

# **BRITISH RAILWAYS**

**(LONDON MIDLAND REGION)**

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## **WINDSOR LINK STAGE 2**

### **RESIGNALLING**

### **SPECIAL NOTICE 22E**

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
CONCERNED RESPECTING THE COMMISSIONING OF STAGE  
2 OF THE WINDSOR LINK SCHEME BETWEEN CASTLEFIELD  
JUNCTION AND AGECROFT JUNCTION**

**OPERATIVE FROM SATURDAY, 9 APRIL, 1988**

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**IMPORTANT—This Notice to be acknowledged immediately on receipt to  
“Operating OD.14 Crewe” using the code “ARNO 22E.”**

# SIGNALLING RECORD SOCIETY

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

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The attached plan and list of signal routes shows **the resignalling which will be fully in operation between Castlefield Junction and Agecroft Junction on the 30 April/1 May** as the second stage in the provision of the new Windsor Link line. All colour light signals capable of displaying a Red aspect will be provided with telephone communication to the controlling box.

The lines between Castlefield Junction and Bolton will be known as the Bolton lines and the lines between Deal Street and Ordsall Lane Junction will be known as the Ordsall lines.

The arrangements depicted on the plan will be brought into use in two parts:—

#### **9/10/11 April**

Agecroft Junction box will be abolished and the signalling from Windsor Bridge North Junction inclusive towards Bolton will be as shown on the plan. The Atherton line signalling will remain unaltered. The two up sidings leading off the up Atherton line will be brought into use.

The new signalling will be brought into use in the Ordsall Lane Junction area (controlled from Windsor Bridge box). The new down Bolton (Windsor link) line from Ordsall Lane Junction to Windsor Bridge South Junction will be brought into use together with signal WB.504 at **Salford Crescent** station and Track Circuit Block Working will apply. The new down Bolton (Windsor link) line will be 62 chains in length and will be mileaged to fit in with the remileaging described below which will take place on 30 April/1 May. Under this remileaging Ordsall Lane Junction will be 190 m. 28 ch. and Windsor Bridge South Junction will be 191 m. 10 ch. Appropriate mile posts will be provided.

A permanent speed restriction of **25 m.p.h.** will apply from the down Ordsall line to the down Bolton line at Ordsall Lane Junction and the maximum permissible speed over the down Bolton line will be **50 mph.**

**NOTE** The down and up lines between Castlefield Junction and Ordsall Lane Junction and the **up** line from Windsor Bridge South Junction to Ordsall Lane Junction will **not** be brought into use on this date.

Track Circuit Block Working will be introduced between Deal Street, Ordsall Lane Junction (Windsor Bridge box area) and Eccles.

The following **temporary** work will be carried out:—

On 10 April, at **Salford Crescent** station, proceeding in the up direction, the "up and down" Bolton line will be slued from a point part-way along the platform to connect into the up fast line at Windsor Bridge South Junction beyond signal WB.508 which will be taken away. A Stop sign will be provided on the platform at the point where the line commences to slue away and **signal WB.506 will be repositioned to apply to movements from the "up and down" Bolton to the up fast.** The up Bolton line from Windsor Bridge North Junction to Windsor Bridge South Junction will be taken out of use.

On 11 April, the down slow, up slow and down fast lines between **Salford** station and Windsor Bridge South Junction will be taken out of use. All Down trains from Deal Street to Windsor Bridge will travel via Ordsall Lane Junction and the new down Bolton (Windsor link) line mentioned above.

A temporary platform, 93 yards in length, will be provided at **Salford** station on the down Ordsall line.

(See Section D of Weekly Operating Notice for details of special working during commissioning of above work).

#### **30 April/1 May**

**All** track and signalling depicted on the plan will be brought into use, and all temporary work described above, withdrawn. Track Circuit Block Working will apply on all lines.

All connections marked on the plan with a letter A will be subject to a permanent speed restriction of **25 m.p.h.** and those marked with a letter B, **30 m.p.h.**

The route between Manchester London Road and Windsor Bridge South Junction via Castlefield Junction and Ordsall Lane Junction will be shown as a separate table in Table A of the Northern Sectional Appendix (page A92). This line will be remileaged and the appropriate mileposts provided as a throughout mileage from Euston, starting from 188 m. 52 ch. at London Road and finishing at 191 m. 10 ch. at Windsor Bridge South Junction. (See Section D of Weekly Operating Notice commencing 30 April).

The London Road—Allerton route will commence at Castlefield Junction and the section between Cornbrook Junction and Castlefield Junction remileaged as a throughout mileage from Liverpool, which will give a mileage of 33 m. 57 ch. at Castlefield Junction on this route.

This following amended maximum permissible speeds will apply:—

Manchester London Road to Ordsall Lane Junction (190 m. 23 ch.)	<b>35 m.p.h.</b>
Ordsall Lane Junction to Windsor Bridge South Junction	<b>50 m.p.h.</b>
Windsor Bridge South Junction to Agecroft Junction	<b>75 m.p.h.</b>

A permanent speed restriction of **30 m.p.h.** will apply on the down and up Bolton lines between Castlefield Junction (189 m. 67 ch.) and 190 m. 23 ch. (Castlefield Junction side of Ordsall Lane Junction).

