

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

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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 RESIGNALLING BETWEEN  
CREWE—NORTH JUNCTION/SALOP GOODS JUNCTION  
—AND CHEADLE HULME.**

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**IMPORTANT:—**This notice to be acknowledged **IMMEDIATELY** on receipt to **“TRAINS, CREWE”** using the code:—**“DERWENT 525G.”**

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The diagram attached to this notice shows the completed scheme of resignalling between Crewe—North Junction/Salop Goods Junction—and Cheadle Hulme. An explanation of the symbols used is given on the diagram, and the signal route indications are shown on the accompanying schedule.

Multiple-aspect colour light signalling (Rule 43) will be introduced throughout with continuous track circuiting. Apart from the four signals mentioned below, the new signalling will be controlled from two new power boxes located at Sandbach and Wilmslow and from the existing box at Cheadle Hulme. On the diagram those signals worked from the new Sandbach box are prefixed SH, those worked from the new Wilmslow box WW, and those worked from Cheadle Hulme box CH. The under-mentioned new signals will also be provided as shown on the diagram:—

**Up Main Line**

Crewe North Junction up home 1. (The existing up main home 1 signal for Crewe North Junction will be renamed up main home 2.)

**Up Independent line.**

Salop Goods Junction up home 1 and up home 2.

**Down Independent line.**

Salop Goods Junction down starting signal. (The existing semaphore starting signal in rear of the new signal will be taken away.)

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The modifications to the standard rules shown on pages 2 and 3 of the Supplementary Operating Instructions relative to the section of line between Slade Lane Junction and Wilmslow will also apply to the area controlled by Sandbach and Wilmslow new boxes, except between Sandbach and Middlewich, and between Sandbach and Elton Crossing.

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

The resignalling shown on the diagram will be brought into use in two stages, as shown below. The precise boundary point between the two stages is indicated on the diagram.

### **STAGE 1. CREWE—NORTH JUNCTION/SALOP GOODS JUNCTION —TO GOOSTREY inclusive.**

This stage will be commenced at 2.0 p.m. on Friday, 5th June, and is estimated will be completed by 4.0 a.m. on Monday, 8th June.

The following existing signal boxes will be abolished:—

Sydney Bridge.  
Rookery Bridge.  
Sandbach Station.  
Holmes Chapel Station.  
Goostrey No. 2 (remains as local frame),

and the new signalling will be controlled from the new Sandbach power box located on the up side of the line on the Manchester side of Sandbach Station.

The layout and function of the lines between Sandbach and Middlewich will be altered as shown on the diagram. Electric token block working between Sandbach and Middlewich will be withdrawn and the single line between Middlewich and the convergence of the "up and down" branch and up branch lines will be worked by track circuit block. In case of failure of the equipment a pilotman will be appointed to work trains over this section in each direction.

The main line connections at the following places will be operated by local frames electrically released from the new Sandbach box, and instructions for working these frames will be exhibited at them:—

Sydney Bridge (Controls only crossover road between up and down fast lines)  
Rookery Bridge.  
Holmes Chapel.  
Goostrey No. 2.  
Goostrey Station.

*NOTE: Sydney Bridge and Goostrey Station frames will not be staffed.*

**Detailed instructions regarding the method of working during the period of the changeover will be given in the appropriate issue of the Weekly Notice.**

### **STAGE 2. CHELFORD**

With the exception of certain signals into use on 22nd June, details of which will be given in the Weekly Notice, this stage will be commenced on 22nd June. Completion is estimated will be completed by 4.0 a.m. on Monday, 8th June.

The following existing signal boxes will be abolished:

Chelford Loop.  
Chelford Station.  
Chelford Sidings (remains as local frame)  
Alderley Edge.  
Wilmslow Station.  
Handforth Sidings (remains as local frame)

and the new signalling will be controlled from the new Chelford Station between the down main line and the up main line at Chelford Station.

The main line connections at the following places will be operated by local frames electrically released from the new Wilmslow box, and instructions for working these frames will be exhibited at them:—

Chelford Station (the connection between the up and down lines will be operated directly from the new Chelford Station)  
Chelford Sidings.  
Alderley Edge (only controls the up and down sidings).  
Handforth Sidings (controls interlocking with the up and down sidings).

