

BRITISH RAILWAYS
LONDON MIDLAND REGION
(WESTERN LINES)

SPECIAL NOTICE

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

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE RESIGNALLING BETWEEN WILMSLOW AND SLADE LANE JUNCTION VIA STYAL

IMPORTANT :—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS, CREWE**” using the code:—
“**DERWENT 606. G.**”

The diagram appended hereto shows the completed scheme of resignalling between Wilmslow and Slade Lane Junction via Styal. An explanation of the symbols is given on the diagram, together with the distances between the new signals and the distances between catch points and the signal next in advance of them.

Between 12.30 a.m. on Sunday, 13th July, and 6.0 a.m. on Monday, 14th July, the up and down lines between Wilmslow and Slade Lane Junction via Styal will be blocked for the removal of the existing signalling and the installation of the new signalling. On completion of this work the new signalling as shown on the attached diagram will be brought into use.

Multi-aspect colour light signalling (Rule 43) will be introduced throughout with continuous track circuiting. All signals will be worked either from Wilmslow signal box (those whose number is prefixed “**WW**” on the diagram) or from Slade Lane Junction signal box (those whose number is prefixed “**SL**” on the diagram).

The following signal boxes will be taken away :—

Styal Station.

Heald Green Station.

East Didsbury and Parrs Wood Station.

Mauldeth Road Station.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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—and the connections previously worked from them will be worked from ground frames controlled either from Wilmslow or Slade Lane Junction signal box, as shown on the diagram. Instructions for working the various ground frames will be exhibited thereat.

The ground frame, working the connection between the up and down Styal lines at Wilmslow, will be taken away and the connection worked direct from Wilmslow signal box.

Certain modifications to the standard rules in connection with this resignalling must be observed, and the attention of all concerned is directed to Section D of the Weekly Notice, in which these modifications will be published.

All colour light main running signals on the diagram may be replaced to danger before the whole of the train has passed.

When the down main to Styal distant signal for Wilmslow signal box is in the clear position, it will indicate that the line is clear to signal WW. 92.

When signal WW.88 shows a green aspect, it will indicate that the up Styal inner home and up main starting signals for Wilmslow signal box are in the clear position.

When signal SL.14 shows a yellow or green aspect, it will be acting as down fast or down slow distant signal for Longsight No. 1 signal box.

When the up slow to Styal distant signal or up fast to Styal distant signal for Slade Lane Junction signal box is in the clear position, it will indicate that the line is clear to signal SL.104.

The new signalling is designed to link up with the resignalling between Crewe and Wilmslow and Slade Lane Junction and Manchester (London Road) which will be carried out at a later date.

P. J. FISHER,
Line Traffic Officer (Operating).

Crewe,
June, 1958.

WILMSLOW TO SLADE LANE JUNC: (via STYAL)

INTRODUCTION OF COLOUR LIGHT SIGNALLING

