

BRITISH RAILWAYS

P/G POOLE

London Midland Region
(WESTERN LINES)

Crewe

SPECIAL NOTICE 706 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 RESIGNALLING BETWEEN WHITMORE AND BASFORD HALL JUNCTION.

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS, CREWE**” using the code:—
“**ARNO 706 G.**”

The diagram, with schedule of signal route indications, which is attached to this notice, shows the first stage of the resignalling of the line between Crewe and Stafford, which will link up with the existing colour light signalling between Norton Crossing and Basford Hall Junction.

The work will commence at 10.0 p.m. on Saturday, 8th July, and is due to be completed by 6.0 a.m. on Monday, 10th July.

During this period, points and signals worked by the boxes concerned will be disconnected as required and Drivers will be hand-signalled as necessary. Fuller details of the working during this period will be found in Section ‘B’ of the appropriate Weekly Notice.

On completion of the work, the permanent way layout and signalling will be as shown on the diagram, and the following notes are intended to supplement the information given thereon.

The existing running signals controlled by Betley Road and Madeley boxes will be taken away, and certain signalling alterations, as detailed below, will also take place at Basford Hall Junction and Whitmore. Multiple-aspect colour light signalling (Rule 43), with continuous track circuiting, controlled from the existing boxes will be brought into use between Basford Hall Junction and Whitmore.

The readings of dwarf shunting signals are shown on the diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

Basford Hall Junction.

New running junctions between the down fast and down slow and between the up slow and up fast lines will be brought into use.

The No. 1 up fast and up slow Intermediate Block home signals will be converted to 4-aspect automatic signals numbered BR.114 and BR.113.

The No. 2 up fast and up slow Intermediate Block home signals will be taken away.

The existing down direction main line running signals south of the box will be taken away and replaced by multiple aspect colour light signals as shown on the diagram.

The following semaphore signals will also be taken away :—

Down fast Independent directing home signals with lower outer distant signals for Crewe S.S. Middle.

Down fast Independent starting signal (with lower inner distant signal for Crewe S.S. Middle and bottom subsidiary signal).

Down slow Independent directing starting signals (with lower distant signals for Crewe S.S. Middle, bottom subsidiary signals, and miniature arm reading to Arrival Line).

Signals BH.15 and BH.11 will act as distant signals for Crewe S.S. Middle when the route is set respectively from down slow or down fast to down fast Independent or down slow Independent.

Madeley.

Catch points will be provided in the up fast line in rear of signals MY.109, MY.107, MY.105 and MY.27, as shown on the diagram. These will supersede the existing catch points in the up fast line between Betley Road and Madeley.

Whitmore.

This box will eventually be abolished and the area controlled from a new power box at Norton Bridge Junction. In the meantime, the telephones at the up fast and slow line automatic signals NB.101, NB.102, NB.103 and NB.104 will be temporarily connected to Whitmore box.

The up fast and up slow distant signals and the down slow and down fast starting signals will be taken away.

The temporary up fast and up slow home 1 signals will be capable of displaying red, yellow and green aspects only until the next stage of resignalling is brought into use.

Diamond signs will be affixed to the posts of the up fast and up slow starting signals.

General.

Modifications of certain standard Rules as shown in Section ' D ' of the Weekly Notice will apply on the up and down fast and slow lines between Basford Hall Junction and Whitmore. These modifications will be the same as those in operation between Manchester (Piccadilly) and Sydney Bridge Junction and between Wavertree Junction and Coal Yard.

The instruction headed " Betley Road and Basford Hall Junction " on page 206 of the Sectional Appendix will cease to apply.

Crewe,
June, 1961.

**Line Traffic Officer
(Operating).**

INTRODUCTION OF COLOUR LIGHT SIGNALLING
BETWEEN WHITMORE & BASFORD HALL JCN.
SCHEDULE OF MAIN RUNNING SIGNALS READING
TO ALTERNATIVE ROUTES OR CARRYING
SUBSIDIARY ASPECTS.

