TLG

BR. 31146/1

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 TRANSPOSITION OF RUNNING LINES AND ALTERATIONS TO SIGNALLING BETWEEN SLADE LANE JUNCTION AND MANCHESTER (LONDON ROAD).

IMPORTANT :—This notice must be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE" using the code :— "DERWENT 950G."

The larger of the two diagrams attached to this notice shows the alterations to the permanent way and signalling consequent upon the transposition of the running lines between Slade Lane Junction and Manchester (London Road). An explanation of the symbols used is given on the diagram, and the attached schedule gives the route indications of those signals that are lettered on the diagram.

The smaller diagram attached to this notice shows the PERMANENT speed restrictions that will apply to the new junction layout at SLADE LANE. These permanent restrictions will, of course, be subject to such modifications as may be published from time to time in Sections A and D of the Weekly Notice.

From 12.30 a.m. on Saturday, 15th November, until completion of work (which is estimated to be at 4.30 a.m. on Monday, 17th November), all lines, except the ex-Eastern Region lines, between Heaton Norris Junction and Manchester (London Road), will be blocked including connections to and from the Styal line, the Ardwick Branch and the ex-Eastern Region lines, to enable the transposition of the running lines and consequential alterations to signalling to be carried out. Whilst the work is in progress certain temporary signalling arrangements will be necessary on the Styal lines to enable trains to be worked between Wilmslow and Mauldeth Road. These arrangements will be shown in Section B of the appropriate issue of the Weekly Notice.

McCorquodale, London, N.W.

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On completion of the work the order of running lines between Slade Lane Junction and Manchester (London Road), reading from West to East, will be :—

Down slow.
Up slow.
Down fast.
Up fast.

—and the permanent way layout and signalling arrangements will be as shown on the large diagram.

The principal alterations to the signalling will be as follows :—

(*a*) Heaton Chapel down fast and down slow intermediate block signals and Crossley's down fast and down slow intermediate block signals will cease to be designated intermediate block signals and will in future be controlled from Slade Lane Junction box (numbered LR.16/LR.15 and LR.18/LR.17 respectively).

(*b*) Levenshulme North Station box will be taken out of use and the up fast and up slow colour light home signals will be controlled from Slade Lane Junction box and numbered LR.23 and LR.24 respectively. The down slow and down fast semaphore home and starting signals for Levenshulme North Station box (with lower distant signals for Slade Lane Junction box) will be superseded by signals LR.21 and LR.22 controlled from Slade Lane Junction. Levenshulme Up Sidings and Crossley's frames will be electrically controlled from Slade Lane Junction box.

(*c*) A red aspect will be added to the up fast and up slow 3-aspect colour light signals for Heaton Norris Junction box (HNA.9 and HNA.11 on the diagram) thus making these signals 4-aspect colour light type.

(*d*) The semaphore home signals for Slade Lane Junction box (with lower distant signals) will be converted to colour light signals with junction indicators.

The down slow and down fast home signals (numbered LR.25 and LR.26 on the diagram) will also act as distant signals for Longsight No. 1 box and will be at a point 1,307 yards in rear of the home signals to which they apply.

(*e*) Except as mentioned in succeeding paragraphs, between Slade Lane Junction and Manchester (London Road) the signals applicable to **the down slow line will continue to apply to the down slow line;** the signals applicable to **the former down fast line will apply to the new down fast line;** the signals applicable to **the former up fast line will apply to the new up slow line;** and the signals applicable to **the former up slow line will apply to the new up fast line.**

On Longsight No. 4 down home signal gantry a 2-way theatre-type route indicator will be provided on the doll of the signal reading from down fast to down slow, and this signal (lettered S on the diagram) will, in future, read to either down slow (" S ") or down goods (" G "). The subsidiary signal below the down slow to down goods home signal on this gantry, will be taken away.

The dolls on the gantry carrying Longsight No. 4 down starting signals formerly reading from down fast to down slow and from down fast to down goods will be taken away. An additional doll will be provided on the gantry and the reading of the signals will be as follows :—

Left-hand doll	Down goods line.
Doll second from left	Down slow line.
Doll third from left	Up slow line.
Doll fourth from left	Down fast line.

