

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 575G

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

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT
SIGNALLING BETWEEN KIDSGROVE AND GRANGE JUNCTION.**

**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE," using code "ARNO 575G."**

The diagram with schedule of signal route indications which is attached to this notice shows the resignalling of the line between Kidsgrove and Grange Junction and will link up with the existing multiple aspect signalling at Kidsgrove.

The work will commence at 00.01 on Sunday, 26th June, 1966, and is due to be completed by 05.00 on Monday, 27th June, 1966. 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 Sections "B" and "C" of the appropriate Weekly Notice.

The existing running signals controlled by Chatterley Junction, Bradwell Sidings, Longport Junction, Longport Station and Grange Junction will be taken away and replaced by multiple aspect signalling controlled from the existing signal boxes at Kidsgrove, Bradwell Sidings, Longport Junction and a new signal box at Grange Junction near the existing signal box.

The distances between Distant and Home Signals leading to and from the resignalled area are shown in the following paragraphs or on the diagram attached to the 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 thereon:—

KIDSGROVE

Signals KC.28 and KC.31 which at present exhibit red and green aspects only will become four-aspect colour light signals. Two banner repeating signals will be provided 630 yards in rear of signal KC.39 and the existing banner repeating signal will be taken away. The existing Down Main Distant Signals for this signal box will be taken away.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CHATTERLEY JUNCTION

The section of line Kidsgrove to Chatterley Junction will be taken out of use and the Harecastle Diversion Line will be brought into use.

LONGPORT JUNCTION

A banner repeating signal is provided 395 yards in rear of signal LT.35.

LONGPORT STATION

This signal box will become a frame named Longport Station Gate Hut and will control the adjacent level crossing.

GRANGE JUNCTION

Automatic signal GE.102 will also act as Up Main Outer Distant Signal for Etruria Junction 820 yards from signal GE.60. Signal GE.60 will exhibit red, yellow and green aspects only and will also act as Etruria Junction Up Main Inner Distant Signal 1,060 yards from Etruria Junction Up Main Home Signal. The existing semaphore Down Main Distant 1, 2 and 3 on the posts of Etruria Junction Home 1, Home 2 and Starting Signals respectively will be retained until the Stoke Power Box is commissioned.

CATCH POINTS

Catch points will be provided between Kidsgrove and Bradwell Sidings as shown below:—

					<i>Yards in rear</i>
Up Main					
BS.104	..	..	..	..	560
BS.106	..	..	..	..	840
Down Main					
KC.105	..	..	..	..	840
KC.103	..	..	..	..	630
KC.101	..	..	..	..	695

GENERAL

All the new multiple aspect signals will be plated as shown on the diagram and will be provided with telephones.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

Automatic Warning System 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

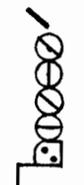
The method of working (e.g. Track Circuit Block, Absolute Block, etc.) on the resigalled lines will be shown in Amendments to the Crewe and North thereof Sectional Appendix which will be published in the W.E.2 Notice in the usual manner.

Crewe.
June, 1966.

J. POLLARD,
Acting Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING |
BETWEEN KIDSGROVE CENTRAL AND GRANGE JCT.
SCHEDULE OF RUNNING SIGNALS READING TO
ALTERNATIVE ROUTES OR CARRYING
SUBSIDIARY SIGNALS.

BRADWELL SIDINGS (BS)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	BS 6	MAIN	—	—	DOWN MAIN
		SUB	B	—	CHESTERTON BRANCH
	BS 15	MAIN	—	Pos. 1.	UP GOODS
		SUB	—	Pos. 1.	UP GOODS
		MAIN	—	—	UP MAIN

LONGPORT JUNCTION (LT)

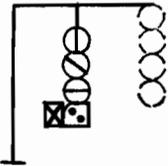
	LT 2	MAIN	—	—	UP MAIN
		SUB	SDG.	—	GOODS YARD OR UP SIDINGS
	LT 35	MAIN	—	—	UP MAIN
		SUB	SDG.	—	COLLIERY UP ARRIVAL ROAD