MADELEY (MY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	MY33	MAIN	—	—	UP SLOW
		MAIN	—	POSN 1	UP FAST

BETLEY ROAD (BR)

	BR6	MAIN	—	POSN4	DN. FAST
		MAIN	—	—	DN. SLOW

n
-
-
:o
id
on
ce
be
er
o-
be
he
kes
ike
ing
will

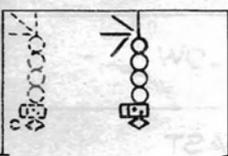
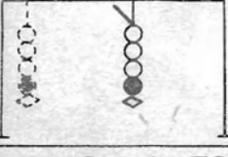
BASFORD HALL JCN. (B.H.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDETR.	JUNCTION INDETR.	ROUTE
	BH11	MAIN	—	—	DN. FAST
		MAIN	—	POSN 1	DN. SLOW
		MAIN	—	POSN 2	DN. SLOW IND.
		MAIN	—	POSN 3	DN. FAST IND.
		SUB+C	—	POSN 2	DN. SLOW IND.
		SUB+C	—	POSN 3	DN. FAST IND.
		SUB	'ARR'	—	DN. ARRIVAL LINE *
	BH15	MAIN	—	—	DN. SLOW
		MAIN	—	POSN 1	DN. SLOW IND.
		MAIN	—	POSN 2	DN. FAST IND.
		SUB+C	—	POSN 1	DN. SLOW IND.
		SUB+C	—	POSN 2	DN. FAST IND.
		SUB	'ARR'	—	DN. ARRIVAL LINE *
	BH58	MAIN	—	—	UP SLOW
		MAIN	—	POSN 1	UP FAST

* ALSO CONTROLLED BY CREWE S.S. SOUTH.

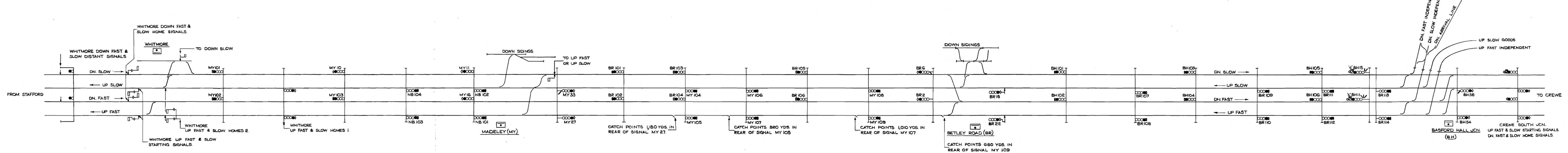
BRITISH RAILWAYS
SIGNALING
MANUAL

BASFORD HALL JCN. (B.H.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	BH11	MAIN	—	—	DN. FAST
		MAIN	—	POSN 1	DN. SLOW
		MAIN	—	POSN 2	DN. SLOW IND.
		MAIN	—	POSN 3	DN. FAST IND.
		SUB+C	—	POSN 2	DN. SLOW IND.
		SUB+C	—	POSN 3	DN. FAST IND.
		SUB	'ARR'	—	DN. ARRIVAL LINE*
	BH15	MAIN	—	—	DN. SLOW
		MAIN	—	POSN 1	DN. SLOW IND.
		MAIN	—	POSN 2	DN. FAST IND.
		SUB+C	—	POSN 1	DN. SLOW IND.
		SUB+C	—	POSN 2	DN. FAST IND.
		SUB	'ARR'	—	DN. ARRIVAL LINE*
	BH58	MAIN	—	—	UP SLOW
		MAIN	—	POSN 1	UP FAST

* ALSO CONTROLLED BY CREWE S.S. SOUTH.

**INTRODUCTION OF COLOUR LIGHT SIGNALLING
BETWEEN WHITMORE & BASFORD HALL JUNCTION.**



- SIGNAL PLATE PREFIXES**
- MY MADELEY
 - BR BETLEY ROAD
 - BH BASFORD HALL JUNCTION
 - NB NORTON BRIDGE JUNCTION
 - (SEE ATTACHED NOTES)
- EXPLANATION OF SIGNAL INDICATIONS**
- MAIN RUNNING SIGNALS**

- ↔ JUNCTION INDICATOR (RULE 35E)
- ⊙ 4 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
- ⊙ GENERAL SYMBOL
- ⊙ AUTOMATIC SIGNAL

NOTE:- SIGNAL POST TELEPHONES ARE PROVIDED AT ALL MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE.