

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

**PRESTON SIGNAL BOX
STAGES 3, 4, 5 and 6**

SPECIAL NOTICE 1203 G

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
CONCERNED RESPECTING THE INTRODUCTION OF
MULTIPLE ASPECT SIGNALLING BETWEEN:**

OXHEYS AND BURTON & HOLME

**IMPORTANT—This Notice to be acknowledged immediately on receipt to
"Trains Crewe" using code "ARNO 1203 G"**

**Crewe
November, 1972**

D. M. HOWES,
Chief Operating Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Stage 3—Between Oxheys and Bay Horse

Saturday, 18th November until Sunday, 19th November, 1972

The following signal boxes will be abolished and all signals taken away:

Barton & Broughton
Brock
Garstang & Catterall

Oxheys—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and this stage will remain until the completion of Stage 7.

The down main (Lightfoot) I.B. home signal will be abolished and the down main home signal will cease to also act as distant signal for the I.B. home signal.

Signal PN.172 will become the outer distant signal for PN.176 and signal PN.174 will become the inner distant signal for PN.176.

The up main home 1 signal will be taken away and a new up main home 1 signal will be provided in similar form, 1 mile 211 yards before reaching Oxheys box. (This signal will eventually become PN.173.) A telephone will be provided at this signal communicating with Oxheys box.

Bay Horse—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and this stage will remain until Stage 4.

The down main home signal will be taken away and a new colour light home signal provided 255 yards before reaching the signal box. (This signal will eventually become PN.204.)

The down main distant signal will be taken away. Signal PN.199 will also become the outer distant signal and PN.202 the inner distant signal for Bay Horse down main home signal.

Scorton North and South up I.B. home and distant signals will be taken away.

Stage 4—Between Bay Horse and Lancaster No. 1

Sunday, 26th November 1972

The following signal boxes will be abolished and all signals taken away:

Bay Horse
Oubeck

Lancaster No. 1—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and this stage will remain until Stage 5.

The down main home signal with lower outer distant signal for Lancaster No. 2 box will be superseded by a three aspect colour light signal.

The down main starting signal with lower inner distant signal for Lancaster No. 2 box will be taken away.

The down main distant signal will be taken away and signal PN.215 will also become the outer distant signal and PN.217 the inner distant signal for the down main home signal for Lancaster No. 1 box.

The up main home signal will be taken away and a new four aspect colour light home signal provided 109 yards before reaching the signal box.

The up main starting signal will be abolished.

Stage 5—Between Lancaster No. 1 and Carnforth No. 1 Junction Saturday, 6th January until Sunday, 7th January 1973

The following signal boxes will be abolished and all signals taken away:

Lancaster No. 1	Lancaster No. 4
Lancaster No. 2	Morecambe South Junction
Lancaster No. 3	

Hest Bank—The existing signals will be recovered and the box will cease to be a block post but will remain to control the level crossing.

Bolton-le-Sands Crossing—The existing down main signals will be recovered but the frame will remain to control the level crossings.

Carnforth No. 1 Junction—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram and this stage will remain until Stage 6.

The down main home 1 signal with lower inner distant 1 signal for Carnforth No. 2 Junction box will be taken away and a new colour light signal provided in lieu.

The up main starting signal and I.B. home signals will remain until Stage 6.

Stage 6—Between Carnforth No. 1 Junction and Burton & Holme

Saturday, 20th January until Sunday, 21st January, 1973

Carnforth No. 1 Junction box will be abolished and the signals taken away.

Carnforth No. 2 Junction box—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram.

All signals, except the down main I.B. home and distant signals, will be taken away. The signal box will remain to control these signals until Stages 7/8 of the Carlisle re-signalling scheme. The existing method of signalling by the Absolute Block System will continue to apply on the down main line between Carnforth No. 2 Junction and Burton & Holme boxes.

Burton & Holme—The link up between the existing signalling and the multiple aspect signalling is shown on the link up diagram. The signal box will remain until Stages 7/8 of the Carlisle re-signalling scheme and will also continue to work the Yealand up I.B. distant and home signals.