The signals on the doll third from left (lettered X on the diagram) will apply only to trains passing over a section of the up slow line when proceeding from the up carriage sidings or Motive Power Depot to the down slow or down goods lines and the doll will carry a 2-way theatre-type route indicator reading to down slow (" S ") or to down goods (" G ").

The down fast to Mayfield distant signal for London Road No. 1 box bracketed to the left of the down fast home signal for Ardwick Junction box (with lower down fast distant signal for London Road No. 1 box) will be taken away.

The dolls on London Road No. 1 down home 2 signal gantry formerly reading from down fast to down slow and from down fast to Mayfield will be taken away.

The doll third from the left on the gantry carrying London Road No. 1 up home signals will be taken away and a new doll provided on the extreme right of the gantry. In future, the reading of the signals on this gantry will be as follows :—

Left-hand doll	Up East line (former up E.R. line).
Doll second from left	Up fast line.
Doll third from left	Up slow to up fast line.
Doll fourth from left	Up slow line.

The doll on the gantry carrying Ardwick Junction up home signals which formerly read from up slow to up fast will be taken away.

A 3-aspect dwarf colour light signal working in conjunction with Ardwick Junction up slow starting signal and Longsight No. 4 up slow inner distant signal will be provided between the new up slow and down fast lines opposite these signals. When a yellow aspect is displayed in the colour light signal it will indicate that the up slow semaphore starting signal is in the clear position. When a green aspect is displayed it will indicate that the up slow starting signal and the lower distant signal are in the clear position.

The doll on the gantry carrying Longsight No. 4 up home signals which formerly read from up slow to up fast will be taken away.

The doll on the gantry carrying Longsight No. 1 up home signals which formerly read from up slow to up fast will be taken away. Lower outer distant signals for the home signals (LR.35 and LR.33) for Slade Lane Junction box will be provided below the up fast and up slow home signals for Longsight No. 1 box and will be at a point 1,120 yards in rear of the home signals to which they apply. The existing up fast and up slow distant signals for Slade Lane Junction box will be renamed

inner distant signals. The up fast outer and inner distant signals when in the " clear " position will apply to the up fast line only. The up slow outer and inner distant signals will be workable for all routes from the up slow line at Slade Lane Junction box.

