

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 30G

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 COLWICH AND MEAFORD CROSSING.

IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE", using code "ARNO 30G"

The diagram which is attached to this notice shows Stage I of the resignalling of the line Grange Junction—Norton Bridge and Colwich.

The work will commence at 08.00 on Wednesday, 23rd February, 1966, and is due to be completed by 17.00 on Thursday, 24th February, 1966. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers hand-signalled as necessary. Further details of the working during this period will be found in Sections B and C of the appropriate Weekly Notice.

The existing running signals controlled by Weston and Ingestre and Meaford Crossing will be taken away and replaced by multiple aspect signalling controlled from Colwich and Meaford Crossing signal boxes. Certain signalling alterations will also take place at Colwich.

The distances between distant and home signals leading out of the resignalled area are shown on the attached diagram.

On completion of the work the permanent way and signalling will be as shown on the diagram attached to this notice and the following notes are intended to supplement the information given therein:—

COLWICH

The Down Stoke Starting Signal and the Up Stoke Distant Signal will be taken away.

HIXON CROSSING

The Down and Up Main Distant and Home Signals will be recovered.

WESTON AND INGESTRE

Up Sidings and crossover between the Up and Down Main Lines will be taken out of use pending removal.

ASTON BY STONE LEVEL CROSSING

The Down and Up Main Distant and Home Signals will be taken away.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

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CHURCH LANE LEVEL CROSSING

The Down and Up Main Distant and Home Signals will be taken away.

MEAFORD CROSSING

Signal MD.22 acting as Meaford Crossing Down Main Starting Signal will also act as Down Main Home 1 Signal for Stone Junction.

Signals SJ.1 and SJ.2 will continue to act also as Up Main Distant and Up Main Home Signals for Meaford Crossing and the four aspect colour light signal MD.3 will act as Up Main Home 2 Signal for Meaford Crossing.

GENERAL

All multiple aspect and position light ground signals, will be plated as shown on the diagram. The numbers shown against the signals at Stone Junction are for reference purposes only.

Telephones will be provided at all the new multiple aspect signals.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals.

RULES AND REGULATIONS

Track circuit block working will be in operation on the resignalled lines between Colwich and Meaford Crossing on completion of the work.

CREWE
FEBRUARY, 1966.

J. POLLARD,
ACTING LINE MANAGER.

APPENDIX

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAM

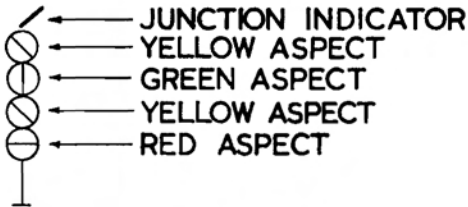
SIGNAL PREFIXES

SJ—STONE JUNCTION

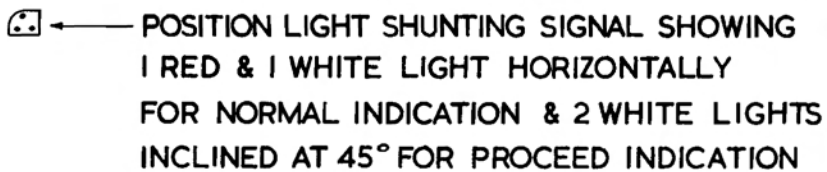
CH—COLWICH

MD—MEAFORD CROSSING

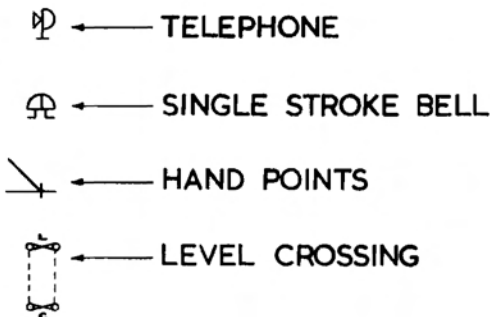
MAIN RUNNING SIGNALS



SHUNTING SIGNALS



MISCELLANEOUS



GRANGE JUNCTION TO NORTON BRIDGE AND COLWICH RESIGNALLING

STAGE I (COLWICH TO MEAFORD CROSSING INCLUSIVE)
INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
NOT TO SCALE

