

BRITISH RAILWAYS

London Midland Region
(NORTH-WESTERN AND WESTERN LINES)

SPECIAL NOTICE 12A

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 CHEADLE HULME AND MOW COP

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to “**LINTRAF LTO20, MANCHESTER**” using the code:—“**ARNO 12A**”.

The diagram with schedule of signal route indications, which is attached to this notice shows the resignalling of the line between Cheadle Hulme and Mow Cop linking up with the existing multiple aspect signalling at Cheadle Hulme.

The work will commence at 11.30 p.m. on Saturday, 20th March, 1965, and is due to be completed by 11.30 p.m. on Sunday, 21st March, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during this period will be found in Section B and C of the appropriate Weekly Notice.

The existing Main running signals controlled by Bramhall Loop, Bramhall Sidings, Adlington, Prestbury, Macclesfield Tunnel End, Macclesfield Station, Sutton Crossing, Macclesfield Moss; North Rode Junction, Congleton Junction, and Astbury Sidings signal boxes will be taken away and replaced by multiple aspect signalling controlled from the existing Cheadle Hulme signal box, a new signal box at Macclesfield and the existing Mow Cop signal box.

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 thereon.

CHEADLE HULME.

The existing four aspect Up Branch starting signal will become automatic signal CH 112 and the existing three aspect Up Branch Advanced starting signal will become a four aspect automatic signal CH 110. The existing Down Branch semaphore distant and four aspect Down Branch Home 1 signal will be recovered.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BRAMHALL SIDINGS.

The signal box will become a shunting frame, electrically released by Cheadle Hulme signal box to control the connections between the Down Main and sidings, the facing connection Up Main to Down Main and the trailing connection between the Up and Down Main lines.

The crossover between the Up and Down Main Lines at Poynton Station will be operated from a new ground frame named "Poynton Emergency Frame" which will be electrically released from Cheadle Hulme signal box.

PRESTBURY STATION.

The crossover between the Up and Down Main lines on the Macclesfield side of Prestbury Station will be operated from a new ground frame named "Prestbury Emergency Frame" which will be electrically released from Macclesfield signal box.

MACCLESFIELD.

The new signal box adjacent to the Up and Down Line named "Macclesfield" will be brought into use to control the Up and Down Main lines, the Up and Down line and Sidings.

The old "Macclesfield Station" signal box will be retained to work the Bollington Branch only, electrically released from Macclesfield Signal Box, and will be called "Macclesfield Old" signal box.

Banner repeating signals will be provided 161 yards in rear of MD 15 and 177 yards in rear of MD 42..

MACCLESFIELD MOSS.

The connection Down Main to Down Sidings will be controlled from a new ground frame named "Macclesfield Moss Frame", which will be electrically released by Macclesfield Signal Box.

NORTH RODE.

The crossover between the Up and Down Main lines will be controlled from a new ground frame called "North Rode Emergency Frame", electrically released from Macclesfield Signal Box.

CONGLETON.

The control of Congleton No. 1 and Congleton No. 2 Frames will be transferred from Congleton Junction signal box to Macclesfield signal box.

A Banner repeating signal will be provided 206 yards in rear of signal MD 102.

ASTBURY SIDINGS.

The connection Up Main to Up Sidings will be operated from a new ground frame named "Astbury Sidings Frame" which will be electrically released from Mow Cop signal box.

MOW COP.

A new 3-aspect Up Main Home signal will be provided and the existing Up Distant Up Main Home and Down Main Starting Signals will be taken away.

When signal MC 13 is taken off the line will be clear to signal MD 133.

CATCH POINTS.

Catch points will be provided as shown below:—

<i>Signal No.</i>	<i>Yards in rear of signal</i>
UP MAIN	
CH 108	541
CH 104	551
CH 102	661
MD 146	965
MD 144	670
MD 142	784
MD 140	680
MD 136	986
MD 134	779
MD 132	899
MD 128	821
MD 126	693
MD 17	483
MD 124	526
MD 122	569
MD 120	893
MD 118	981

DOWN MAIN

MD 46	738
MD 119	897
MD 117	944
MD 115	655
MD 113	838
MD 111	910

GENERAL.

All multiple aspect signals will be plated as shown on the diagram. The numbers shown against semaphore signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided at all the new multiple aspect signals.

The distances between distant and home signals leading to and from the resigalled area are shown on the diagram.

