

BR. 358/5 27/11.
DEC. 1959

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
SLADE LANE JUNCTION AND LONGSIGHT (STAGE I
OF INTRODUCTION OF NEW POWER SIGNAL BOX
AT MANCHESTER, LONDON ROAD)**

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS, CREWE**” using the code:—
“**DERWENT I540G.**”

The diagram, with schedule of signal route indications, which is attached to this notice shows the completion of Stage 1 of the introduction of the new power signal box at Manchester, London Road. This box will be called London Road, and until the next stage it will only control the signals and points, with the exceptions shown below, previously controlled from Slade Lane Junction and Longsight Nos. 1, 3 and 4 signal boxes. The existing signal boxes, London Road Nos. 1, 2, 3 and Station, will remain for the time being. Trains will be signalled between the new power box and Ardwick Junction box, and the existing signalling between Ardwick Junction and intermediate boxes to London Road No. 3 and Station signal boxes will remain.

The work necessary for the completion of the above-mentioned Stage 1 will be carried out between 2.0 p.m. on Saturday, 12th December, and 4.0 a.m. on Monday, 14th December. During this time points and signals worked from Slade Lane Junction and Longsight Nos. 1, 3 and 4 signal boxes will be disconnected and Drivers will be handsignalled as necessary. 1959

Slade Lane Junction and Longsight No. 4 signal boxes will be taken away; Longsight No. 1 signal box will remain but will control only the “up and down” goods line and sidings; and Longsight No. 3 signal box will remain as a shunting frame released from the new power signal box at London Road.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The existing running signals controlled by Longsight Nos. 1, 3 and 4 signal boxes will be taken away and replaced by multiple-aspect colour light signalling (Rule 43), with continuous track circuiting, which will be controlled by the new power signal box at London Road. This signalling will link up with the multiple-aspect colour light signalling formerly controlled from Slade Lane Junction signal box.

The control of all signals, points and ground frame releases formerly worked from Slade Lane Junction signal box will be transferred to the new power signal box at London Road.

The down junction signals at Slade Lane (Nos. LR.13, LR.25 and LR.26 on the diagram) will be converted from three-aspect to four-aspect signals.

The semaphore up fast and up slow outer distant signals for Longsight No. 4 signal box formerly carried below the up fast and up slow home signals for Ardwick Junction signal box will be superseded by two 3-aspect colour light units in the same position, as shown on the diagram. They will act as up fast and up slow distant signals for London Road power box. When single yellow aspects are shown, the line will be clear to signals LR.97 (up fast) and LR.96 (up slow) respectively; when they show double yellow aspects, the line will be clear to signals LR.58 (up fast) and LR.57 (up slow) respectively. The normal position or aspect of the semaphore stop signals above these colour light units will be "stop" or "red." When this position or aspect is being shown, there will be no lights in the colour light units. When proceed indications are displayed by the semaphore arms, no lights will be shown in the spectacles of those arms.

When it is required to make a movement past shunting signal LR.39 to the up fast line, trainmen must satisfy themselves that no conflicting movement is about to be made in the sidings before pressing the plunger shown on the diagram.

The modification of the standard rules applicable to the Slade Lane Junction/Wilmslow via Styal line shown on pages 2 and 3 of the Supplementary Operating Instructions dated 1st November, 1958, will apply to the area controlled by the new power signal box at London Road.

Longsight—Drivers brought to a stand at signal LR.74 at the outlet from the Carriage Shed and signal LT.47 on the "up and down" goods line must use the telephone immediately. The telephone at signal LR.75 is for drivers to inform the signalman at London Road of engines requiring to leave the shed. The plunger provided is for the purpose of indicating to the signalman at London Road that shunting movements are required to be made which will not pass signal LR.77.

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

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

Crewe,
December, 1959.



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**INTRODUCTION OF COLOUR LIGHT SIGNALLING
BETWEEN SLADE LANE JUNCTION AND LONGSIGHT
SCHEDULE REFERRING TO ATTACHED SIGNALLING PLAN**

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE
	LR37	MAIN			UP SLOW
	LR38	MAIN			UP FAST
	LR41	MAIN			DOWN SLOW
		MAIN		POS ^N 1	DOWN GOODS
		MAIN		POS ^N 2	EXCURSION LINE
		SUB			DOWN SLOW
		SUB+C		POS ^N 1	DOWN GOODS
		SUB+C		POS ^N 2	EXCURSION LINE
	LR42	MAIN			DOWN FAST
		MAIN		POS ^N 1	DOWN SLOW
		MAIN		POS ^N 2	DOWN GOODS
		MAIN		POS ^N 3	EXCURSION LINE
		SUB			DOWN FAST
		SUB+C		POS ^N 2	DOWN GOODS
		SUB+C		POS ^N 3	EXCURSION LINE
	LR55	MAIN	S		UP SLOW
		MAIN	F		UP FAST
		SUB	NCK		NECK
		SUB	SDG.		SIDINGS
	LR57	MAIN			UP SLOW
		MAIN		POS ^N 1	UP FAST
		SUB			UP SLOW
		SUB	SDG		SIDINGS
	LR58	MAIN			UP FAST
		SUB			UP FAST
		SUB	SDG.		SIDINGS

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^s	JUNCTION IND ^s	ROUTE
	LR 61	MAIN	S		DOWN SLOW
		MAIN	F		DOWN FAST
		MAIN	G		DOWN GOODS
		SUB	S		DOWN SLOW
		SUB	F		DOWN FAST
		SUB+C	G		DOWN GOODS
	LR 62	MAIN	S		DOWN SLOW
		MAIN	F		DOWN FAST
		MAIN	G		DOWN GOODS
		SUB	S		DOWN SLOW
		SUB	F		DOWN FAST
		SUB+C	G		DOWN GOODS
	LR 63	MAIN			DOWN SLOW
		MAIN		POS ^N 1	DOWN GOODS
		MAIN		POS ^N 4	DOWN FAST
		SUB			DOWN SLOW
		SUB		POS ^N 4	DOWN FAST
		SUB+C		POS ^N 1	DOWN GOODS
	LR 64	MAIN			DOWN FAST
		MAIN		POS ^N 1	DOWN SLOW
		MAIN		POS ^N 2	DOWN GOODS
		SUB			DOWN FAST
		SUB		POS ^N 1	DOWN SLOW
		SUB+C		POS ^N 2	DOWN GOODS
	LR 74	MAIN	DG		DOWN GOODS
		MAIN	S		DOWN SLOW
		MAIN	F		DOWN FAST
		SUB	S		DOWN SLOW
		SUB	F		DOWN FAST
		SUB	UG		UP GOODS
		SUB+C	DG		DOWN GOODS
	LR 75	MAIN	DG		DOWN GOODS
		MAIN	S		DOWN SLOW
		MAIN	F		DOWN FAST
		SUB			SIGNAL LR 77
		SUB	S		DOWN SLOW
		SUB	F		DOWN FAST
		SUB	UG		UP GOODS
SUB+C	DG		DOWN GOODS		

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND?	JUNCTION IND?	ROUTE
	LR 81	MAIN			DOWN GOODS
		SUB			DOWN GOODS
		SUB+C			DOWN GOODS
	LR 88	MAIN			UP & DOWN GOODS
		SUB	SDG.		SIDINGS
		SUB	SHD.		CARRIAGE SHED
		SUB	MPD.		MOTIVE POWER DEPOT
		SUB+C			UP & DOWN GOODS
	LR 96	MAIN			UP SLOW
		MAIN		POS ^N 1	UP FAST
		MAIN		POS ^N 2	UP & DOWN GOODS
		SUB			UP SLOW
		SUB		POS ^N 1	UP FAST
		SUB	SDG.		SIDINGS
		SUB	SHD.		CARRIAGE SHED
		SUB	MPD.		MOTIVE POWER DEPOT
		SUB+C		POS ^N 2	UP & DOWN GOODS
	LR 97	MAIN			UP FAST
		MAIN		POS ^N 1	UP & DOWN GOODS
		SUB			UP FAST
		SUB	SDG.		SIDINGS
		SUB	SHD.		CARRIAGE SHED
		SUB	MPD.		MOTIVE POWER DEPOT
		SUB+C		POS ^N 1	UP & DOWN GOODS

