

J. W. Hollins Esq.

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 680G

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 MOW COP AND KIDSGROVE CENTRAL

IMPORTANT:—This Notice to be acknowledged **IMMEDIATELY** on receipt to "TRAINS, CREWE," using the code "ARNO 680G."

The diagram with schedule of signal route indications, which is attached to this Notice shows the resignalling of the line between Mow Cop and Kidsgrove Central.

The work will commence at 08 00 Saturday, 24th July, 1965, and is due to be completed by 22 00 Sunday, 25th July, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers hand-signalled as necessary. Fuller details of the working during this period will be found in Sections B and C of the appropriate weekly Notice.

The existing main running signals between Mow Cop and Kidsgrove Central will be taken away and replaced by multiple-aspect signalling controlled from the existing signal box at Mow Cop and a new signal box at Kidsgrove Central.

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 thereon.

MOW COP

The Down Main Distant and Down Main Home Signal, also the Up Main Starting Signal will be taken away and replaced by multiple-aspect signals.

The Mow Cop Down Home Signal MC5 will become a four-aspect, semi-automatic signal.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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KIDSGROVE (LIVERPOOL ROAD) JUNCTION

This signal box will be converted into a shunting frame to control the sidings opposite the signal box adjacent to the Through Siding, the crossover between the Up and Down Main Lines with slip connection to the Down Goods.

A new ground frame will be brought into use named "Down Siding Frame" to control the connection Down Goods to Down Siding electrically released from Kidsgrove Central.

The electric token working from this frame to Newchapel and Goldenhill on the Hanley Loop will be abolished, but the line will be temporarily retained and worked under special arrangements. "One engine in steam" working will be retained on the Summit Branch between this frame and Birchenwood Coal and Coke Depot.

KIDSGROVE CENTRAL

A new signal box named "Kidsgrove Central" will be brought into use at the south end of the Up Main Platform of Kidsgrove Central Station and the existing signal box will be taken away.

The Up Branch Home 1 and Up Branch Home 2 Signals will be replaced by multiple-aspect signals and the Down Branch Starting Signal will be replaced by a two-aspect colour light signal. The Up Branch Distant Signal will be replaced by a new semaphore distant signal 993 yards from the Up Branch Home 1 Signal.

A banner repeating signal will be provided 175 yards in rear of Up Main Signal KC28.

Until the resignalling is continued further southward signals KC28 and KC31 will exhibit red and green aspects only.

CATCH POINTS

A new catch point will be provided 550 yards from the Kidsgrove Central Up Branch Home 1 Signal and the existing catch point will be taken away.

GENERAL

All multiple-aspect signals will be plated as shown on the diagram and telephones will be provided. The signal box references shown against semaphore signals will not be exhibited on the signals and are for reference purposes only.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the multiple-aspect signals on passenger running lines only except KC42. The Kidsgrove Central Up Branch Distant Signal KC29 will also be fitted.

RULES AND REGULATIONS

Track Circuit Block will be in operation on the resignalled lines between Mow Cop and Kidsgrove Central on completion of the work.

Crewe,
July, 1965.

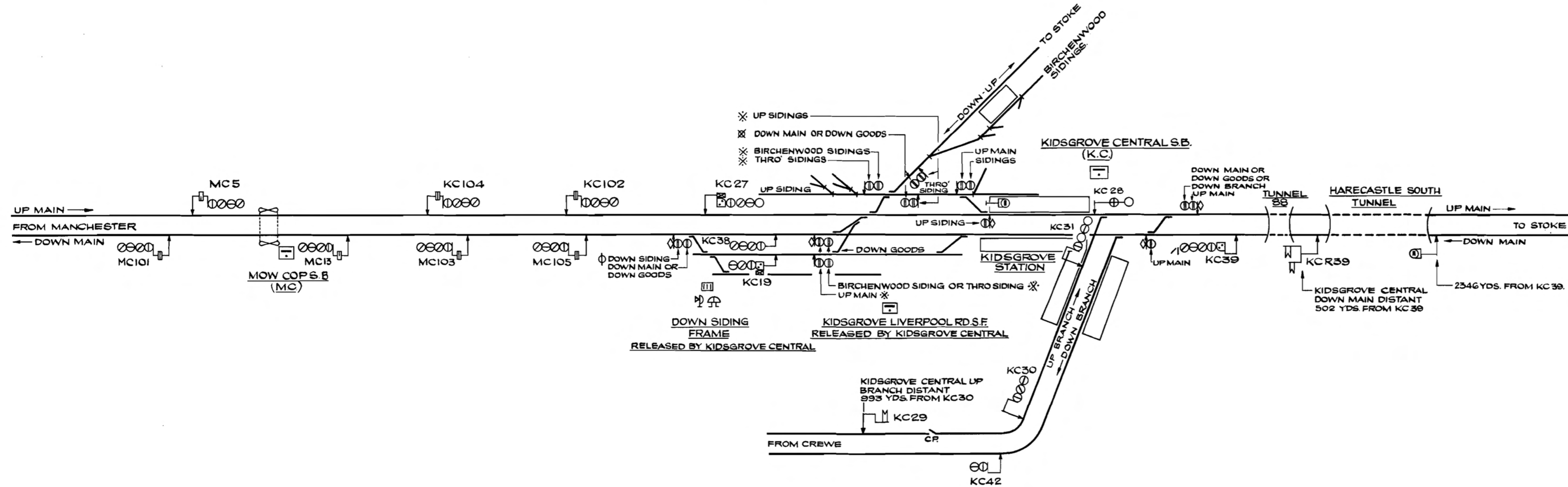
J. ROYSTON,
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
BETWEEN MOW COP AND KIDSGROVE CENTRAL
SCHEDULE OF RUNNING SIGNALS READING TO
ALTERNATIVE ROUTES OR CARRYING
SUBSIDIARY SIGNALS

KIDSGROVE CENTRAL (KC.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	KC 19	MAIN	—		DOWN MAIN
		SUB	NCK.		NECK
	KC 27	SUB	SDG.		THRO SIDING
		MAIN	—		UP MAIN
	KC 39	MAIN	—	POS. 2	DOWN BRANCH
		MAIN	—	POS. 1.	DOWN GOODS
		SUB	—	POS. 1.	DOWN GOODS
		MAIN	—	—	DOWN MAIN

**INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
BETWEEN MOW COP AND KIDSGROVE CENTRAL
NOT TO SCALE**



SIGNAL PREFIXES

M.C. - MOW COP K.C. - KIDSGROVE CENTRAL

EXPLANATION OF SIGNAL INDICATIONS

- ← JUNCTION INDICATOR (RULE 35e)
- ← 4 ASPECT SIGNAL
- ← POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULE 44A & 47)
- ← ROUTE INDICATOR FOR SUBSIDIARY SIGNAL
- ← ASPECTS NOT IN USE
- ← RED OR GREEN ASPECT
- ← 2 ASPECT SIGNAL

- ← AUTOMATIC SIGNAL
- ← SEMI-AUTOMATIC SIGNAL

NOTE :- SIGNAL POST TELEPHONES ARE PROVIDED AT ALL MAIN RUNNING SIGNALS OF THE COLOUR LIGHT TYPE.

SHUNTING SIGNALS

- ← MECHANICAL DISC SIGNAL

MISCELLANEOUS

- ← TELEPHONE
- ← SINGLE STROKE BELL
- ← BANNER SIGNAL

- ← CATCH POINTS ← HAND POINTS

- × DISC SIGNALS OPERATED FROM KIDSGROVE LIVERPOOL RD. S.F.
- φ ALSO CONTROLLED BY DOWN SIDINGS FRAME
- × ALSO CONTROLLED BY KIDSGROVE LIVERPOOL RD. S.F.