*NOTE:—Alderley Edge frame will not be staffed.*

**Detailed instructions regarding the method of working during the period of the changeover will be given in the appropriate issue of the Weekly Notice.**

Crewe,  
May, 1959.



shown on pages 2 and 3 of the Supplement. The section of line between Slade Lane and the area controlled by Sandbach and Sandbach and Middlewich, and between

the diagram may be replaced to danger

will be brought into use in two stages, between the two stages is indicated on

### **DOWN/SALOP GOODS JUNCTION** inclusive.

on Friday, 5th June, and is estimated to be completed by 4.0 a.m. Monday, 29th June.

to be abolished:—

(same),

the new Sandbach power box located on the side of Sandbach Station.

between Sandbach and Middlewich will be worked in token block working between Sandbach and Middlewich and the single line between Middlewich and the up and up branch lines will be worked by token equipment a pilotman will be appointed to work on.

the following places will be operated by local power boxes, and instructions for working during the changeover road between up and down fast

will not be staffed.

The method of working during the changeover period will be given in the appropriate issue of the Weekly Notice.

### **STAGE 2. CHELFORD TO CHEADLE HULME**

With the exception of certain signals at Cheadle Hulme which will be brought into use on 22nd June, details of which will be given in the appropriate issue of the Weekly Notice, this stage will be commenced at 2.0 p.m. on Friday, 26th June, and is estimated will be completed by 4.0 a.m. Monday, 29th June.

The following existing signal boxes will be abolished:—

- Chelford Loop.
- Chelford Station.
- Chelford Sidings (remains as local frame).
- Alderley Edge.
- Wilmslow Station.
- Handforth Sidings (remains as local frame),

and the new signalling will be controlled from the new Wilmslow power box located between the down main line and the up Styal line at the Crewe end of Wilmslow Station.

The main line connections at the following places will be operated by local frames electrically released from the new Wilmslow box, and instructions for working these frames will be exhibited at them:—

- Chelford Station (the connection down goods loop to down main can also be operated direct from Wilmslow box).
- Chelford Sidings.
- Alderley Edge (only controls trailing connection from up main line to sidings).
- Handforth Sidings (controls internal movements only).

*NOTE:—Alderley Edge frame will not be staffed.*

**Detailed instructions regarding the method of working during the period of the changeover will be given in the appropriate issue of the Weekly Notice.**

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

Crewe,  
May, 1959.



**SANDBACH - WILMSLOW - CHEADLE HULME.  
INTRODUCTION OF COLOUR-LIGHT SIGNALLING.  
SCHEDULE REFERRING TO ATTACHED SIGNALLING PLAN.**

**SANDBACH.**

1.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDEX	ROUTE
	SH 22	MAIN	-NIL-	UP BRANCH
		MAIN	POSN 4	UP & DN. BRANCH
	SH 33	MAIN	-NIL-	UP & DN. BRANCH
		MAIN	POSN 4	DN. MAIN.
	SH 73	MAIN	-NIL-	UP MAIN.
		MAIN	POSN 4	UP INDEPENDENT.
	SH 34	MAIN	-NIL-	DN. MAIN
		MAIN	POSN 1	UP & DN. BRANCH
	SH 52	MAIN	-NIL-	DN. MAIN.
		MAIN	POSN 1.	UP & DN. PLATM
	SH 72	MAIN	-NIL-	UP INDEPENDENT
		MAIN	POSN 1	UP MAIN.
	SH 74	MAIN	-NIL-	DN. SLOW.
		MAIN	POSN 4	DN. FAST.
	SH 75	MAIN	-NIL-	DN. FAST
		MAIN	POSN 1	DN. SLOW
	SH 48	MAIN	—	UP SLOW
		SUB	—	UP SLOW
	SH 44	MAIN	-NIL-	UP FAST.
		MAIN	POSN 1	UP BRANCH
		MAIN	POSN 4	UP SLOW
		SUB & C	POSN 1	UP BRANCH
	SH 28	MAIN	—	UP & DN. BRANCH
		SHUNT	—	TO NECK
	SH 42	MAIN	—	UP & DN. GOODS
		SUB & C	—	UP & DN. GOODS.