The Track Circuit Block System will apply on the up main line between this box and Preston box.

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 signals and shunting signals will not be exhibited on the signals and are for reference purposes only.)

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

All ground frames shown on the diagram are released from Preston Box.

B.R. Standard Automatic Warning System

Except as shown below, A.W.S. track equipment will be provided approximately 200 yards on the approach side of all new multiple aspect signals on passenger running lines:

Stage 5 Bare Lane up Morecambe line home signal (distant signal for PN.261)
PN.262 (Morecambe North Curve (down direction)).

Stage 6—Carnforth Station Junction up Furness and the down East Junction line home signals (distant signals for PN.291/292).

Rules and Regulations—On completion of each stage, the Track Circuit Block System will apply on the re-signalled section of main running lines.

The methods of working on the other running lines will be detailed in the amendments to the Sectional Appendix (Northern Section) and will be published in the Weekly Notice of Engineering Work concerned.

PRESTON

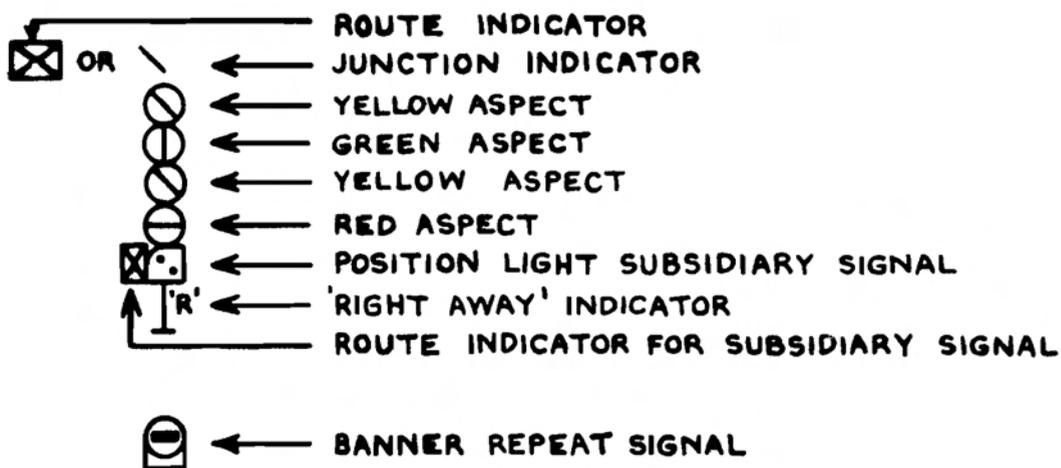
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

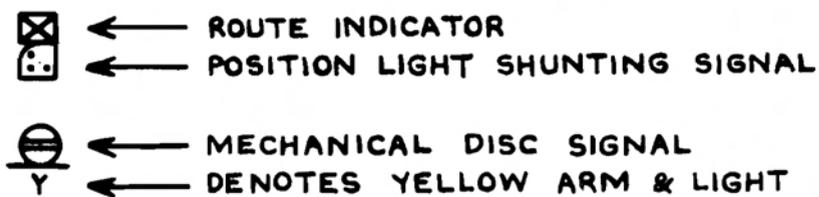
SIGNAL BOX REFERENCES

BC - BURNLEY CENTRAL	ME - MORECAMBE
BJ - BLACKROD JUNCTION	MH - MIDGE HALL
BL - BARE LANE STATION	PN - PRESTON
BY - BROMLEY CROSS	RY - RIBBLE YARD
CE - CARLISLE	SB - SMITHY BRIDGE
CS - CARNFORTH STATION	SK - SALWICK No 2
DJ - DEEPDALE JUNCTION	SR - STRAND ROAD
DS - DAISYFIELD	WN - WARRINGTON
HB - HEBDEN BRIDGE	