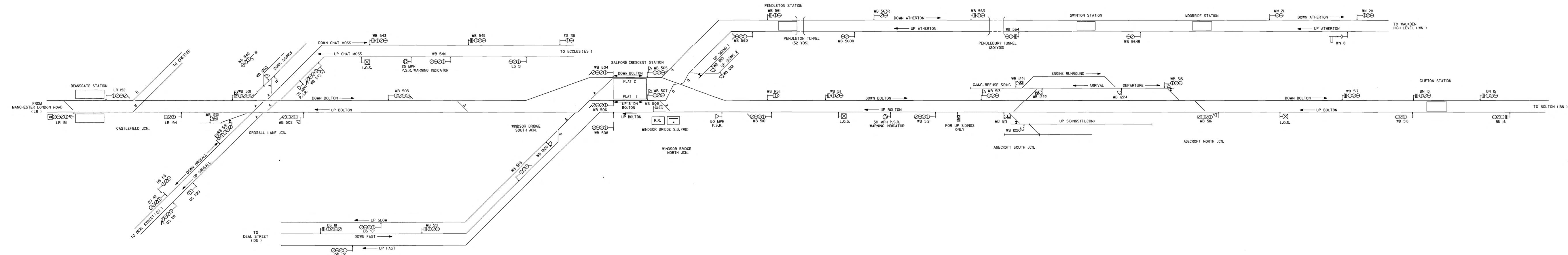
A permanent speed restriction of **50 m.p.h.** will apply on the down Bolton line from 1 m. 55 ch. to 2 m. 01 ch. and on the up Bolton line from 1 m. 77 ch. to 1 m. 55 ch. (Windsor Bridge South Junction—Windsor Bridge North Junction.)

A.W.S. equipment will be provided at all Windsor Bridge signals except WB.515 and WB.540.

For Regional Operations Manager  
C. J. Dean

List of main running signals with more than one route and of position light signals.

Sig. No.	Aspect	Route/ Jn. Indr.	Route	Sig. No.	Aspect	Route/ Jn. Indr.	Route
501	Main Main PL PL	— pos 1 XU SG	Down Bolton Down Chat Moss Up Chat Moss LOS Down Sidings	541	Main Main PL PL	— pos 1 XU SG	Down Bolton Down Chat Moss Up Chat Moss LOS Down Sidings
502	Main Main PL	— pos 1 —	Up Bolton Up Ordsall Liverpool Road Goods	542	Main Main Main PL	— pos 1 pos 2 —	Up Bolton Down Ordsall (up direction) Up Ordsall Liverpool Road Goods
503	Main Main	— pos 4	Down Bolton "Up & Down" Bolton	553	Main Main	— pos 4	Down Bolton "Up & Down" Bolton
504	Main Main	— pos 1	Up Bolton Up Slow	560	Main Main	pos 1 pos 4	"Up & Down" Bolton Down Bolton
505	Main Main PL	— pos 1 —	Down Bolton Down Atherton Up Sidings	1201	PL PL	M XU	Down Bolton Up Chat Moss LOS
506	Main Main	— pos 1	Up Bolton Up Slow	1203	PL	—	Down Sidings
(From 9/10 April to 30 April/1 May this signal will apply to movements to the Up Fast only)				1209	PL	—	Down Bolton or "Up & Down" Bolton
507	Main PL	— —	Down Bolton Up Sidings	1210 and 1212	PL	—	Down Bolton or "Up & Down" Bolton
509	PL	—	Up Bolton LOS	1219	PL PL PL	A M SG	"Arrival & Departure" Line Down Bolton Up Sidings
510	Main Main	— pos 4	Up Bolton "Up & Down" Bolton	1220	PL		Up Bolton
513	Main PL	— —	Down Bolton "Arrival & Departure" Line	1221	PL PL	R A	"Arrival & Departure" Line via run-round Along "Arrival & Departure" Line
515	Main PL	— —	Down Bolton Up Bolton LOS	1222	PL PL	M SG	Up Bolton Refuse Siding
516	Main PL	— —	Up Bolton "Arrival & Departure" Line	1224	PL	—	"Arrival & Departure" Line
540	Main	—	Down Ordsall (up direction)				



**EXPLANATION OF SIGNALLING SYMBOLS**

**SIGNAL BOX PREFIX**

WB	WINDSOR BRIDGE
DS	DEAL STREET
ES	ECCLES
WN	WALKDEN HIGH LEVEL
BN	BOLTON
LR	MANCHESTER LONDON ROAD

**MAIN RUNNING SIGNALS**

ROUTE INDICATOR → [ ] OR [ ]

- ← JUNCTION INDICATOR
- ← SECOND YELLOW ASPECT
- ← GREEN ASPECT
- ← YELLOW ASPECT
- ← RED ASPECT

ROUTE INDICATOR → [ ] ← POSITION LIGHT SIGNAL NORMALLY OUT. SHOWS TWO WHITE LIGHTS INCLINED AT 45 DEG FOR PROCEED INDICATION

**SHUNTING SIGNALS**

ROUTE INDICATOR → [ ] ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION, TWO WHITE LIGHTS INCLINED AT 45 DEG FOR PROCEED

**MISCELLANEOUS**

- ⊕ AUTOMATIC SIGNAL
- ⊗ LIMIT OF SHUNT INDICATOR
- ↗ HAND POINTS

**SPEED OF POINTS**

A :- 25 MPH  
B :- 30 MPH

WINDSOR LINK SCHEME  
STAGE 2  
SPECIAL NOTICE