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE
 OR 	LR 38	SHUNT	SIDING
	LR 43	SHUNT	ALONG UP FAST (SIG. LR 45)
		SHUNT	SIDINGS
	LR 45	SHUNT	EXCURSION LINE
		SHUNT	DOWN GOODS
		SHUNT	DOWN SLOW
		SHUNT	DOWN FAST
		SHUNT	UP + DOWN GOODS
		SHUNT	SIDINGS
	LR 47	SHUNT	EXCURSION LINE
		SHUNT	DOWN GOODS
		SHUNT	DOWN SLOW
	LR 48	SHUNT	EXCURSION LINE
	LR 53	SHUNT	UP FAST
		SHUNT	SIDINGS
	LR 54	SHUNT	UP SLOW
		SHUNT	UP FAST
		SHUNT	SIDINGS
	LR 56	SHUNT	UP SLOW
		SHUNT	UP FAST
		SHUNT	SIDINGS
	LR 65a OR LR 65b	SHUNT	DOWN GOODS
		SHUNT	DOWN SLOW
		SHUNT	DOWN FAST
	LR 69	SHUNT	SIDINGS
		SHUNT	EXCURSION LINE
		SHUNT	DOWN GOODS
	LR 71	SHUNT	SIDINGS
		SHUNT	EXCURSION LINE
		SHUNT	DOWN GOODS
	LR 72	SHUNT	DOWN GOODS
		SHUNT	DOWN SLOW
		SHUNT	DOWN FAST
LR 76	SHUNT	CARRIAGE SHED	
	SHUNT	MOTIVE POWER DEPOT	
LR 77	SHUNT	UP GOODS (SIG. LR 87)	

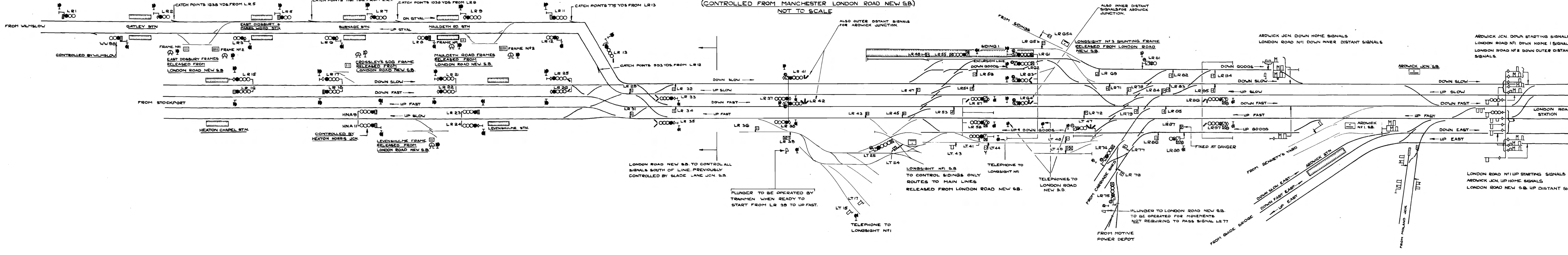
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	ROUTE
E	LR 78	SHUNT		DOWN GOODS
		SHUNT		DOWN SLOW
		SHUNT		ALONG UP SLOW(SIG.LR84)
	LR 79	SHUNT		SIDINGS(LONGSIGHT N°3)
		SHUNT		EXCURSION LINE
		SHUNT		DOWN GOODS
		SHUNT		UP FAST
		SHUNT		UP+DOWN GOODS
		SHUNT		SIDINGS(LONGSIGHT N°1)
	LR 82	SHUNT		ALONG DN.GOODS(SIG.LR69)
		SHUNT		UP SLOW
		SHUNT		UP FAST
		SHUNT		UP+DOWN GOODS
		SHUNT		SIDINGS
	LR 83	SHUNT		ALONG DN.SLOW(SIG.LR71)
		SHUNT		UP SLOW
		SHUNT		UP FAST
		SHUNT		UP+DN.GOODS
		SHUNT		SIDINGS
	LR 84	SHUNT		DOWN GOODS
		SHUNT		DOWN SLOW
	LR 85	SHUNT		ALONG DN.FAST(SIG. LR 79)
		SHUNT		SIGNAL LR 76
	LR 86	SHUNT		UP+DN.GOODS
		SHUNT		SIDINGS
		SHUNT		SIGNAL LR 76
	LR 87	SHUNT		(FIXED AT DANGER)
	LR 94	SHUNT		ALONG DN.GOODS(SIG.LR82)
		SHUNT		SIGNAL LR 76
	LR 95	SHUNT		ALONG DNSLOW(SIG.LR83)
SHUNT			SIGNAL LR 76	
EX	LR 39	SHUNT	'F'	UP FAST
		SHUNT	'NCK'	NECK

