

**BRITISH RAILWAYS**  
**LONDON MIDLAND REGION**  
(WESTERN DIVISION)

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**SPECIAL NOTICE**

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE, AND MUST NOT BE GIVEN TO THE PUBLIC

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIGNALLING (IN PLACE OF EXISTING SEMAPHORE SIGNALLING) ON THE UP AND DOWN FAST AND UP AND DOWN SLOW LINES BETWEEN LEVENSHULME STATION AND STOCKPORT No. 2 SIGNALBOXES.**

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**IMPORTANT :—**This notice to be acknowledged **IMMEDIATELY** on receipt to "TRAINS F.B. CREWE" using the code "DERWENT 160 G."

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BETWEEN LEVENSHULME STATION and STOCKPORT No. 2—Commencing at 6.0 p.m., on Saturday, 5th March 1955, points and signals will be disconnected and Drivers hand-signalled, as necessary, until completion of work when the existing semaphore signalling on the up and down fast and up and down slow lines between Levenshulme Station and Stockport No. 2 signal boxes will be superseded by colour light signalling, including Automatic, Semi-automatic and Intermediate Block colour light signals, as shown on the attached diagram, except that the Levenshulme Station down fast and down slow home signals and starting signals, together with the up fast and up slow distant signals, and the Stockport No. 2 box up homes 2 signals will be retained in their existing semaphore form.

Heaton Chapel Station signal box will be abolished.

Heaton Norris Nos. 1, 2 and 3 signal boxes will be replaced by a new signal box, named "Heaton Norris Junction" positioned immediately on the Manchester side of the former Heaton Norris No. 2 box. All points and signals which it is necessary to retain, formerly worked from Nos. 1, 2 and 3 signal boxes, together with the new signals as shown on the attached diagram, will be connected to and, in future, worked from the new box.

**Heaton Norris Junction box.**

The four-aspect colour light signals fixed on a gantry spanning the down fast and down slow lines at the Manchester end of Heaton Chapel Station will be controlled from Heaton Norris Junction box as the "Heaton Chapel" down fast and down slow Intermediate Block home signals, respectively.

# SIGNALLING RECORD SOCIETY

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The four-aspect colour light signals fixed on a right hand bracket positioned outside the down slow line, in rear of Crossley's Siding ground frame, will be controlled from Heaton Norris Junction box as the "Crossley's" down fast and down slow Intermediate Block home signals, respectively.

The "Heaton Chapel" and "Crossley's" down slow Intermediate Block home signals will also be controlled from Crossley's Siding ground frame.

The two-armed dwarf shunting signal reading from the down loop to down slow and down fast lines respectively will be superseded by a single armed dwarf shunting signal with route indicator as shown on the diagram attached.

A dwarf shunting signal will be provided between the down fast and down slow (Manchester) lines 230 yards on the Manchester side of the Heaton Norris Junction down homes 2 signals, reading setting back from down slow to down loop.

A dwarf shunting signal will be provided between the down fast and up fast lines, opposite the above signal, reading setting back from down fast to down loop.

The two-armed dwarf shunting signal fixed outside the up slow line immediately on the Stockport side of Bridge No. 5 will be superseded by a three-armed signal, reading :—

- Top arm ... .. To down fast.
- Second arm ... .. To down slow.
- Bottom arm ... .. To "Up and down" through siding.

A dwarf shunting signal applicable to right direction movements along the up slow line will be provided outside the up slow line immediately opposite the Manchester end of Heaton Norris station island platform. This signal will precede the main running signals in rear.

A dwarf shunting signal will be provided between the up fast and up slow lines at the trailing points in the up fast line of the through crossing from the up sidings, reading set back along the up fast line or to up sidings.

The two-armed dwarf shunting signal, fitted with yellow arms and lights, reading from the down loop, will be superseded by a two-armed dwarf shunting signal, fitted with red arms and lights, reading :—

- Top arm ... .. To up slow or up fast.
- Bottom arm ... .. To down siding.

### Stockport No. 2.

"Limit of Shunt" indicators, applicable to setting back movements on the up fast and up slow lines, will be provided 200 yards in rear of the Stockport No. 2 up home 1 signals.

The single armed dwarf shunting signal fitted with yellow arm and light, reading from the Carriage Shed Yard will be superseded by a three-armed dwarf shunting signal, fitted with red arms and lights, reading :—

- Top arm (normally off) ... To neck.
- Second arm ... .. To down slow.
- Bottom arm ... .. To down fast.

A calling-on signal, which will display an illuminated letter "C" when in the Clear position will be provided as the lowest arm on the right-hand doll of the up slow home 2 signal.

#### **Crossley's Siding ground frame.**

The ground frame release lever, formerly electrically controlled from Heaton Chapel Station box, will in future be automatically released by train occupation of track circuiting in the down slow line.

The ground frame release lever must not be replaced to normal on completion of work until the movement has been drawn clear of the siding connection with the down slow line and is ready for setting back on to the brake-van and/or vehicles left standing on that line.

**Trains must not be shut inside at this ground frame for other trains to pass.**

#### **Between Heaton Norris Junction and Jubilee Sidings boxes.**

The "Up and down" goods loop and the up goods loop between these boxes are re-named "Up and down" through siding and up through siding, respectively.

○ signs are provided on signals as indicated on the attached diagram.

Telephones are provided at certain signals enabling communication to be established with the signal box controlling such signals. Telephones at Automatic signals (H.N.A. 5, H.N.A. 7, H.N.A. 1 and H.N.A. 3) as indicated on the attached diagram, enable communication to be established with Heaton Norris Junction box.

The signals at which telephones are provided are distinguished by the provision of a "T" sign thereon. Where a ○ sign is provided at such signals a letter "T" will be superimposed on the ○ sign.

With the exception of the Stockport No. 2 up fast and up slow home 1 signals all colour-light main running signals shown on the attached diagram may be replaced to Danger before the whole of the train has passed.

The instruction appearing on page 197 of the Western Division (Crewe and North) Appendix (page 41 of Supplement No. 5) headed "Stockport—Subsidiary signals, Nos. 1 and 2 signal boxes" is cancelled.

**L. M. SAYERS,**  
**Divisional Operating Superintendent.**

Crewe,

February, 1955.