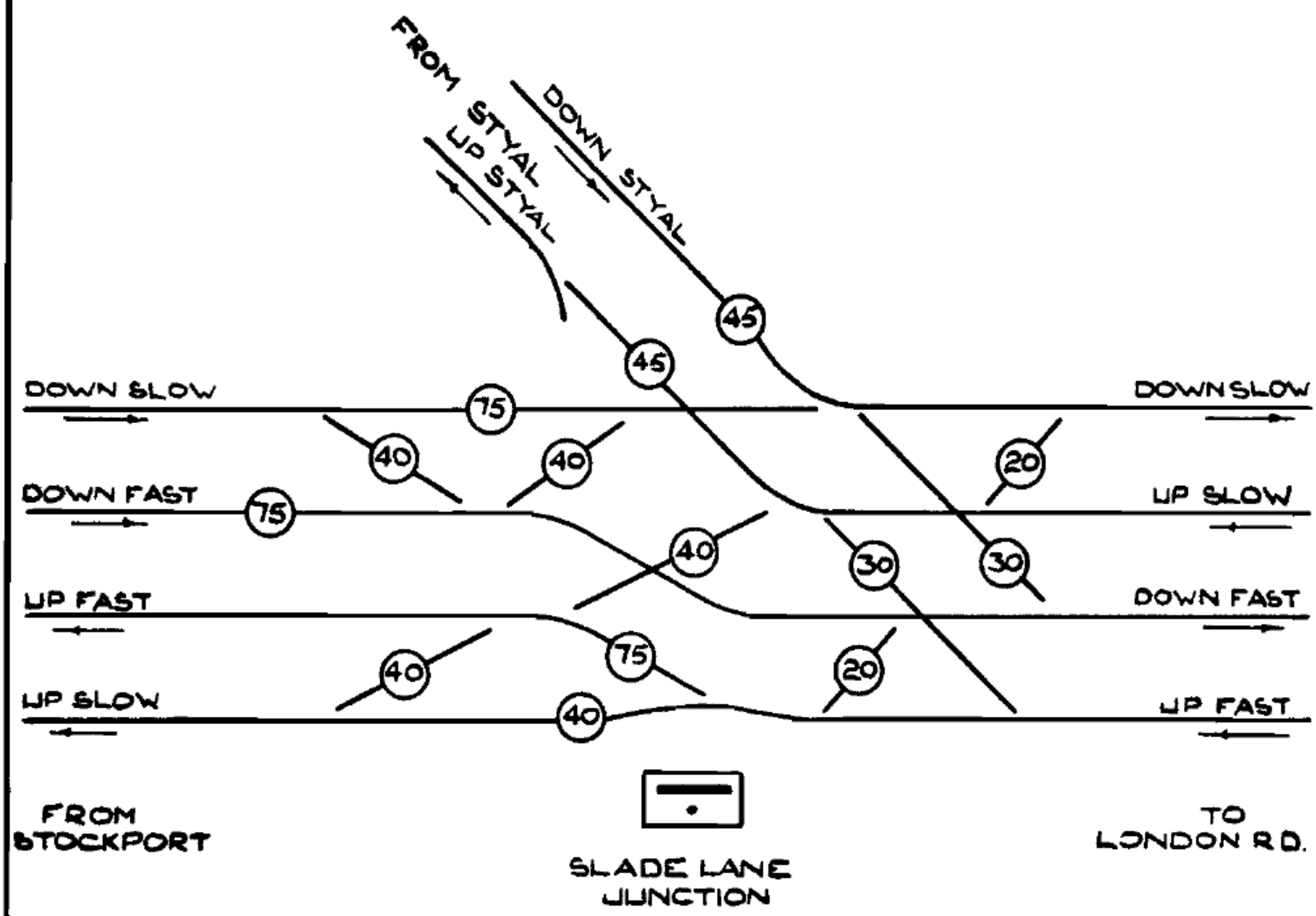
The right-hand doll on Longsight No. 1 box up goods bracket starting signal will be taken away. The remaining dolls will read :—

Left-hand doll	Up goods line to through siding.
Right-hand doll	Up goods line to up fast line.

With the exception of the signals reading from platforms 1, 2 and 3 at London Road Station and the signal working in conjunction with the up slow starting signal for Ardwick Junction box, all colour light main running signals shown on the large diagram may be replaced to danger before the whole of the train has passed.

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

Crewe,
November, 1958.



THIS DIAGRAM SHOWS THE PERMANENT SPEED RESTRICTIONS THAT WILL APPLY TO SLADE LANE JUNCTION. THESE PERMANENT RESTRICTIONS WILL OF COURSE, BE SUBJECT TO SUCH MODIFICATION AS MAY BE PUBLISHED FROM TIME TO TIME IN SECTIONS "A" AND "D" OF THE WEEKLY NOTICE.

