BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 555G

This notice must be kept strictly private and must not be given to the public.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN WOLVERTON No. 2 AND CHEDDINGTON, BETWEEN SWANBOURNE SIDINGS, BLETCHLEY AND FENNY STRATFORD AND BETWEEN LEIGHTON BUZZARD No. 2 AND GROVEBURY CROSSING

IMPORTANT:—This notice is to be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE," using code:—"ARNO 555G."

The diagrams, with schedule of signal route indications, which are attached to this notice show the resignalling of the line at Bletchley Station and its approaches consequent on the bringing into use of a new Power Signal Box to be named "Bletchley" located adjacent to the Oxford Bay Line at Bletchley Station. This work will link up in the north with Rugby Signal Box and in the south with Watford Signal Box.

Except where shown below the distances between distant and home signals leading to and from the resignalled area are shown on the accompanying diagrams.

The work will be carried out in two stages as follows and during these stages, points and signals worked from the signal boxes concerned will be disconnected and drivers handsignalled as necessary. Further details of the working during these stages will be found in sections B and C of the appropriate Weekly Notice:—

STAGE 1. FROM WOLVERTON No. 2 TO STOKE HAMMOND UP LINES, AND FROM LEIGHTON BUZZARD No. 2 (CHELMSCOTE INTERMEDIATE BLOCK HOME SIGNALS) TO WOLVERTON No. 2 DOWN LINES. ALSO THE UP AND DOWN LINES TO SWANBOURNE AND FENNY STRATFORD 10 00 SATURDAY, 26th JUNE, 1965, UNTIL 05 30 MONDAY, 28th JUNE, 1965.

The existing running signals controlled by Wolverton No. 2, Wolverton No. 1, Denbigh Hall, Bletchley No. 5, Bletchley No. 2, Bletchley No. 1 and Fletton's Sidings, will be taken away and replaced by multiple aspect signalling controlled from Bletchley Signal Box. Certain signalling alterations will also take place at Wolverton No. 2, Fenny Stratford, Swanbourne Sidings, Stoke Hammond and Leighton Buzzard No. 2 (see Stage 1 and Stage 1 Link Up Plan attached to this notice).

SIGNALLING RECORD SOCIETY

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WOLVERTON No. 2

All the existing running signals will be taken away and replaced by multiple aspect signals except the colour light signals plated BY, north of this signal box the control of which will be transferred to Bletchley Signal Box. All the telephones at the signals plated BY will be connected to Bletchley Signal Box. Two aspect colour light signals BY175 and BY176 at present acting as Wolverton No. 2 Up Fast and Up Slow Home Signals respectively, will become automatic four aspect colour light signals supervised by Bletchley Signal Box. Wolverton No. 3 (Fast Lines) Ground Frame will be renamed Wolverton No. 3 Ground Frame and the control of the frame will be transferred to Bletchley Signal Box.

This signal box will become Wolverton North Shunting Frame and will control the adjacent crossover between the Slow Lines and the Newport Pagnall Branch.

Banner repeating signals will be provided approximately 280 yards in rear of Signals BY42 and BY43.

WOLVERTON No. 1

This signal box will be renamed Wolverton South Shunting Frame and will control the Carriage Sidings, Goods Yard and the Traffic sidings and connections between the Slow Lines opposite the shunting frame. An "off" indicator will be provided on the Up Slow Line in advance of Signal BY168 to indicate the position of the disc signal leading from the Up Slow Line to Sidings Nos. 1, 2 and 3.

DENBIGH HALL

The control of the crossover between the Slow Lines north of this signal box worked from a ground frame named "Denbigh Hall Ground Frame," will be transferred from this signal box to Bletchley Signal Box.

BLETCHLEY No. 5

The control of Cambridge Sidings Ground Frame will be transferred from this signal box to Fenny Stratford Signal Box.

BLETCHLEY

To avoid confusion between the Main Lines and the Flyover Lines the latter lines have been split A—A and B—B each side of the main lines on the diagram attached to this notice.

The control of Lambs Sidings Ground Frame will be transferred from Bletchley No. 1 Signal Box to Bletchley Signal Box.

FENNY STRATFORD

All the existing signals on the Bletchley side of Fenny Stratford Station will be taken away and replaced by multiple aspect signals. Signal BY22 will also act as Down Cambridge Flyover Distant Signal 1,892 yards in rear of the Down Cambridge Flyover Home Signal FS4 and Signal BY25 will also act as the Down Cambridge Distant Signal, 768 yards in rear of the Down Cambridge Home Signal FS2. Signal FS17 will also act at Bletchley Up Cambridge and Up Cambridge Flyover Distant Signal 955 yards in rear of Signal BY26 and 1,326 yards in rear of Signal BY24.

FLETTON'S SIDINGS

The crossover between the Oxford Lines will be worked from a new ground frame named Fletton's Sidings Ground Frame electrically released from Bletchley Signal Box. A banner repeating signal will be provided 170 yards in rear of the Up Oxford Line Signal BY16.

STOKE HAMMOND

This signal box will cease to control the Down Fast and Down Slow Lines and all the running signals on these lines will be replaced by multiple aspect signals supervised by Bletchley Signal Box. When a green aspect is exhibited at Chelmscote Down Intermediate Block Home Signals L67 Down Fast and L59 Down Slow (controlled from Leighton Buzzard No. 2) the line will be clear to signals BY9 and BY146 respectively.

The Up Fast and Up Slow Distant Signals will be taken away and three-aspect automatic Signals BY147 and BY148 will also act as Up Fast and Up Slow Distant Signals respectively.

For further details of the signalling during this stage, see the Link Up Plan to Stage 1 attached to this notice.

STAGE 2. BETWEEN STOKE HAMMOND AND CHEDDINGTON AND BETWEEN LEIGHTON BUZZARD AND GROVEBURY CROSSING 22 00 SATURDAY, 3rd JULY, UNTIL 05 30 MONDAY, 5th JULY.

The existing running signals controlled by Stoke Hammond, Leighton Buzzard No. 2 and Leighton Buzzard No. 1, will be taken away and replaced by multiple aspect signalling controlled from Bletchley Signal Box, see Stage 2 Diagram attached to this notice. Certain signalling alterations will also take place at Cheddington and Wing Crossing.

STOKE HAMMOND

This signal box and running signals will be taken away and the three-aspect automatic signals BY147 and BY148 will become four-aspect signals under this stage.

LEIGHTON BUZZARD No. 2

This signal box will be converted into a shunting frame controlling the Up and Down Branch, the crossover between the Slow Lines and the connections in the Slow Lines leading to the sidings. The crossover between the Up and Down Branch Lines and the connection from Down Branch to Down Siding will be worked from a new ground frame named Leighton No. 3 Ground Frame, electrically released from this shunting frame. A banner repeating signal will be provided 260 yards in rear of Up Fast Line Signal BY3.

WING CROSSING

The Leighton Buzzard Shunting Frame Branch Starting Signal will also be controlled from this crossing.

LEIGHTON BUZZARD No. 1

A new ground frame named Leighton No. 2 will be provided to work the connection Up Slow to siding at the London end of the Station and will be electrically released from Bletchley Signal Box. The crossover road between the Fast Lines at the London end of the station will be controlled from a new ground frame named Leighton No. 1 Ground Frame, which will be electrically released from Bletchley Signal Box.

CHEDDINGTON

This signal box will be taken away together with all running signals north of the signal box and replaced with multiple aspect signalling. Three-aspect signals CN63 and CN62 (Down Fast) and CN59 and CN58 (Down Slow) will become four-aspect signals, BY107 and BY109 and BY108 and BY110 respectively. The crossover between the Slow Lines will be worked from a new ground frame named " Cheddington Ground Frame " and will be electrically released from Bletchley Signal Box.

GENERAL

All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The signal box references shown against semaphore and disc signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided on all the new multiple aspect signals capable of showing a red aspect.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

The A.W.S. track equipment for the existing running signals will be taken away during each stage of the work and A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals on the main passenger running lines only.

The following signals will also be fitted:—

STAGE 1

FS17, BY12, BY16, BY21 and BY26.

STAGE 2

LN58 (159 yards in rear) and LN59.

CATCH OR TRAP POINTS

Catch or trap points will be provided as shown below:—

Signal	Yards in rear of signal	Yards in advance of signal
BY13		400 and 640
BY14 and BY15		640
BY22	530	
BY24	1120	
BY30	645	
FS4		255
BY37		55
BY81	495	

RULES AND REGULATIONS

Track Circuit Block working will be in operation throughout on the up and down fast, slow and flyover lines after the completion of each stage, except that the Dunstable Branch will continue to be worked as at present.

Crewe,
June, 1965.

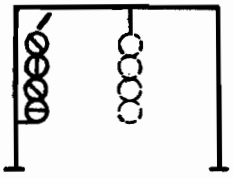
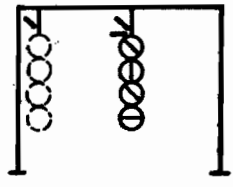
J. ROYSTON,
Line Manager.

McCORQUODALE, LONDON, N.W.

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN WOLVERTON No2 AND CHEDDINGTON

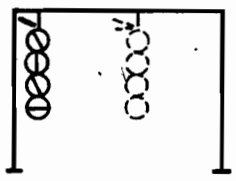
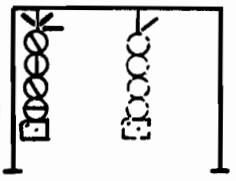
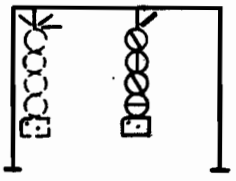
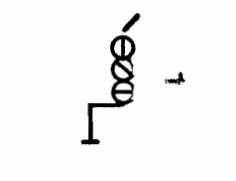
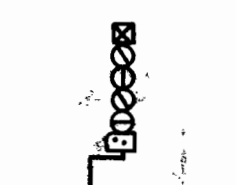
SCHEDULE OF RUNNING SIGNALS READING TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY SIGNALS

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.R	JUNCTION IND.R	ROUTE
	BY 1	MAIN		—	DN. FAST
				POS.N. 4	DN. SLOW
	BY 4	MAIN		—	UP SLOW
				POS.N. 4	UP FAST
	BY 6	MAIN		POS.N. 1	DN. FAST
				—	DN. SLOW
		SUB*		—	DN. SLOW
	BY 7	MAIN		POS.N. 2	DN. BRANCH
				POS.N. 1	UP SLOW
				—	UP FAST

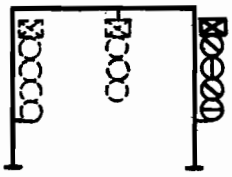
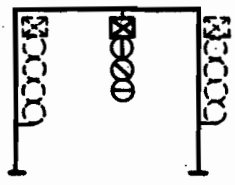
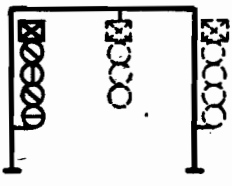
* CONTROLLED BY LEIGHTON BUZZARD S.F.

BLETCHLEY (BY)

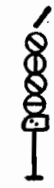
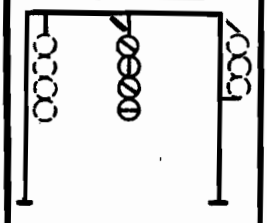
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^R	JUNCTION IND^R	ROUTE
	BY 8	MAIN		*POS^N 1	DN. BRANCH
				—	UP SLOW
	BY 10	MAIN		POS^N 1	CHORD LINE
				—	DN. FAST
				POS^N 4	DN. SLOW
				POS^N 5	DN. CAMBRIDGE
		SUB		POS^N 5	DN. CAMBRIDGE
	BY 11	MAIN		—	DN. SLOW
				POS^N 4	DN. CAMBRIDGE
		SUB		POS^N 4	DN. CAMBRIDGE
	BY 12	MAIN		—	DN. FLYOVER
				POS^N 4	UP OXFORD
	BY 16	MAIN	B	—	OXFORD BAY
		SUB	B	—	OXFORD BAY
		MAIN	F	—	DN. FAST
			S	—	DN. SLOW
		MAIN	C	—	DN. CAMBRIDGE
		SUB	C	—	DN. CAMBRIDGE

* CONTROLLED BY LEIGHTON BUZZARD S.F.

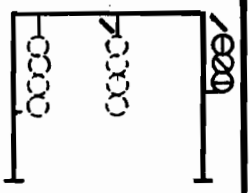
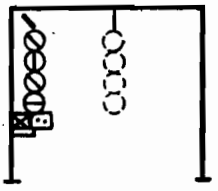
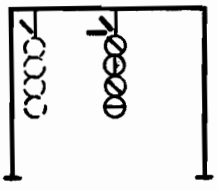
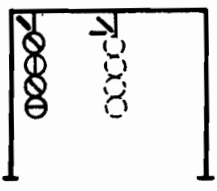
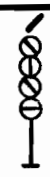
BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^R	JUNCTION IND^R	ROUTE
	BY 17	MAIN			DN. OXFORD
		SUB	XUO	——	UP OXFORD
			SDG	——	CARR. SIDING
	BY 18	MAIN			UP FAST
				POS^N 4	DN. OXFORD
	BY 19	MAIN			UP SLOW
			F	——	UP FAST
			O	——	DN. OXFORD
	BY 20	MAIN	S	——	UP SLOW
			F	——	UP FAST
			O	——	DN. OXFORD
	BY 21	MAIN	S	——	UP SLOW
			F	——	UP FAST
			O	——	DN. OXFORD
	BY 22	MAIN		POS^N 1	DN. FLYOVER
				——	DN. CAMBRIDGE FLYOVER

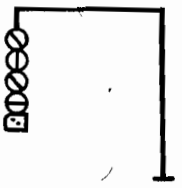
BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^R	JUNCTION IND^R	ROUTE
	BY25	SUB	CAR	—	CARR. SIDINGS
			GS	—	GDS. SIDINGS
			CBS	—	CAMB. SIDINGS
		MAIN		—	DN. CAMBRIDGE
	BY26	MAIN			
				—	UP CAMBRIDGE
				POS^N 4	DN. CAMBRIDGE
		SUB		POS^N 4	DN. CAMBRIDGE
	BY27	SUB	F	—	DN. FAST
			MID	—	MID. SIDINGS
		MAIN		—	DN. SLOW
				POS^N 4	DN. GOODS
		SUB		POS^N 4	DN. GOODS
			CAR	—	CARR. SIDINGS
			GS	—	GDS. SIDINGS
	BY30	MAIN		—	DN. GOODS
		SUB	NCK	—	SHUNTING NECK
	BY31	SUB	NCK	—	SHUNTING NECK
		MAIN		—	DN. FLYOVER
		SUB	FO	—	DN. FLYOVER
	BY33	MAIN		POS^N 1	DN. FAST
				—	DN. SLOW

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}	JUNCTION IND^{R}	ROUTE
	BY 34	MAIN		POS^{N} 1	DN. FAST
				——	DN. SLOW
	BY 36	SUB	ARR	——	UP ARRIVAL
			GS	——	GDS. SIDINGS
			CAR	——	CARR. SIDINGS
				POS^{N} 1	UP GOODS
		MAIN		POS^{N} 1	UP GOODS
				——	UP SLOW
	BY 37	MAIN		POS^{N} 1	DN. FAST
				——	DN. SLOW
	BY 38	MAIN		POS^{N} 2	UP FLYOVER
				POS^{N} 1	UP SLOW
				——	UP FAST
	BY 39	MAIN		POS^{N} 1	UP FLYOVER
				——	UP SLOW
	BY 40	MAIN		——	DN. FAST
				POS^{N} 4	DN. SLOW

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}	JUNCTION IND^{R}	ROUTE
	BY 41	MAIN		—	DN. SLOW
		SUB *		—	DN. SLOW
	BY 43	MAIN		—	UP SLOW
		SUB *1		—	UP SLOW
		MAIN		POS^{N} 4	UP FAST

* CONTROLLED BY WOLVERTON SOUTH

*1 CONTROLLED BY WOLVERTON NORTH

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{N}.	ROUTE
	BY51	SHUNT	B	OXFORD BAY
		SHUNT		DN. FAST.
		SHUNT	UF	SET BACK UP FAST
		SHUNT		DN. SLOW
		SHUNT	US	SET BACK UP SLOW
		SHUNT		DN. CAMBRIDGE
		SHUNT	UC	SET BACK UP CAMBRIDGE
	BY52	SHUNT		DN SLOW
		SHUNT		SET BACK UP SLOW
	BY53	SHUNT		DN. FAST
		SHUNT	UF	SET BACK UP FAST
		SHUNT		DN. SLOW
		SHUNT	US	SET BACK UP SLOW
		SHUNT		DN. CAMBRIDGE
		SHUNT	UC	SET BACK UP CAMBRIDGE
	BY54	SHUNT		OXFORD BAY
		SHUNT		DN FAST
	BY55	SHUNT		OXFORD BAY
		SHUNT		DN. FAST
	BY56	SHUNT	US	SET BACK UP SLOW
		SHUNT		DN. CAMBRIDGE
		SHUNT	UC	SET BACK UP CAMBRIDGE
		SHUNT	SDG	FIELD SDGS
	BY57	SHUNT	NCK	NECK
		SHUNT		UP SLOW
	BY58	SHUNT	UC	SET BACK UP CAMBRIDGE
		SHUNT	SDG	FIELD SDGS
	BY59	SHUNT		UP FAST
		SHUNT		DN. OXFORD
		SHUNT	XUO	SET BACK UP OXFORD L.O.S.
		SHUNT	SDG	CARR. SIDINGS

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}.	ROUTE
	BY60	SHUNT		UP SLOW
		SHUNT		UP FAST
		SHUNT		DN OXFORD
	BY61	SHUNT		FIELD SDGS
		SHUNT		UP FAST
		SHUNT		DN OXFORD
	BY62	SHUNT		CARR. SIDINGS
		SHUNT		GDS. SIDINGS
		SHUNT		CAMB. SIDINGS.
		SHUNT		DN. CAMBRIDGE
		SHUNT		TOP YARD
	BY63	SHUNT		GDS. SIDINGS
		SHUNT		TOP YARD
	BY64	SHUNT		UP CAMBRIDGE
		SHUNT		DN. CAMBRIDGE
	BY65	SHUNT		CAMB. SIDINGS
		SHUNT		DN. CAMBRIDGE
		SHUNT		TOP YARD
	BY66	SHUNT		CAMB. SIDINGS.
	BY67	SHUNT		FIELD SDGS 2-5
		SHUNT		FIELD SDG. 1.
		SHUNT		UP CAMBRIDGE
	BY68	SHUNT		FIELD SDGS. 2-5
		SHUNT		UP CAMBRIDGE
		SHUNT		DN. CAMBRIDGE
		SHUNT	NCK	NECK
	BY69	SHUNT	F	DN. FAST.
		SHUNT	MID	MIDDLE SIDING
		SHUNT		DN SLOW
		SHUNT	CAR	CARR SIDINGS
		SHUNT	GS	GDS. SIDINGS

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}	ROUTE
	BY70	SHUNT		DN. FAST.
		SHUNT	MID	MIDDLE SIDING
	BY71	SHUNT		UP SLOW
		SHUNT	DS	SET BACK DN SLOW
	BY72	SHUNT		UP SLOW
		SHUNT	DS	SET BACK DN. SLOW
		SHUNT		UP FAST
	BY73	SHUNT		UP CAMBRIDGE
		SHUNT		DN. CAMBRIDGE
		SHUNT	NCK	NECK
		SHUNT		UP SLOW
	BY74	SHUNT		FIELD SDG 1
		SHUNT		UP CAMBRIDGE
		SHUNT		DN. CAMBRIDGE
		SHUNT	NCK	NECK
		SHUNT		UP SLOW
	BY75	SHUNT		DN. FAST
	BY76	SHUNT		UP SLOW
		SHUNT	DS	SET BACK DN SLOW
		SHUNT		UP FAST
		SHUNT	DF	SET BACK DN FAST
		SHUNT	PCL	PARCEL SDGS
	BY77	SHUNT		SHUNTING NECK
	BY78	SHUNT		SHUNTING NECK
	BY79	SHUNT		SHUNTING NECK
	BY80	SHUNT		SHUNTING NECK
		SHUNT		DN FLYOVER
		SHUNT	UFO	SET BACK UP FLYOVER

BLETCHLEY (BY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE
	BY81	SHUNT		UP FLYOVER
		*		ELECTRIC TRAINS STOP. USE PHONE
	BY82	SHUNT		UP FLYOVER
		SHUNT	DFO	SET BACK DN. FLYOVER
	BY83	SHUNT		UP FLYOVER
		SHUNT		UP ARRIVAL
		SHUNT		GDS. SIDINGS
		SHUNT		CARR. SIDINGS
		SHUNT		UP GOODS
		SHUNT	XDG	SET BACK DN. GOODS L.O.S

LEIGHTON BUZZARD (LN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}	JUNCTION IND^{R}	ROUTE
	LN58	MAIN		POS^{N} 4	DN. FAST.
					DN. SLOW
		SUB			SIDINGS

FENNY STRATFORD (FS)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND^{R}	JUNCTION IND^{R}	ROUTE
	FS17	MAIN		—	UP CAMBRIDGE FLYOVER
				POS^{N} 4	UP CAMBRIDGE

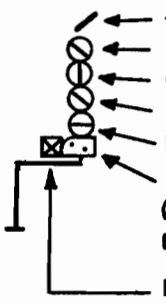
APPENDIX

SIGNAL BOX REFERENCES

BY — BLETCHLEY
LN — LEIGHTON BUZZARD
WD — WATFORD
WS — WOLVERTON SOUTH
WN — WOLVERTON NORTH
FS — FENNY STRATFORD
RY — RUGBY
SH — STOKE HAMMOND
L — LEIGHTON BUZZARD No. 2

EXPLANATION OF SIGNAL INDICATIONS

MAIN RUNNING SIGNALS

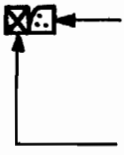


JUNCTION INDICATOR (RULE 35e)
YELLOW ASPECT
GREEN ASPECT
YELLOW ASPECT
RED ASPECT
POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44A AND 47)
ROUTE INDICATOR (STENCIL OR MULTI-LAMP TYPE)

AUTOMATIC SIGNAL

SEMI-AUTOMATIC SIGNAL

SHUNTING SIGNALS



POSITION LIGHT SHUNT SIGNAL NORMAL INDICATION — 1 RED & 1 WHITE LIGHT HORIZONTAL WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULE 47)
ROUTE INDICATOR.

MECHANICAL DISC SIGNAL

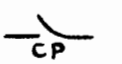
MECHANICAL DISC SIGNAL YELLOW ARM & LIGHT

SINGLE STROKE BELL

TELEPHONE

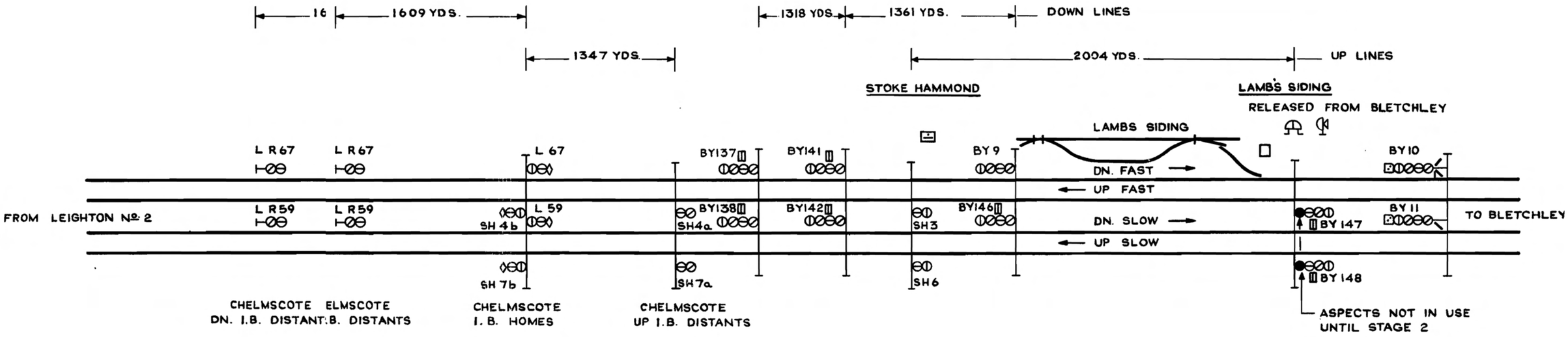
BANNER REPEATING SIGNAL

LIMIT OF SHUNT

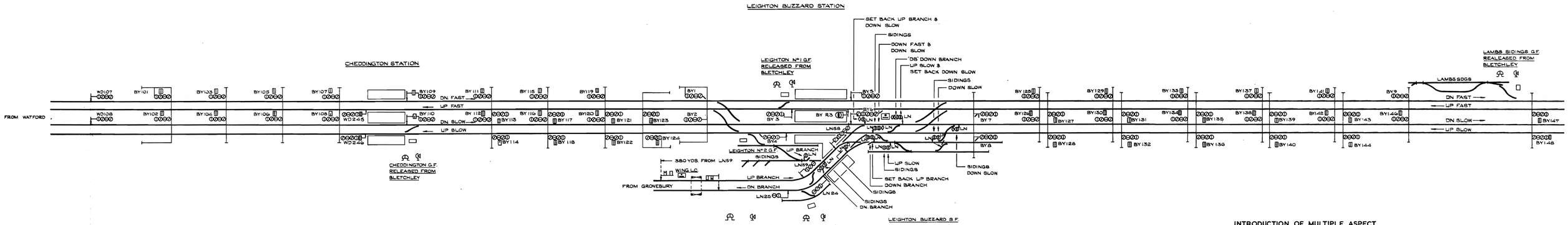


CATCH OR TRAP POINTS

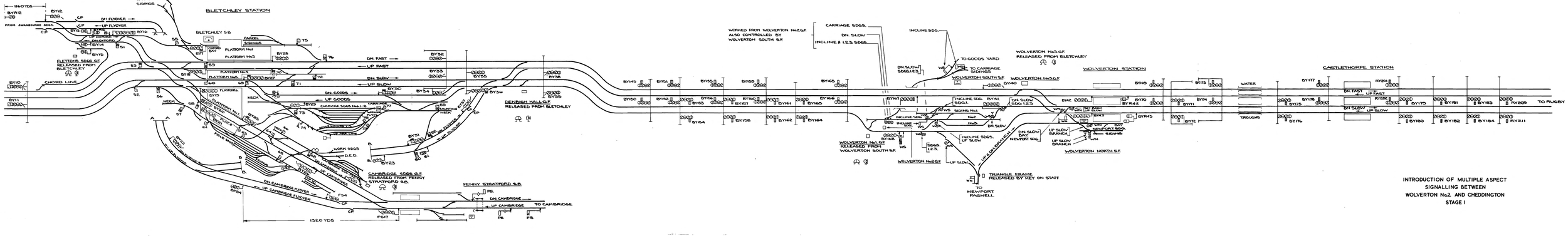
STOP AWAIT INSTRUCTION BOARD



INTRODUCTION OF MULTIPLE ASPECT
SIGNALLING BETWEEN
WOLVERTON Nº 2 AND CHEDDINGTON
LINK UP AT STAGE 1.



INTRODUCTION OF MULTIPLE ASPECT
SIGNALLING BETWEEN
WOLVERTON No2 AND CHEDDINGTON
STAGE 2



INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN WOLVERTON No2 AND CHEDDINGTON STAGE I