B.R. STANDARD AUTOMATIC WARNING SYSTEM.

A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals on passenger running lines only.

RULES AND REGULATIONS.

Track circuit block working, will be in operation on the resigalled lines between Cheadle Hulme and Mow Cop.

T. R. BARRON

Line Manager,
Manchester.

March, 1965.

J. ROYSTON

Line Manager,
Crewe.

McCorquodale, London, N.W.



INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
BETWEEN CHEADLE HULME AND MOW COP
SCHEDULE OF RUNNING SIGNALS READING TO
ALTERNATIVE ROUTES OR CARRYING
SUBSIDIARY SIGNALS

CHEADLE HULME (C.H)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	CH2	MAIN		POS 1.	UP BRANCH
				-	UP MAIN
	CH31	MAIN		POS 1.	DOWN GOODS LOOP
				-	DOWN BRANCH
	CH104	MAIN	-		UP BRANCH
		* SUB	SDG.		RECEPTION
	CH103	* SUB	SDG.		RECEPTION
		MAIN			DOWN BRANCH

* CONTROLLED BY BRAMHALL SIDINGS S.F.



MACCLESFIELD (M.D.)

2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^{CTR}	JUNCTION IND ^{CTR}	ROUTE
	MD15	MAIN	-	POS.1.	UP & DN. LINE
		SUB	-	POS.1.	UP & DN. LINE
		MAIN	-	-	UP MAIN
		SUB	M	-	UP MAIN
	MD23 ϕ	MAIN	-	-	DOWN MAIN
		SUB	SDG.	-	SIDINGS
		MAIN	B	-	BRANCH
	MD36	MAIN	-	-	UP MAIN
		SUB	XDM	-	DN. MAIN 'LOS'
	MD17	MAIN	-	-	UP MAIN
		SUB	XDM	-	DN. MAIN 'LOS'
	MD42	MAIN	-	-	DOWN MAIN
		SUB	M	-	DOWN MAIN
		MAIN	-	POS.4.	UP & DN. LINE
		SUB	-	POS.4.	UP & DN. LINE

ϕ CONTROLLED BY MACCLESFIELD OLD



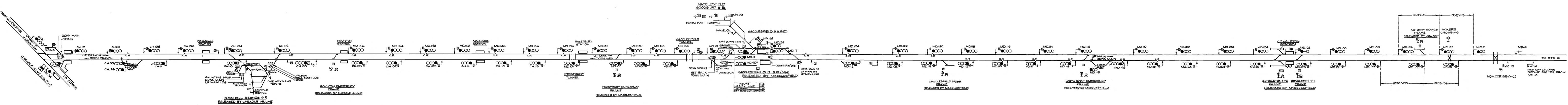
MACCLESFIELD (MD)

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^{CTR}	JUNCTION IND ^{CTR}	ROUTE
	MD46	MAIN		POS. I.	GOODS LOOP
		SUB		POS. I.	GOODS LOOP
		MAIN		—	DOWN MAIN

APPROVED

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
 BETWEEN CHEADLE HULME AND MOW COP
 (NOT TO SCALE)



SIGNAL PREFIXES

CH-CHEADLE HULME	MD-MACCLESFIELD
MC-MOW COP	MN-MACCLESFIELD OLD

- EXPLANATION OF SIGNAL INDICATIONS**
- ← JUNCTION INDICATOR (RULE 352)
 - ← 4 ASPECT SIGNAL
 - ← RED ASPECT POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULE 44A & 47)
 - ← ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
 - ← YELLOW ASPECT
 - ← 4 ASPECT SIGNAL
 - ← RED, YELLOW OR GREEN ASPECT
 - ← RED ASPECT
 - ← 3 ASPECT GROUND LEVEL
 - ← AUTOMATIC SIGNAL
 - ← SEMI-AUTOMATIC SIGNAL
 - NOTE:- SIGNAL POST TELEPHONES ARE PROVIDED AT ALL MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE
 - SHUNTING SIGNALS**
 - ← MECHANICAL DISC SIGNAL
 - ← MECHANICAL DISC SIGNAL WITH ROUTE INDICATOR
 - MISCELLANEOUS**
 - ← TELEPHONE
 - ← TELEPHONE
 - ← LIMIT OF SHUNT. (LOS)
 - ← CATCH OR TRAP POINTS
 - ← SPRING POINTS
 - ← SINGLE STROKE BELL
 - ← BANNER SIGNAL