# SANDBACH

2.

SIGNAL PROFILE	SIGNAL No	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE.	
	SH5	MAIN	---	---	UPMAIN	
		SUB	"SDG"	---	TO SIDING (CONTROLLED BY GOOSTREY No2 S.F.)	
	SH24	MAIN	---	---	UP & DN. BRANCH	
		SUB	"SDG"	---	TO SIDING	
	SH26	MAIN	---	-NIL-	UP & DN. PLATM	
		MAIN	---	POS 4	UP & DN. GOODS	
		MAIN	---	POS 1	UP MAIN.	
		SUB	"SDG"	---	---	SIDINGS 1/2/3/4.
		SUB & C	---	POS 4	---	UP & DN. GOODS
	SH17	MAIN	---	-NIL-	UP MAIN	
		MAIN	---	POS 4	UP & DN. PLATM	
		MAIN	---	POS 5	UP & DN. GOODS	
		SUB	"SDG"	---	---	SIDING 1.
		SUB & C	---	POS 5	---	UP & DN. GOODS
	SH25	MAIN	---	-NIL-	---	UP MAIN
		MAIN	---	POS 4	---	UP & DN. PLATM
		MAIN	---	POS 5	---	UP & DN. GOODS
		SUB	"SDG"	---	---	SIDINGS 1/2/3/4.
		SUB & C	---	POS 5	---	UP & DN. GOODS
	SH51	MAIN	---	-NIL-	---	UP & DN. GOODS
		MAIN	---	POS 4	---	UP & DN. PLATM
		MAIN	---	POS 5	---	DN. MAIN
		SUB	"SDG"	---	---	SIDING 1
		SUB & C	---	NIL	---	UP & DN. GOODS.
	SH32	MAIN	---	NIL	UP & DN. GOODS	
		MAIN	---	POS 4	UP & DN. BRANCH	
		MAIN	---	POS 5	DN. MAIN	
		SUB & C	---	NIL	---	UP & DN. GOODS.



SANDBACH & CHELFORD ST <sup>N</sup> S.F.				3
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDE	ROUTE
E	SH 23	SHUNT	---	UP & DN. BRANCH
	SH 27	SHUNT	---	UP & DN. GOODS
		SHUNT	---	SIDINGS 1/2/3/4.
	SH 37	SHUNT	---	SIDINGS
	SH 41	SHUNT	---	UP & DN. GOODS
SH 45	SHUNT	---	UP BRANCH	
E	SH 18	SHUNT	"UM"	UP MAIN.
		SHUNT	"P"	UP & DN. PLAT <sup>M</sup>
	SH 29	SHUNT	"G"	UP & DN. GOODS
		SHUNT	"B"	UP & DN. BRANCH
	SH 31	SHUNT	"G"	UP & DN. GOODS.
		SHUNT	"DM"	DN. MAIN.
		SHUNT	"B"	UP & DN. BRANCH
	SH 35	SHUNT	"DM"	DN MAIN
		SHUNT	"SDG"	SIDINGS.
	SH 36	SHUNT	"UM"	UP MAIN.
		SHUNT	"SDG"	SIDINGS.
	SH 46	SHUNT	"UM"	UP MAIN
		SHUNT	"SDG"	SIDINGS
	SH 49	SHUNT	"UM"	UP MAIN
SHUNT		"P"	UP & DN. PLAT <sup>M</sup>	
SHUNT		"G"	UP & DN. GOODS	
SHUNT		"SDG"	SIDING 1	
E	CD 5	SHUNT	---	UP MAIN
E	CD 1	SHUNT	"SDG"	SIDING
		SHUNT	"DM"	ALONG DN. MAIN
		SHUNT	"UM"	UP MAIN
	CD 7	SHUNT	"SDG"	SIDING
		SHUNT	"DM"	DN. MAIN.
		SHUNT	"UM"	ALONG UP MAIN
	CD 14	SHUNT	"SDG"	SIDING
		SHUNT	"DG"	DN. GOODS LOOP.
	SHUNT	SHUNT	"UM"	UP MAIN
		SHUNT	"DM"	DN. MAIN.
CD 16	SHUNT	"UM"	ALONG UP MAIN	
	SHUNT	"UM"	ALONG UP MAIN	
E Y	CD 3	NORMAL	---	NECK
		SHUNT	---	DN. MAIN
	CD 18	NORMAL	---	NECK
		SHUNT	---	DN. MAIN.