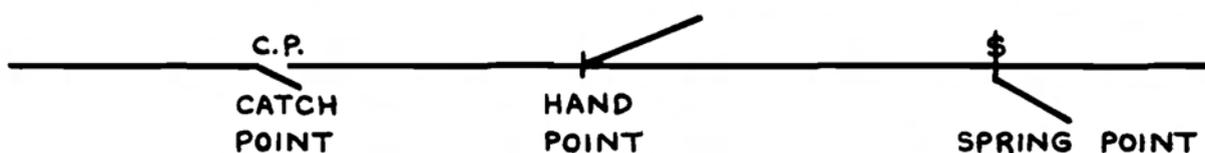
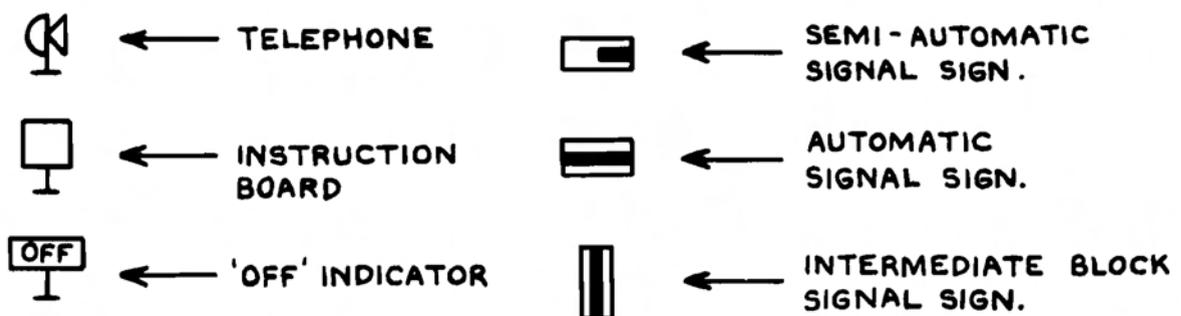
MAIN RUNNING SIGNALS



SHUNTING SIGNALS



MISCELLANEOUS



EXPLANATION OF ASPECTS FOR RUNNING SIGNALS.

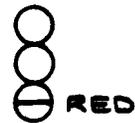
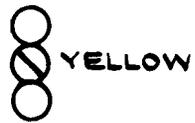
2 ASPECT



CLEAR - PROCEED CAUTION DANGER - STOP

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER.

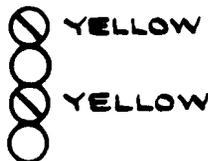
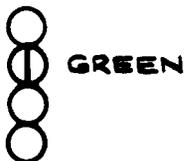
3 ASPECT



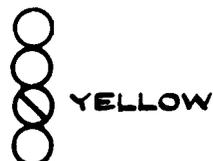
CLEAR - PROCEED CAUTION DANGER - STOP

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER

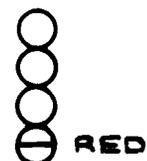
4 ASPECT



PRELIMINARY
CAUTION



CAUTION DANGER - STOP



CLEAR - PROCEED CAUTION CAUTION DANGER - STOP

BE PREPARED TO FIND
NEXT SIGNAL AT
CAUTION BE PREPARED TO
FIND NEXT SIGNAL AT
DANGER

1

PRESTON MULTIPLE ASPECT SIGNALLING
LIST OF RUNNING SIGNALS WITH MORE THAN ONE INDICATION AND
OF ALL GROUND SHUNTING SIGNALS.

PRESTON (PN)

SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE
PN 176	MAIN	POS. 1.	DOWN GOODS LOOP	PN 239	MAIN		DOWN MAIN
	R+SUB	POS. 1.	DOWN GOODS LOOP		R+SUB		DOWN MAIN
	MAIN		DOWN MAIN	PN 241	MAIN		DOWN MAIN
PN 211	MAIN	POS. 1.	DOWN GOODS LOOP		R+SUB		DOWN MAIN
	R+SUB	POS. 1.	DOWN GOODS LOOP	PN 242	MAIN		DOWN MAIN
	MAIN		DOWN MAIN		R+SUB		DOWN MAIN
PN 214	MAIN	POS. 1.	UP GOODS LOOP	PN 243	MAIN		DOWN MAIN
	R+SUB	POS. 1.	UP GOODS LOOP		R+SUB		DOWN MAIN
	MAIN		UP MAIN	PN 244	SHUNT		UP PASSENGER LOOP No. 1
PN 221	SHUNT	UM	UP MAIN	PN 245	SHUNT		UP PASSENGER LOOP No. 1.
	SHUNT	UG	UP GOODS		SHUNT	SDG	UP & DOWN SIDING
PN 224	SHUNT		DN. PASSENGER LOOP	PN 246	SHUNT		DOWN MAIN
	SHUNT		DOWN MAIN		SHUNT	SDG	LINE SIDING
	SHUNT	UM	UP MAIN	PN 247	SHUNT		UP PASSENGER LOOP No. 2
	SHUNT	L1	UP PASSENGER LOOP No. 1		SHUNT		UP PASSENGER LOOP No. 1
	SHUNT	UG	UP GOODS	PN 248	SHUNT		UP PASSENGER LOOP No. 2
	*2 SHUNT	SDG	UP SIDINGS		SHUNT		UP PASSENGER LOOP No. 1
PN 225	SHUNT		DN. PASSENGER LOOP		SHUNT		UP MAIN
	SHUNT		DOWN MAIN		SHUNT	DM	DOWN MAIN
	SHUNT	UM	UP MAIN		SHUNT	DL	DN. PASSENGER LOOP
	SHUNT	L1	UP PASSENGER LOOP No. 1		SHUNT	B	BAY PLATFORM 2
	SHUNT	L2	UP PASSENGER LOOP No. 2	SHUNT	B	BAY PLATFORM 1	
PN 226	MAIN	POS. 1	DN. PASSENGER LOOP	PN 249	MAIN	L2	UP PASSENGER LOOP No. 2
	R+SUB	POS. 1	DN. PASSENGER LOOP		R+SUB	L2	UP PASSENGER LOOP No. 2
	MAIN		DOWN MAIN		MAIN	L1	UP PASSENGER LOOP No. 1.
PN 227	SHUNT	SDG	SIDINGS		R+SUB	L1	UP PASSENGER LOOP No. 1
	SHUNT		DN. PASSENGER LOOP		MAIN		UP MAIN
	SHUNT		DOWN MAIN		R+SUB	DL	DN. PASSENGER LOOP
PN 229	SHUNT		UP GOODS		MAIN	B2	BAY PLATFORM 2
	SHUNT		UP MAIN		R+SUB	B2	BAY PLATFORM 2
	SHUNT	SDG	SIDINGS		MAIN	B1	BAY PLATFORM 1
PN 231	SHUNT		SIDINGS		R+SUB	B1	BAY PLATFORM 1
PN 232	SHUNT	L2	UP PASSENGER LOOP No. 2	PN 253	MAIN	POS. 1	DN. MORECAMBE (5TH. CURVE)
	SHUNT	ENG	ENGINE SIDING		MAIN		DOWN MAIN
PN 233	SHUNT		UP GOODS	PN 254	SHUNT		UP PASSENGER LOOP No. 2
PN 234	SHUNT		DN. PASSENGER LOOP	PN 268	MAIN		UP MAIN
PN 235	SHUNT		UP GOODS	*1	MAIN	POS. 4	UP & DN. MORECAMBE (NTH. CURVE)
	SHUNT		UP MAIN	PN 274	MAIN	POS. 2	No. 2 UP & DN. GOODS LOOP
	SHUNT	SDG	SIDING 1.		R+SUB	POS. 2	No. 2 UP & DN. GOODS LOOP
PN 236	MAIN	POS. 1.	UP GOODS		MAIN	POS. 1.	No. 1 UP & DN. GOODS LOOP
	R+SUB	POS. 1.	UP GOODS		R+SUB	POS. 1	No. 1. UP & DN. GOODS LOOP
	MAIN		UP MAIN		MAIN		DOWN MAIN
	R+SUB		UP MAIN	PN 275	SHUNT		No. 2 UP & DN. GOODS LOOP
PN 237	MAIN	POS. 1	UP GOODS		SHUNT		No. 1 UP & DN. GOODS LOOP
	R+SUB	POS. 1	UP GOODS		SHUNT		DOWN MAIN
	MAIN		UP MAIN		SHUNT	UG	UP GOODS
	R+SUB		UP MAIN	PN 276	MAIN		UP MAIN
PN 238	MAIN	POS. 1	UP GOODS		R+SUB		UP MAIN
	R+SUB	POS. 1	UP GOODS	PN 277	MAIN		UP MAIN
	MAIN		UP MAIN		R+SUB		UP MAIN
	R+SUB		UP MAIN				

