BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 999 G.

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 STAFFORD No. 5, NORTON BRIDGE JUNCTION AND MADELEY, AND AT SWYNNERTON JUNCTION

IMPORTANT :—This notice to be acknowledged IMMEDIATELY on receipt to "TRAINS CREWE" using the code :— "ARNO 999 G".

The diagram, with schedule of signal route indications, which is attached to this notice shows the second stage of the resignalling of the line between Crewe and Stafford and will link up with the existing colour light signalling between Whitmore and Crewe.

The work will commence at 10.0 p.m. on Saturday, 7th October, and is due to be completed by 12.0 midnight on Sunday, 8th October.

During this period, points and signals worked by the signalboxes concerned will be disconnected as required and Drivers will be handsignalled as necessary. Fuller details of the working during this period will be found in Section "B" of the appropriate Weekly Notice.

On completion of the work, the permanent way layout and signalling will be as shown on the diagram, and the following notes are intended to supplement the information given thereon.

The existing running signals, controlled by Great Bridgeford, Norton Bridge Junction, Badnall Wharf, Standon Bridge and Stableford will be taken away and replaced by multiple-aspect colour light signalling (Rule 43) with continuous track circuiting controlled from a new signalbox at Norton Bridge Junction.

Certain signalling alterations will also take place at Stafford No. 5, Whitmore, and Swynnerton Junction, details of which are given below.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Stafford No. 5

The down slow starting and up and down fast and slow I.B. signals between this box and Great Bridgeford will be taken away and replaced by automatic signals connected by telephone to Norton Bridge Junction in the case of the down fast and slow lines and to Stafford No. 5 in the case of the up fast and slow lines. The lines will be continuously track circuited and Rule 43 will apply.

Stafford No. 5 up fast and slow home signals (protecting the double junctions and the junction from Wellington and reading through Stafford Station) will be renamed home 2 signals and the readings will be unchanged.

New up fast and slow home 1 signals will be provided as shown on the diagram.

In future the first signals on the down fast and slow lines after leaving Stafford Station will be NB159/160 automatic signals connected by telephone to Norton Bridge Junction.

Great Bridgeford

The signalbox will be abolished. The down sidings and the slow line crossover will be taken away and the crossing from the up slow to up fast will be worked from Norton Bridge Junction.

Norton Bridge Junction

The existing signalbox will be abolished and a new signalbox will be brought into use adjacent thereto.

The Waterbridge ground frame will be abolished and the up Stoke siding and Waterbridge siding will be converted to up and down goods loops respectively as shown on the diagram.

The trailing crossovers between the up and down slow lines and the up and down Stoke lines will be worked by ground frames, electrically released from the new signalbox.

Badnall Wharf

The signalbox will be converted to a shunting frame and will only be opened by permission of the Signalman at Norton Bridge Junction.

The semi-automatic signals protecting the connections at Badnall Wharf will be controlled by the shunting frame.

The connections to and from the " up and down " Reception Siding and Reception Sidings will be worked from the shunting frame.

The siding signals will be controlled by the shunting frame and will continue to read as follows :—

Tall siding signal at exit from Reception Sidings.	Top arm	—	to neck
	Middle arm	—	to up fast
	Bottom arm	—	to up slow
Tall siding signal at exit from South end of " up and down " Reception Siding.	Top arm	—	to neck
	Middle arm	—	to up fast
	Bottom arm	—	to up slow
Tall siding signal at exit from North end of " up and down " Reception Siding.	Top arm	—	to down slow
	Bottom arm	—	to neck
Dwarf shunting signal reading from the South neck of the " up and down " Reception Siding.	Along " up and down " Reception Siding or to Reception Sidings.		

Standon Bridge

The signalbox will be abolished and the slow line crossover with slip connection to sidings and the trailing connection from down slow to sidings will be worked by ground frame electrically released from Norton Bridge Junction.

Stableford

The signalbox will be abolished.

Whitmore

The signalbox will be abolished. The colour light up fast and slow home 1 signals will be converted to semi-automatic signals NB.105/106 connected by telephone to Norton Bridge Junction.

All other existing running signals will be taken away and replaced by automatic and semi-automatic signals connected by telephone to Norton Bridge Junction, as shown on the diagram, and Rule 43 will apply.

The dwarf shunting signal reading from the down siding will be taken away. The slow line crossover with slip connection to siding and the trailing connection from down slow to siding will be worked by ground frame electrically released from Norton Bridge Junction.

The fast line crossover will be worked by ground frame electrically released from Norton Bridge Junction.

Swynnerton Junction

A new colour light up home signal will be provided.

Norton Bridge down Stoke starting signal (NB1) will also act as distant signal for Swynnerton Junction, 1,378 yards from Swynnerton Junction down Stoke home signal.

The Absolute Block Regulations will continue to apply on the up and down Stoke lines between Swynnerton Junction and Norton Bridge Junction.