WILMSLOW				4
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IN DS	ROUTE
	WW42	MAIN	-NIL-	DN. MAIN
		MAIN	POSN 1	DN. STYAL
		SMALL YELLOW	---	DN GOODS LOOP
	WW41	MAIN	-NIL-	UP. MAIN
		MAIN	POSN 4	DN. PLATM
		SMALL YELLOW	---	UP LOOP
	WW3	MAIN	-NIL-	DN. MAIN
		MAIN	POSN 1	DN. GOODS LOOP
		SUB&C	POSN 1.	DN. GOODS LOOP
	WW13	MAIN	-NIL-	UP MAIN
		MAIN	POSN 1	UP GOODS LOOP
		SUB&C	POSN 1	UP GOODS LOOP
	WW25	SHUNT	---	SIDING
	WW26	SHUNT	---	DN. MAIN
		SHUNT	---	UP MAIN
	WW34	SHUNT	---	DN MAIN
		SHUNT	---	UP MAIN
	WW45	SHUNT	---	UP SIDINGS 1/2
	WW49	SHUNT	---	ALONG SIDING
	WW63	SHUNT	---	UP MAIN
		SHUNT	---	RECEP
	WW72	SHUNT	---	DN. MAIN
	WW73	SHUNT	---	UP MAIN
		SHUNT	---	RECEP
		SHUNT	---	SIDINGS
	WW81	SHUNT	---	DN STYAL
		SHUNT	---	UP STYAL
WW82	SHUNT	---	DN STYAL	

CONTROLLED BY WILMSLOW  
CONTROLLED BY HANDPORTH





WILMSLOW & HANDFORTH S <sup>DS</sup> S.F. 5.				
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDS	ROUTE
	WW16	MAIN	---	UP MAIN
		SUB	"SDG"	SIDINGS <small>CONTROLLED BY CHELFORD SDCS</small>
	WW27	MAIN	---	UP MAIN
		SUB	-NIL-	UP MAIN
		SUB	"SDG"	UP SIDING
	WW29	MAIN	---	UP MAIN
		SUB	"DL"	DN. LOOP
		SUB	-NIL-	UP MAIN
	WW31	SUB	"SDG"	UP SIDINGS
		MAIN	---	DN. MAIN
		SUB	"SDG"	DN. SIDINGS 1/2/3
	WW33	SUB	-NIL-	DN. MAIN
		SUB	"SDG"	DN. SIDINGS 1/2/3
		MAIN	---	UP MAIN
	WW53	SUB	-NIL-	UP MAIN
SUB		"SDG"	UP SIDING	
MAIN		---	DN. MAIN	
WW62	SUB	"SDG"	RECEP	
	MAIN	---	UP MAIN	
WW74	SUB	"SDG"	RECEP	
	MAIN	---	UP MAIN	
WW84	SUB	-NIL-	UP MAIN	
	SUB	"SDG"	DN. SIDING	
	MAIN	"S"	DN. STYAL	
	WW43	MAIN	"M"	DN. MAIN
		SUB	"S"	DN. STYAL
		SUB	"M"	DN. MAIN
		MAIN	---	DN. MAIN
	WW23	MAIN	---	DN. MAIN
		SMALL YELLOW	---	DN. LOOP
	WW65	MAIN	---	UP MAIN
	WW71/ HS 27	MAIN	---	DN. MAIN. <small>CONTROLLED BY WILMSLOW</small>
		SHUNT	---	NECK <small>CONTROLLED BY HANDFORTH</small>