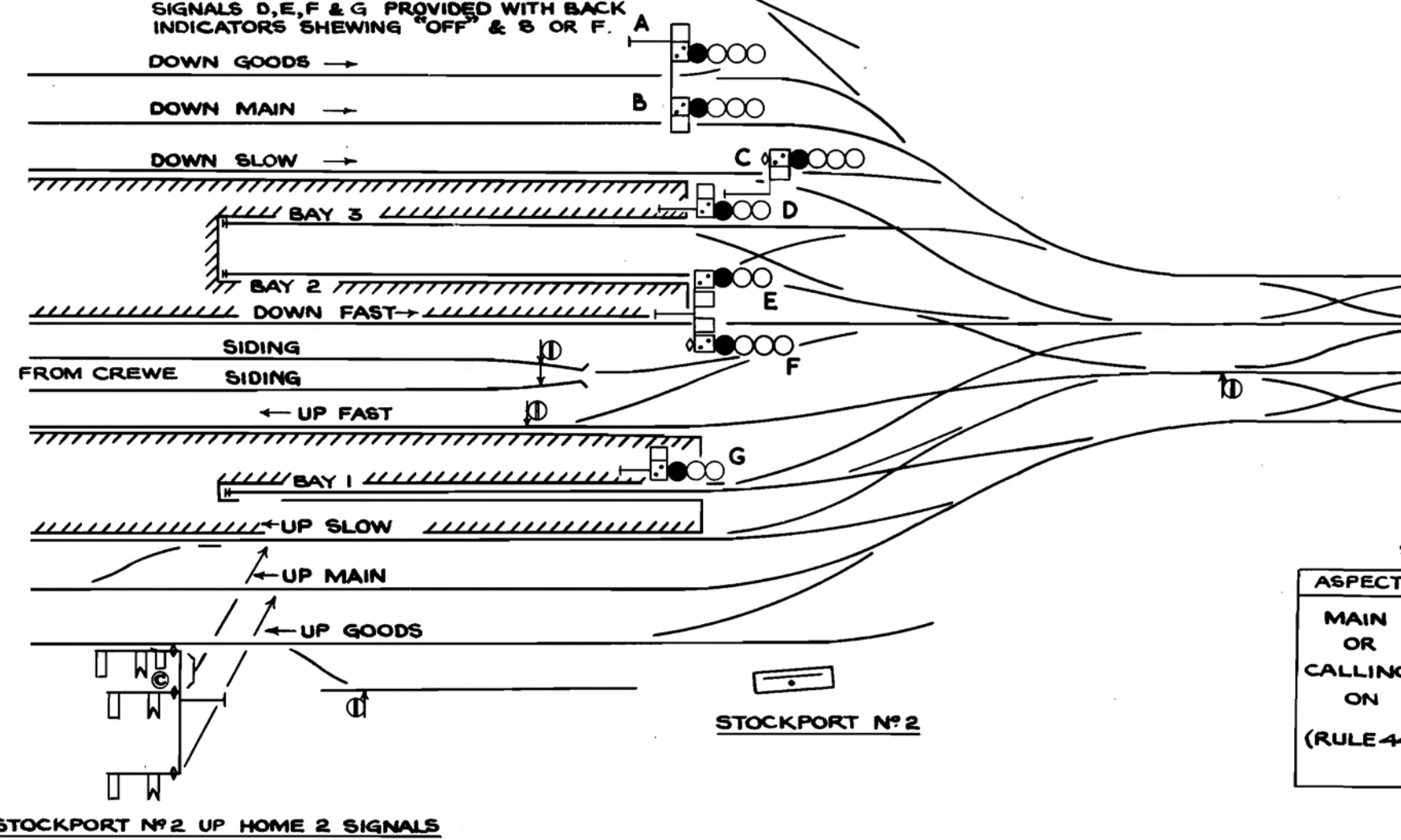
# STOCKPORT No 2 TO LEVENSHULME STATION

## INTRODUCTION OF COLOUR LIGHT SIGNALLING

### FAST & SLOW LINES

SIGNALS A, B, C, D, E, F & G.

ASPECT	ROUTE IND'N	DEST'N
MAIN OR SHUNTING (RULE 47)	S	DOWN SLOW
	F	DOWN FAST



SIGNALS H, J.

ASPECT	ROUTE IND'N	DEST'N
MAIN OR CALLING ON (RULE 44)	G	UP GOODS
	M	UP MAIN
	S	UP SLOW
	B1	BAY 1
	F	UP FAST
	B2	BAY 2
	B3	BAY 3

STOCKPORT No 2 DOWN STARTING SIGNALS

STOCKPORT No 2 UP HOME 1 SIGNALS

LIMIT OF SHUNT INDICATORS

HEATON NORRIS JUNC UP STARTING SIGNALS

SIGNAL K

ROUTE IND'N	DESTINATION
M S	MANCH'R SLOW
M F	MANCH'R FAST
B F	STALYBR'GE FAST
B S	STALYBR'GE SLOW
L.H. SMALL YELLOW	DOWN SIDING & LOOP
R.H. SMALL YELLOW	UP SIDINGS & UP & DN THROUGH SIDING

SIGNAL L

ROUTE IND'N	DEST'N
SDG	DN SDG
L	DN LOOP

SIGNAL M

ROUTE INDICATION	DEST'N
L.H. ASPECT WITHOUT JCN IND.	MANCHESTER SLOW
L.H. ASPECT WITH JCN IND. (4)	MANCHESTER FAST
R.H. ASPECT WITHOUT JCN IND.	STALYBRIDGE FAST
R.H. ASPECT WITH JCN IND. (4)	STALYBRIDGE SLOW

