

# **BRITISH RAILWAYS**

(LONDON MIDLAND REGION)

---

## **SPECIAL NOTICE 798 G.**

---

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE EXTENSION OF MULTIPLE ASPECT SIGNALLING CONTROLLED FROM MANCHESTER, LONDON ROAD, BOX TO INCLUDE THE AREA FROM OXFORD ROAD TO WARWICK ROAD/TRAFFORD PARK JUNCTION/ORDSALL LANE No. 1.**

---

**IMPORTANT—This notice to be acknowledged IMMEDIATELY on receipt to “Trains, Crewe,” using the code ARNO 798 G.**

---

**Euston Station,  
April, 1969.**

**R. ARNOTT,**  
*Movements Manager.*

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## DIGITAL ARCHIVE

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](http://www.s-r-s.org.uk/membform.html)

The diagram with schedule of route indications, attached to this notice, shows the extension of the area signalled by London Road signal box. The sections of line concerned are:—

Chester line	..	..	To Warwick Road signal box (exclusive)
Liverpool line	..	..	To Trafford Park Junction signal box (exclusive)
Ordsall Lane line	..	..	To Ordsall Lane No. 1 signal box (exclusive)

The work will be carried out in two stages, as follows, and during these stages points and signals worked from the signal boxes concerned will be disconnected and Drivers hand signalled as necessary. On completion of each stage the re-signalling will be as shown on the diagrams. The following notes are intended to supplement the information given therein.

Further details of the working during these stages will be given in the Weekly Notice of Engineering Operations.

**Stage A Between platforms 13 and 14 at Manchester Piccadilly station and Cornbrook Junction East (inclusive)/Ordsall Lane No. 1 (inclusive)**

**00.01 Sunday, 20th April, until 05.00 Monday, 21st April, 1969.**

**Between Piccadilly and Oxford Road stations**—The up and down lines will be made bi-directional lines and the running signals between these points will be as detailed on the attached diagram.

**At Oxford Road station**, platform No. 1 will be brought into use and platforms Nos. 3 and 4 will become through platform lines. The track layout and altered signalling in the station area will provide bi-directional working in platforms Nos. 1 to 4 inclusive. Oxford Road signal box will be abolished.

A new facing crossover will be brought into use at the Oxford Road end of Knott Mill station which will enable trains to be routed into Platforms Nos. 2, 3 and 4 via the down or up line and into Platform No. 1 via the down line only.

Platforms Nos. 1 to 4 inclusive at Oxford Road station are wired for 25 KV AC electric traction; Platform No. 5 for 1500 V DC electric traction. **Drivers of AC electric trains must not proceed beyond the down direction platform starting signals at Oxford Road station (signals LR. 184, LR. 185, LR. 186 and LR. 187). Drivers of M.S.J. & A. trains must only enter Platform No. 5 at Oxford Road station.**

**Castlefield Junction**—The signal box will be abolished and the existing running signals replaced by the multiple aspect signals shown on the diagram.

**Cornbrook Junction East**—The link up between the existing signalling and multiple aspect signalling is shown on the link up diagram and will remain until the completion of Stage B.

**Ordsall Lane No. 1**—The up starting signal to, and the down distant signal from, Castlefield Junction will be recovered. A two aspect colour light signal will be provided below the up main home signal and will act as distant signal for LR 194 as shown on the diagram.

**Stage B Between Cornbrook Junction East and Warwick Road/Trafford Park Junction (inclusive).**

**00.01 Sunday, 4th May until 05.00 Monday, 5th May, 1969.**

The following sections of line will be taken out of use:—

Throstle Nest South Junction to Throstle Nest East Junction	..	..	..	..	..	..down and up main lines
Throstle Nest East Junction to Cornbrook West Junction	..	..	..	..	..	..up and down slow lines
Cornbrook West Junction and Manchester Central	..	..	..	..	..	..all lines
Old Trafford Junction to Cornbrook West Junction	..	..	..	..	..	..up and down lines

The up and down fast lines between Throstle East Junction and Cornbrook West Junction signal boxes will be slued to connect with the up and down M.S.J. & A. (Chester) lines at the site of Cornbrook Junction East.