*1 ALSO CONTROLLED BY HEST BANK LEVEL CROSSING FRAME

*2 CONTROLLED BY LANCASTER UP GOODS FRAME

PRESTON (PN)

SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE
PN 278	MAIN		UP MAIN	PN 292	MAIN		UP MAIN
	R+SUB		UP MAIN		MAIN	POS. 4	Nº1 UP & DN. GOODS LOOP
PN 279	SHUNT	UG 1	UP GOODS LOOP 1		R+SUB	POS. 4	Nº1 UP & DN. GOODS LOOP
	SHUNT	UG 2	UP GOODS LOOP 2		R+SUB		Nº1 UP & DN. GOODS LOOP
PN 283	SHUNT		DOWN FURNESS GOODS		MAIN	POS 5	Nº2 UP & DN. GOODS LOOP
	SHUNT		UP & DN. FURNESS		R+SUB	POS 5	Nº2 UP & DN. GOODS LOOP
	SHUNT	UF	UP FURNESS		R+SUB		Nº2 UP & DN. GOODS LOOP
	SHUNT		DOWN MAIN		R+SUB	SDG	DOWN SIDING 1
PN 284	SHUNT		DOWN FURNESS GOODS		R+SUB	SDG	DOWN SIDING 2
	SHUNT		UP & DN FURNESS		PN 294	MAIN	POS. 2
	SHUNT	UF	UP FURNESS	R+SUB		POS. 2	UP GOODS LOOP 2
SHUNT		DOWN MAIN	MAIN	POS. 1.		UP GOODS LOOP 1.	
PN 285	MAIN		DOWN FURNESS GOODS	R+SUB		POS. 1.	UP GOODS LOOP 1
	R+SUB		DOWN FURNESS GOODS	MAIN			UP MAIN
	R+SUB	G	DOWN FURNESS GOODS	MAIN		POS. 4	Nº1 UP & DN. GOODS LOOP
	MAIN	POS. 4	UP & DN. FURNESS	R+SUB		POS. 4	Nº1. UP & DN. GOODS LOOP
	R+SUB		UP & DN. FURNESS	R+SUB			Nº1 UP & DN. GOODS LOOP
	R+SUB	UF	UP FURNESS	MAIN		POS. 5	Nº2 UP & DN. GOODS LOOP
	MAIN	POS. 5.	DOWN MAIN	R+SUB		POS 5	Nº 2 UP & DN. GOODS LOOP
PN 286	MAIN	POS. 1	DOWN FURNESS GOODS	R+SUB		Nº2 UP & DN. GOODS LOOP	
	R+SUB	POS. 1.	DOWN FURNESS GOODS	R+SUB	SDG	DOWN SIDING 1.	
	R+SUB		DOWN FURNESS GOODS	R+SUB	SDG	DOWN SIDING 2	
	MAIN		UP & DN. FURNESS				
	R+SUB		UP & DN. FURNESS				
	R+SUB	UF	UP FURNESS				
	MAIN	POS. 4	DOWN MAIN				
PN 287	MAIN	POS. 2	DOWN FURNESS GOODS	OS 1 *3	MAIN	POS. 1	UP GOODS LOOP
	R+SUB	POS. 2	DOWN FURNESS GOODS		R+SUB	POS. 1	UP GOODS LOOP
	R+SUB		DOWN FURNESS GOODS		MAIN		UP MAIN
	MAIN	POS. 1	UP & DN. FURNESS				
	R+SUB	POS. 1	UP & DN. FURNESS				
	R+SUB		UP & DN. FURNESS				
	MAIN		DOWN MAIN				
PN 289	SHUNT		UP MAIN	CS50 *4	MAIN	B	BAY LINE
	SHUNT		Nº1 UP & DN. GOODS LOOP		MAIN		UP FURNESS
	SHUNT		Nº2 UP & DN. GOODS LOOP		MAIN	G	UP & DN. FURNESS
	SHUNT	SDG	DOWN SIDING 1	BL14 *5	MAIN	POS. 1.	UP & DN. MORECAMBE (NTH. CURVE)
	SHUNT	SDG	DOWN SIDING 2		MAIN		UP MORECAMBE (STH. CURVE)
PN 291	MAIN	POS. 1.	UP MAIN				
	R+SUB	DM	DOWN MAIN				
	MAIN		Nº1 UP & DN. GOODS LOOP				
	R+SUB	G	Nº1 UP & DN. GOODS LOOP				
	R+SUB		Nº1 UP & DN. GOODS LOOP				
	MAIN	POS. 4	Nº2 UP & DN. GOODS LOOP				
	R+SUB	POS. 4	Nº2 UP & DN. GOODS LOOP				
	R+SUB		Nº2 UP & DN. GOODS LOOP				
	R+SUB	SDG	DOWN SIDING 1.				
	R+SUB	SDG	DOWN SIDING 2				