SIGNAL N

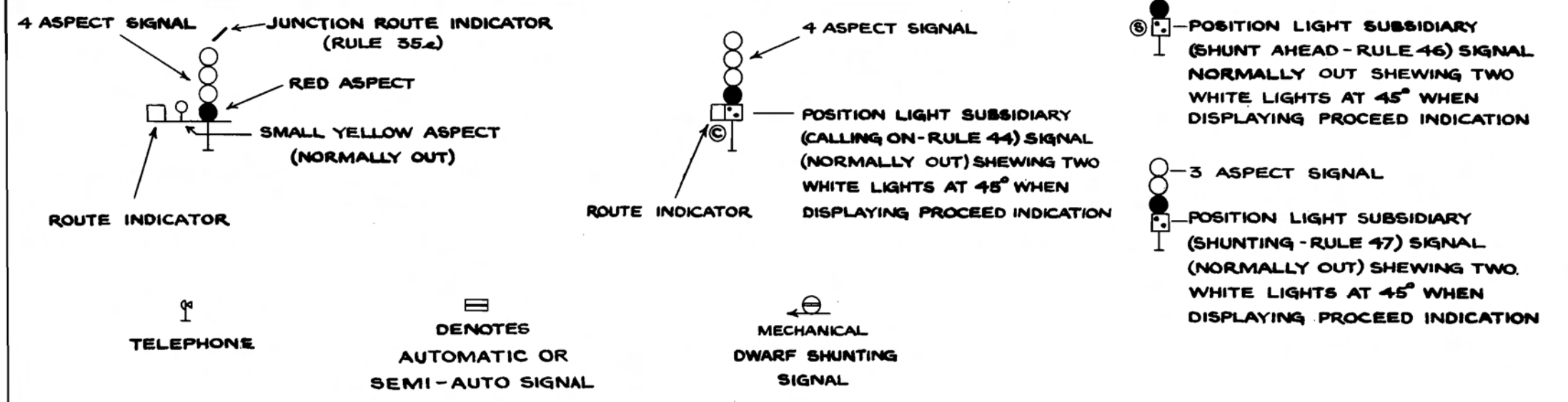
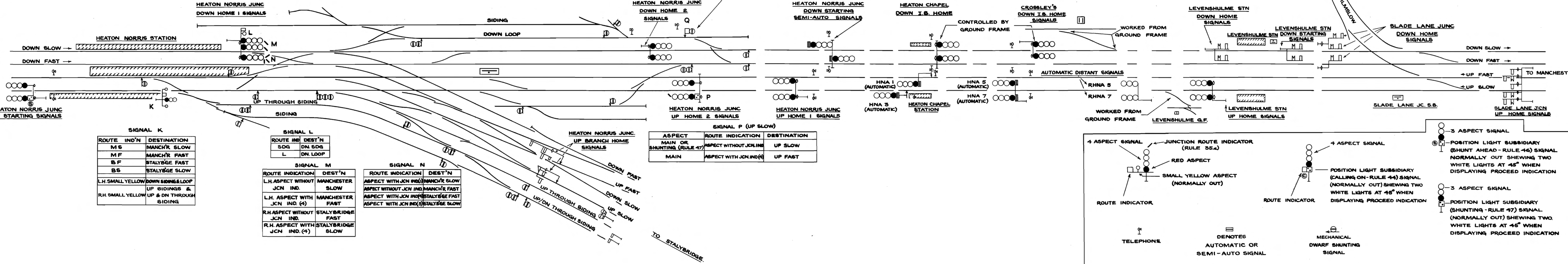
ROUTE INDICATION	DEST'N
ASPECT WITH JCN IND.	MANCH'R SLOW
ASPECT WITHOUT JCN IND.	MANCH'R FAST
ASPECT WITH JCN IND.	STALYBR'GE SLOW
ASPECT WITHOUT JCN IND.	STALYBR'GE SLOW

SIGNAL Q

ASPECT	ROUTE IND'N	DEST'N
MECHANICAL DWARF SHUNTING SIGNAL	NCK	NECK
	S	DOWN SLOW
	F	DOWN FAST

SIGNAL P (UP SLOW)

ASPECT	ROUTE INDICATION	DESTINATION
MAIN OR SHUNTING (RULE 47)	ASPECT WITHOUT JCN IND.	UP SLOW
MAIN	ASPECT WITH JCN IND. (4)	UP FAST



- 3 ASPECT SIGNAL
- POSITION LIGHT SUBSIDIARY (SHUNT AHEAD - RULE 46) SIGNAL NORMALLY OUT SHEWING TWO WHITE LIGHTS AT 45° WHEN DISPLAYING PROCEED INDICATION
- 3 ASPECT SIGNAL
- POSITION LIGHT SUBSIDIARY (SHUNTING - RULE 47) SIGNAL (NORMALLY OUT) SHEWING TWO WHITE LIGHTS AT 45° WHEN DISPLAYING PROCEED INDICATION