General

Telephones will be provided at all the new colour light signals on the up and down fast and slow lines and at the signals on the up and down Stoke lines and the up and down goods loops controlled by Norton Bridge Junction.

The modifications of certain standard Rules applicable to the section of line between Whitmore and Basford Hall Junction, as published in Section " D " of the Weekly Notice, will also apply on the up and down fast and slow lines between Whitmore and Stafford No. 5.

Crewe,

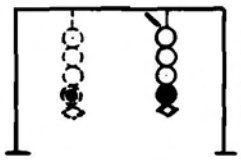
October, 1961.

J. Royston,

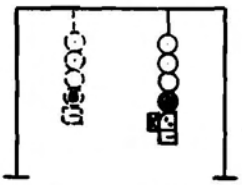
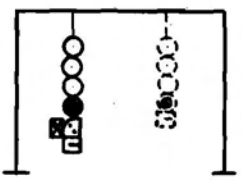
Line Traffic Manager.

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN STAFFORD No.5, NORTON BRIDGE JCN. & MADELEY.
SCHEDULE OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY ASPECTS

MADELEY (MY)

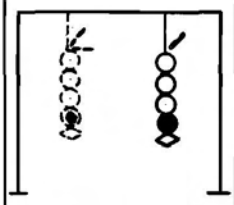
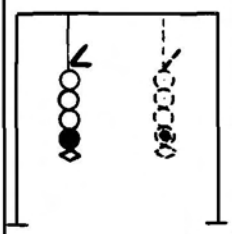
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND CTR	JUNCTION IND CTR.	ROUTE
	MY33	MAIN	—	—	UP SLOW
		MAIN	—	POSN 1.	UP FAST

NORTON BRIDGE (NB)

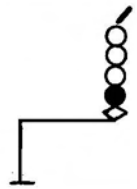
	NB134	MAIN	—	—	UP SLOW
		SUB*	SDG.	—	UP & DOWN RECEPTION SIDING
	NB140	MAIN	—	—	DOWN SLOW
		SUB*	SDG.	—	UP & DN. REC. SIDING OR RECEPTION SIDINGS
	NB9	MAIN	—	—	DOWN STOKE MAIN
		MAIN	—	POSN 1.	DOWN GOODS LOOP
		SUB & 'C'	—	POSN 1.	DOWN GOODS LOOP
	NB2	MAIN	—	—	UP STOKE MAIN
		MAIN	—	POSN 1.	UP GOODS LOOP
		SUB & 'C'	—	POSN 1.	UP GOODS LOOP

* WORKED BY BADNALL WHARF SHUNTING FRAME

NORTON BRIDGE (NB) CONTINUED.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND CTR	JUNCTION IND CTR.	ROUTE
	NB5	MAIN	—	—	UP FAST
		MAIN	—	POSN 4.	'UP & DOWN' RECESS LINE
	NB10	MAIN	—	—	UP FAST
		MAIN	—	POSN 4.	UP SLOW
	NB15	MAIN	—	—	DOWN FAST
		MAIN	—	POSN 4.	'UP & DOWN' RECESS LINE
	NB16	MAIN	—	—	DOWN SLOW
		MAIN	—	POSN 4.	DOWN FAST
		MAIN	—	POSN 5.	'UP & DOWN' RECESS LINE
	NB18	MAIN	—	—	UP SLOW
		MAIN	—	POSN 1.	UP FAST
	NB4	MAIN	F	—	UP FAST
		MAIN	R	—	'UP & DOWN' RECESS LINE

SWYNNERTON JCN. (SJ)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{CTR}	JUNCTION INDICATOR	ROUTE
	SJ19	MAIN	—	—	UP STOKE MAIN
		MAIN	—	POSN 4	UP BRANCH TO COLDMEECE

STAFFORD No.5 - NORTON BRIDGE JCN - MADELEY

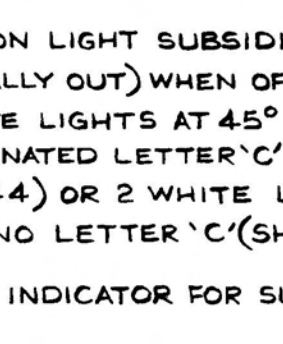
INTRODUCTION OF COLOUR LIGHT SIGNALLING (NOT TO SCALE)

SIGNAL PLATE PREFIXES

MY - MADELEY NB - NORTON BRIDGE
SJ - SWYNNERTON JCN.
SD5 - STAFFORD No. 5.

SIGNAL NUMBERING ON PLAN CORRESPONDS TO PLATED NUMBERING OF SIGNALS.

EXPLANATION OF SIGNAL INDICATIONS.



SINGLE STROKE BELL

TELEPHONE

AUTOMATIC SIGNAL.

BANNER REPEATING SIGNAL

SEMI-AUTOMATIC SIGNAL