LONGPORT JUNCTION (LT)

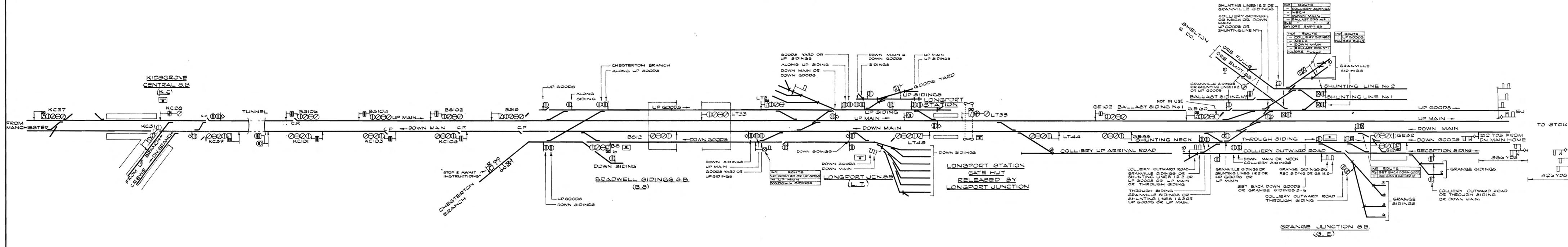
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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^{CTR}	JUNCTION IND ^{CTR}	ROUTE
	LT.43	MAIN	—	Pos. 1.	DOWN GOODS
		SUB	—	Pos. 1.	DOWN GOODS
		MAIN	—	—	DOWN MAIN

GRANGE JUNCTION (GE)

	GE 21	MAIN	—	—	DOWN MAIN
		SUB	SDG.	—	THRO' SIDING
NOT IN USE 	GE 60	SUB	SDG.	—	GRANVILLE SDGS OR SHUNTING LINES 1 & 2
		MAIN	—	Pos. 1.	UP GOODS
		SUB	—	Pos. 1.	UP GOODS
		MAIN	—	—	UP MAIN

**INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
BETWEEN KIDSGROVE CENTRAL AND GRANGE JUNCTION
NOT TO SCALE**



SIGNAL PREFIXES
 K.C. - KIDSGROVE CENTRAL B.S. - BRADWELL SIDINGS
 L.T. - LONGPORT JUNCTION G.E. - GRANGE JCN.
 E.J. - ETRURIA JUNCTION.

EXPLANATION OF SIGNAL INDICATIONS

- YELLOW GREEN YELLOW RED → JUNCTION INDICATOR (RULE 35c)
- YELLOW GREEN YELLOW RED → 4 ASPECT SIGNAL
- YELLOW GREEN YELLOW RED → POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULE 42a & 47)
- YELLOW GREEN YELLOW RED → ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
- YELLOW GREEN → YELLOW ASPECT
- YELLOW GREEN → 4 ASPECT SIGNAL
- YELLOW GREEN → RED, YELLOW OR GREEN ASPECT
- RED YELLOW GREEN → 5 ASPECT GROUND MOUNTED SIGNAL
- MECHANICAL DISC → AUTOMATIC SIGNAL

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

SHUNTING SIGNALS

- MECHANICAL DISC → MECHANICAL DISC SIGNAL
- MECHANICAL DISC WITH ROUTE INDICATOR → MECHANICAL DISC SIGNAL WITH ROUTE INDICATOR
- ROUTE INDICATOR → ROUTE INDICATOR
- TALL SIDING SIGNAL → TALL SIDING SIGNAL
- MISCELLANEOUS
- TELEPHONE → TELEPHONE
- LIMIT OF SHUNT → LIMIT OF SHUNT
- HAND POINTS → HAND POINTS
- MECHANICAL DISC SIGNAL WITH YELLOW ARM & LIGHT → MECHANICAL DISC SIGNAL WITH YELLOW ARM & LIGHT
- BANNER SIGNAL → BANNER SIGNAL
- C.P. → CATCH POINTS
- SPRING POINTS → SPRING POINTS