*3 CONTROLLED BY OXHEYS S.B.
 *4 CONTROLLED BY CARNFORTH STATION S.B.
 *5 CONTROLLED BY BARE LANE STATION S.B.

SY
397

DY1

TO
DER

6

SY398

DY2

NGFORD
AME

STOCKINGFORD
Nº2. FRAME.

SY343

1

C.P.

SY342

C.P.

AJ 20

SY 393
WILNECOTE STATION

SY 395

TAMWORTH

SY394

STN.

TAMWORTH FRAME

SY 333
C.P.

SY 335

SY 337

SY334

ARLEY TUNNEL

SY336

C.P.

SY338

STOCK NO 1

DISTANT FOR WL40,
1240 YARDS AHEAD

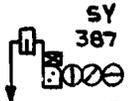
WL40



c.p.

WL TO WALSALL

UP DERBY



SY 387



SY 389

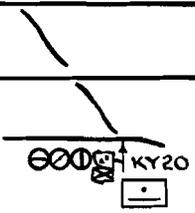


SY 390

DN. DERBY

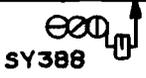


KY

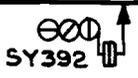


KY20

KINGSBURY S.F.

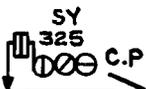


SY388



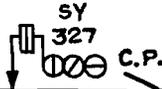
SY392

DAW MILL
Nº 2 FRAME



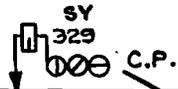
SY 325

C.P.



SY 327

C.P.



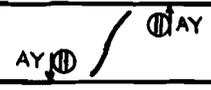
SY 329

C.P.

ARLEY FRAME



SY 333



AY



SY326



SY 328



SY332

SUTTON PARK N°1 FRAME

SUTTON PARK N°2 FRAME

DISTANT 1240 YARDS

SY269

DISTANT FOR SY269
1457 YARDS AHEAD.

SY 383

UP DE

DN. DE

SY382

SY 385

SY386

SY 316

UP SLOW

SY 309

SY 313

DN. SLOW

SY308

SY312

SY314

DN. DERBY GOODS LOOP

SY306

UP NUNEATON

SY319

C.P.

SY 323

C.P.

DN. NUNEATON

SY 304 SY516

SY318

SY322

DAW MILL N°1
FRAME

Φ