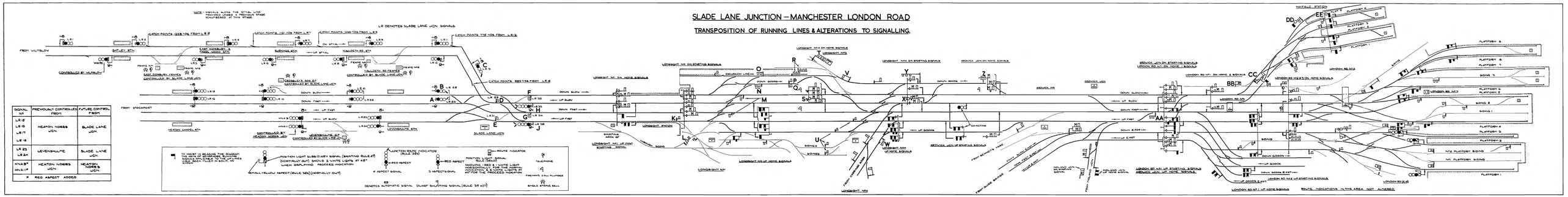
REF. ON DIAGRAM	POSITION OF ARM	ROUTE INDICATION	DESTINATION
A	—	—	DOWN FAST
	—	UCN. IND. POS. 1	DOWN SLOW
B	—	—	DOWN SLOW
	—	UCN. IND. POS. 4	DOWN FAST
C	—	—	DOWN SLOW
	—	UCN. IND. POS. 4	DOWN FAST
D	—	—	DOWN SLOW
E	—	—	DOWN FAST
F	—	—	UP STYAL OR UP FAST OR UP SLOW
G	—	—	UP FAST OR UP SLOW
H	—	—	UP FAST
	—	UCN. IND. POS. 4	UP STYAL
	—	UCN. IND. POS. 1	UP SLOW
J	—	—	UP FAST
	—	UCN. IND. POS. 4	UP STYAL
	—	UCN. IND. POS. 1	UP SLOW
K	—	—	SIDINGS
L	—	E	EXCURSION LINE
	—	G	DOWN GOODS
	—	S	DOWN SLOW
	—	F	DOWN FAST
M	—	—	THROUGH SIDING
N	TOP	—	THROUGH SIDING
	BOTTOM	—	UP FAST

REF ON DIAGRAM	POSITION OF ARM.	ROUTE INDICATION	DESTINATION
O	TOP	—	THROUGH SIDING
	BOTTOM	—	UP SLOW
P	—	—	DOWN GOODS
Q	—	—	DOWN FAST OR DOWN SLOW
R	TOP	—	DOWN GOODS
	SECOND	—	DOWN SLOW
	BOTTOM	—	DOWN FAST
S	—	G	DOWN GOODS
	—	S	DOWN SLOW
T	TOP	—	DOWN GOODS
	SECOND	—	DOWN SLOW
	THIRD	—	DOWN FAST
	BOTTOM	—	SHUNT TO DOWN GOODS
U	—	—	DOWN GOODS OR DOWN SLOW OR DOWN FAST
V	—	—	EXCURSION LINE
W	TOP	—	ENGINE SHED
	BOTTOM	—	CARRIAGE SIDINGS
X	—	G	DOWN GOODS
	—	S	DOWN SLOW
Y	TOP	—	UP FAST OR UP GOODS OR SIDING 2
	SECOND	—	UP SLOW
	THIRD	—	DOWN GOODS

REF ON DIAGRAM	POSITION OF ARM	ROUTE INDICATION	DESTINATION
Z	TOP	—	DOWN SLOW
	BOTTOM	—	DOWN FAST
AA	TOP	—	UP EAST OR UP BRANCH
	BOTTOM	—	UP GOODS OR UP FAST.
BB	—	N	SHUNTING NECK
	—	M	MAYFIELD
CC	—	5	PLATFORM 5
	—	4	PLATFORM 4
	—	3	PLATFORM 3
	—	2	PLATFORM 2
	—	1	PLATFORM 1
DD	—	S	UP SLOW
	—	F	UP FAST
EE	—	S	UP SLOW
	—	F	UP FAST

SLADE LANE JUNCTION – MANCHESTER LONDON ROAD

TRANSPOSITION OF RUNNING LINES & ALTERATIONS TO SIGNALLING.



SIGNAL No.	PREVIOUSLY CONTROLLED FROM	FUTURE CONTROL FROM
LS 15	HEATON NORRIS JCN.	SLADE LANE JCN.
LS 13		
LS 17		
LS 19		
LS 23	LEVENSHULME	SLADE LANE JCN.
LS 24		
NN 2 ST	HEATON NORRIS JCN.	HEATON NORRIS JCN.
NN 2 UP		

» RED ASPECT ADDED