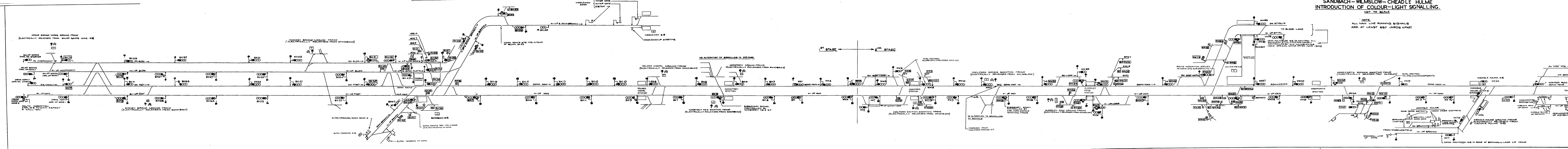


WILMSLOW & CHEADLE HULME S.B. HANDFORTH SDGS. S.F. 6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	ROUTE
	WW24	SHUNT	-NIL-	DN. MAIN
		SHUNT	-NIL-	UP MAIN
		SHUNT	"SDG"	SIDING
	WW { 37 36 37	SHUNT	"DM "	DN. MAIN
		SHUNT	"UM "	UP MAIN
	WW44	SHUNT	"US "	UP STYAL
		SHUNT	"UM "	UP MAIN
		SHUNT	"SDG"	UP SIDINGS 1/2
	WW46	SHUNT	-NIL-	UP MAIN
		SHUNT	"NCK"	NECK
	WW47	SHUNT	-NIL-	UP MAIN
		SHUNT	"NCK "	NECK.
	WW48	SHUNT	"DM"	DN MAIN
		SHUNT	"UM "	UP MAIN
		SHUNT	"SDG"	SIDINGS
	WW51	SHUNT	-NIL-	UP MAIN
		SHUNT	"SDG"	ALONG SIDING
	WW52	SHUNT	"DM "	DN. MAIN
		SHUNT	"UM "	UP MAIN
		SHUNT	"SDG"	SIDINGS
	WW54	SHUNT	"DGL"	DN. GOODS LOOP
		SHUNT	"UM "	UP MAIN
		SHUNT	"SDG"	UP SIDING
WW79	SHUNT	"SDG"	ALONG SIDING	
	SHUNT	-NIL-	UP STYAL	
WW83	SHUNT	"SDG"	DN. SIDING <small>DIRECT OR VIA UP STYAL</small>	
	SHUNT	"DGL"	DN. GOODS LOOP	
	SHUNT	"US "	UP STYAL.	
	CH2/5	MAIN	-NIL-	UP MAIN
		MAIN	JUNC INDR. POSN1	UP BRANCH
	HS15/HS16	MAIN	---	DN. MAIN
		SHUNT	---	NECK

**SANDBACH - WILMSLOW - HEADLE HULME**  
**INTRODUCTION OF COLOUR-LIGHT SIGNALLING.**  
 NOT TO SCALE

**NOTE.**  
 ALL MAIN LINE RUNNING SIGNALS  
 ARE AT LEAST 650 YARDS APART.



**SIGNAL PLATE PREFIXES**  
 SH - SANDBACH      WW - WILMSLOW  
 CH - HEADLE HULME  
 CO - CHELFORD STATION SHUNTING FRAME.  
 HS - HANDFORTH SIDINGS SHUNTING FRAME.

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

**EXPLANATION OF SIGNAL INDICATIONS**

**MAIN LINE RUNNING SIGNALS**  
 ○ SMALL YELLOW ASPECT (NORMALLY OUT)  
 ○ WITH 2 WHITE LIGHTS AT 45° FOR PROCEED INDICATION  
 ○ WITH 1 YELLOW & 1 WHITE LIGHT HORIZONTAL FOR NORMAL INDICATION  
 ○ WITH ROUTE INDICATOR

**POSITION LIGHT SHUNTING SIGNALS (RULE 47)**  
 □ SHOWING RED & WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION  
 □ SHOWING 1 YELLOW & 1 WHITE LIGHT HORIZONTAL FOR NORMAL INDICATION  
 □ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR

○ SINGLE STROKE BELL  
 ○ TELEPHONE  
 □ DENOTES AUTOMATIC SIGNAL  
 □ BANNER REPEATING SIGNAL

**SEE ATTACHED SCHEDULE FOR DETAIL OF SIGNALS. THE NUMBERS OF WHICH ARE ENCLOSED EXAMPLE AS THUS - [SH17]**