Cornbrook Junction East, Cornbrook West Junction, Old Trafford Junction and Throstle Nest East Junction signal boxes will be abolished and the existing running signals replaced by the multiple aspect signals shown on the diagram. The crossover road between the up and down M.S.J. & A. lines at Cornbrook Junction East will be controlled from a ground frame named "Cornbrook Junction Frame" which will be released from London Road signal box.

**Warwick Road**—A new down main colour light home 1 signal will be provided (signal WR.44 on the attached diagram.) The down main home signal will be renamed down main home 2 signal and a  $\diamond$  sign will be fixed to the post of this signal.

A  $\diamond$  sign will be fixed to the post of the down main starting signal.

A  $\diamond$  sign will be provided on the red band of the disc signal applying down main to up main line.

**Trafford Park Junction**—The up Liverpool starting signal will be superseded by a new colour light signal (TP.9 on the attached diagram).

A  $\diamond$  sign will be fixed to the post of the down main starting signal.

A  $\diamond$  sign will be provided on the red band of the disc signal applying down main to up main line.

**B.R. Standard Automatic Warning System.** A.W.S. track equipment will be provided approximately 200 yards on the approach side of all new multiple aspect signals except TP.60, LR.706 and WR.44.

One set of track equipment only is provided for signals LR.183 and LR.178 (at Oxford Road Station) and Drivers will not receive a "clear" indication at that point unless both signals are displaying a green aspect.

**Rules and Regulations**—Track Circuit Block Regulations together with the modifications of certain rules applicable to sections of line where the Track Circuit Block System is in operation will apply over the resignalled lines after completion of each stage.

**General.** All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The numbers shown against semaphore and disc signals will not be exhibited on the signals and are intended for reference purposes only.

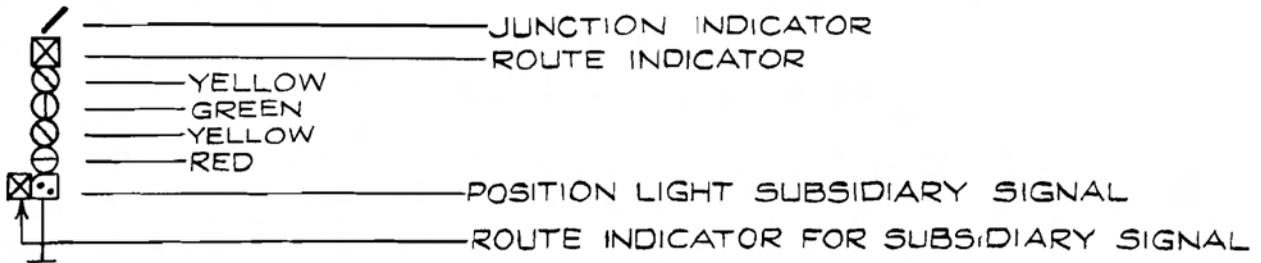
Telephones will be provided at all multiple aspect signals capable of showing a red aspect.



# APPENDIX

## EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS

### 4 ASPECT COLOUR LIGHT SIGNAL



 AUTOMATIC SIGNAL

### SIGNAL BOX REFERENCES

C.E. — CORNBROOK JCN. EAST  
L.R. — LONDON RD.  
O.L. — ORDSALL LANE N<sup>o</sup> 1  
T.P. — TRAFFORD PK. JCN.  
W.R. — WARWICK RD.

### POSITION LIGHT SHUNTING SIGNAL

 SHOWING 1 RED AND 1 WHITE LIGHT,  
HORIZONTALLY FOR NORMAL INDICATION,  
AND 2 WHITE LIGHTS INCLINED AT 45°  
FOR PROCEED INDICATION

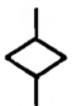
### MISCELLANEOUS

 MECHANICAL DISC SHUNTING SIGNAL

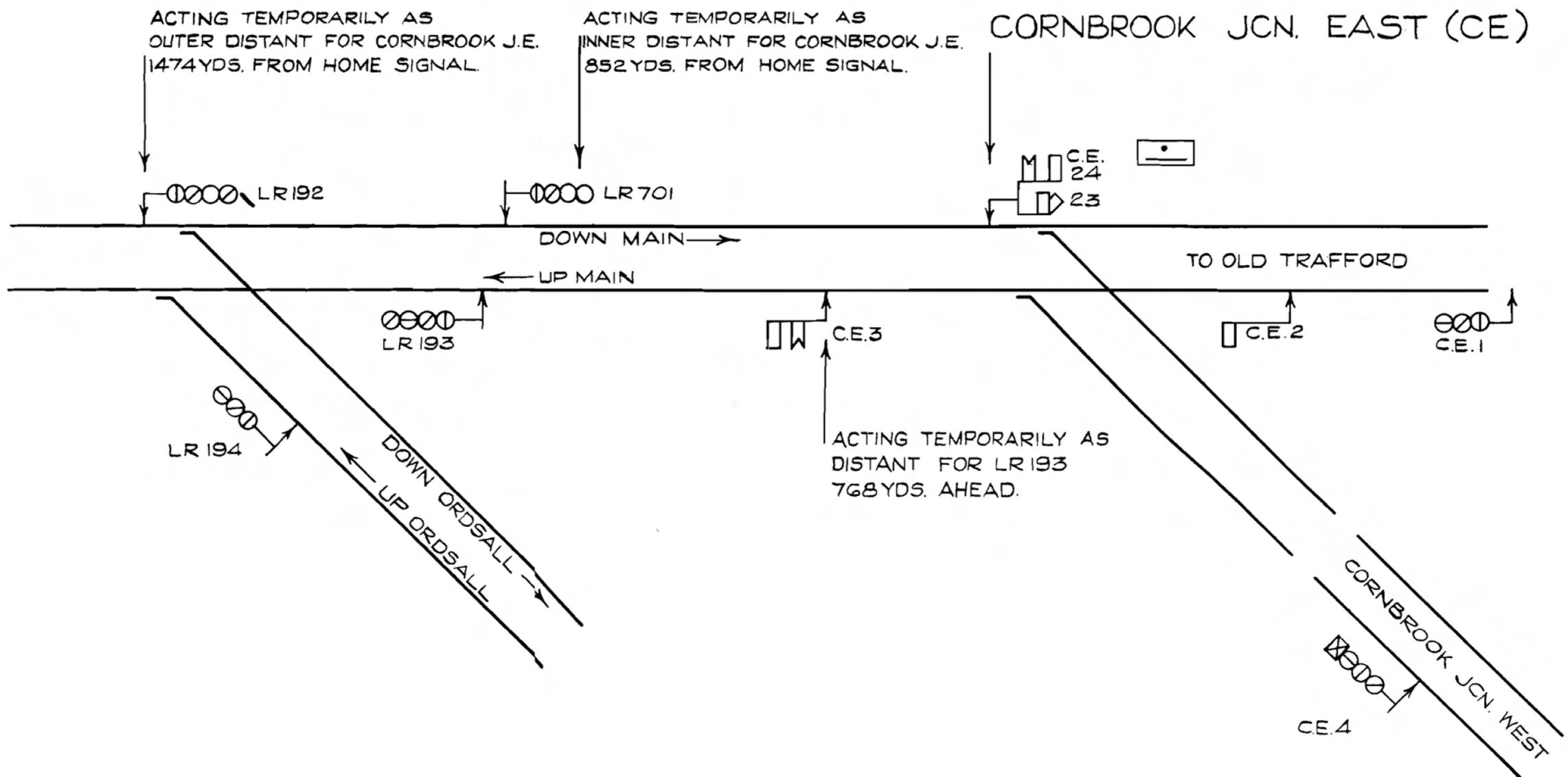
 CATCH POINTS

 CRANK HANDLE

 TELEPHONE

 DIAMOND SIGN

# MANCHESTER LONDON RD. EXTENSION OF MULTIPLE ASPECT SIGNALLING (LINK UP AT STAGE A)



# MANCHESTER LONDON ROAD EXTENSION OF MULTIPLE ASPECT SIGNALLING