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND ^s	JUNCTION IND ^s	ROUTE
	LT 25	MAIN	E		EXCURSION LINE
		MAIN	DG		DOWN GOODS
		MAIN	S		DOWN SLOW
		MAIN	F		DOWN FAST
		MAIN	UG		UP + DOWN GOODS
		SUB+C	E		EXCURSION LINE
		SUB+C	DG		DOWN GOODS
		SUB+C	UG		UP + DOWN GOODS
	LT 41	MAIN			UP FAST
		SUB	SDG.		SIDINGS
	LT 47	MAIN		POS ^N 1	DOWN FAST
		MAIN		POS ^N 2	DOWN SLOW
		MAIN		POS ^N 3	DOWN GOODS
		SUB			UP GOODS
		SUB		POS ^N 1	DOWN FAST
		SUB		POS ^N 2	DOWN SLOW
		SUB+C		POS ^N 3	DOWN GOODS
	LT 49	SHUNT			DOWN GOODS
		SHUNT			DOWN SLOW
		SHUNT			DOWN FAST
		SHUNT			UP GOODS
		SHUNT	'NCK'		NECK
	LT 24	SHUNT			UP FAST
		SHUNT			NECK
	LT 48	SHUNT			DOWN GOODS
		SHUNT			DOWN SLOW
		SHUNT			DOWN FAST
		SHUNT			UP GOODS
		SHUNT			UP FAST
	LT 44	SHUNT			UP FAST
		CAUTION			ALONG SIDING

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN SLADE LANE JUNCTION AND LONGSIGHT

(CONTROLLED FROM MANCHESTER LONDON ROAD NEW S.B.)

NOT TO SCALE



SIGNAL PLATE PREFIXES

L.R. - LONDON ROAD W.W. - WILMSLOW
H.N.A. - HEATON NORRIS JCN. L.T. - LONGSIGHT N^o 1.

SIGNAL NUMBERING ON PLAN CORRESPONDS WITH PLATED NUMBERING OF SIGNALS ON SITE

EXPLANATION OF SIGNAL INDICATIONS MAIN RUNNING SIGNALS

- ➔ JUNCTION INDICATOR (RULE 35c)
- ➔ ASPECT SIGNAL
- ➔ RED ASPECT
- ➔ POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN ILLUMINATED LETTER 'C' (CALLING ON: RULE 44) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING: RULE 47)
- ➔ ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.

POSITION LIGHT SHUNTING SIGNAL (RULE 47)

- ☐ SHOWING 1 RED + 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION
- ☐ SHOWING 1 YELLOW + 1 WHITE LIGHT HORIZONTALLY FOR CAUTION INDICATION
- ☐ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.
- ☐ SHOWING 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.
- ☐ TELEPHONE
- ☐ DENOTES AUTOMATIC SIGNAL
- ☐ FIREMAN'S PLUNGER
- ☐ SINGLE STROKE BELL

SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS.