY TO MOVEMENTS OVER HUMP)



BACK INDICATIONS ALSO DISPLAYED

EXAMPLES OF ASPECTS DISPLAYED



HUMPING SIGNAL COMBINED WITH TRAIN ENGINE RELEASE SIGNALS

