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BRITISH RAILWAYS

REGIONAL RAILWAYS NORTH WEST

**MANCHESTER VICTORIA STATION
REMODELLING AND RESIGNALLING**

SPECIAL NOTICE 110E

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED
RESPECTING THE REMODELLING AND RESIGNALLING OF
MANCHESTER VICTORIA STATION AND THE SURROUNDING AREA**

OPERATIVE FROM MONDAY 16TH AUGUST 1993

MANCHESTER
August 1993

M. J. COWMAN
Regional Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Manchester Victoria

Platform 12, 13 and 16 lines will be taken out of use.

Platform 11 line will be brought back into use and will be signalled for trains in the down direction from the up slow and up fast Miles Platting lines and from the up slow Cheetham Hill line. A new 4-aspect signal, VE.45, with READY TO START indicator (displaying "RA") and telephone to Manchester Victoria East Jn. box, will be provided at the west end of the reinstated platform 11. The reinstated platform 11 will be 216 yards long.

A new platform 12 line will be brought into use adjacent to platform 11 line and alongside a newly constructed platform. This line will be signalled in the up direction to the down slow Cheetham Hill line and to the down slow Miles Platting line. A new 4-aspect signal, VE.14, with fibre optic theatre type indicator and READY TO START indicator (displaying "RA") and telephone to Manchester Victoria East Jn. box, will be provided at the Manchester Victoria East Jn. end of the new platform. The new platform 12 will be 216 yards long.

Signal VW.91 at the Deal Street end of platform 14 will be renewed as a 4-aspect signal with the red aspect at the bottom and renumbered VE.43. It will be provided with a telephone to Manchester Victoria East Jn. box.

Between Manchester Victoria East Jn. and Cheetham Hill Jn.

Signal VE.34 on the up slow Cheetham Hill line will be brought back into use and the up slow Cheetham Hill line will be brought back into use from that point to Manchester Victoria East Jn.

The multi-lamp route indicator will be removed from signal VE.33 on the up fast line.

Position light signal VE.26 on the down slow line will be taken away.

Manchester Victoria East Jn.

The connections to the former down and up main lines and siding 6 and to platform 11 line, and the temporary stop blocks on those connections, will be removed. A new connection will be provided from the up slow line to platform 11 line.

Position light signal VE.17, applying to movements from platform 11 line to the up slow Miles Platting line, will be repositioned on the new connection and brought back into use. It will be provided with a telephone to Manchester Victoria East Jn. box. An associated "OFF" indicator and a telephone to Manchester Victoria East Jn. box will be provided at the Manchester Victoria East Jn. end of platform 11.

Position light signal VE.19, which applies to movements to platforms 15 and 16, will be abolished.

Position light signal VE.23, which applies to movements to platforms 12 and 13, will be abolished.

The platform 14 starting signal, VE.7, will be taken away.

Position light signals VE.27, VE.28 and VE.29 on the up slow Miles Platting line will be brought back into use.

Telephones to Manchester Victoria East Jn. box will be provided at the following signals:-

VE.5 at the east end of platform 15.
VE.44 at the east end of platform 10.
VE.46 at the east end of platform 9.

Between Manchester Victoria and Deal Street

Manchester Victoria West Jn. box will be abolished, together with all signals worked therefrom, except as described herein. The Track Circuit Block system will apply on all lines between Manchester Victoria East Jn. box and Deal Street box.

The reinstated platform 11 line will form part of the down slow Deal Street line which, from the Deal Street end of the station, will follow a new alignment to the north of Deal Street sidings where it will be slewed into the existing down slow Deal Street line.

The new platform 12 line will form part of the up slow Deal Street line. The existing up slow Deal Street line will be slewed into a new up slow Deal Street line from a point to the north of Deal Street sidings and will run parallel to the new down slow Deal Street line into the new platform 12 line.

A permanent speed restriction of 25 m.p.h. will apply over the down and up slow Deal Street lines between Manchester Victoria East Jn. and 0 miles 64 chains.

Between the point at which the new and old alignments of the down and up slow lines diverge and Manchester Victoria station, the old down and up slow lines, the connections to platforms 12 and 13 lines and the temporary stop blocks will be taken away.

The line from platform 14 will run to Deal Street box via the down fast line with all intermediate connections secured out of use.

The up fast line will run from Deal Street box into platform 15 line with all intermediate connections secured out of use.

Signal VW.76 on the up fast Deal Street line will be replaced by a new 2-aspect (R/Y) signal, VE.41, with associated position light signal, and will be provided with a telephone to Manchester Victoria East Jn. box.

A new 2-aspect (R/Y) signal, VE.42, with associated position light signal will be provided on the up slow line at the point where the new alignment towards the new platform 12 commences. A telephone will be provided to Manchester Victoria East Jn. box.

Deal Street

The following lines/connections will be taken out of use and all signals applying to movements to or from these lines, except as shown herein will be taken away:-

- Siding 1
- Siding 4
- Dock siding
- Down main line (between siding 4 and crossover at 0 miles 38 chains (31 miles 12 chains))
- Connection from siding 2 to down main line
- Shunt neck

The slip connection to the down main line in siding 3 in advance of signal DS.65A will be retained to act as facing trap points.

Sidings 2 and 3 will be renumbered 1 and 2 respectively.

The top yellow aspect of signal DS.6 on the up fast Deal Street line will be blanked out.

The top yellow aspect of signal DS.9 on the up slow Deal Street line will be blanked out and the green aspect will remain blanked out.

The bottom yellow aspect of signal DS.31 on the up main line will be blanked out and the top yellow and green aspects will remain blanked out.

The position light signal associated with signal DS.65B at the exit from the renumbered siding 1 will be taken away.

The down main end of the trailing down/up main crossover will be replaced by plain line and the position light signals applying to movements through it in either direction will be taken away.

Signal DS.64 will be moved from the down main line to the up main line at the same mileage. The position light signal associated with this signal will be taken away.

Signal DS.33, at the entrance to the existing sidings 1 and 2, will be taken away.

All main running signals will be provided with telephones to Deal Street box.

Between Salford and Deal Street box

The green aspect of signal DS.5 on the up fast line will be blanked out.

The green aspect of signal DS.8 on the up slow line will be blanked out.

Between Ordsall Lane and Deal Street box

The green aspect of signal DS.29 on the up Ordsall line will be blanked out.

Details of the revised layout and signalling arrangements are shown on the enclosed plan.

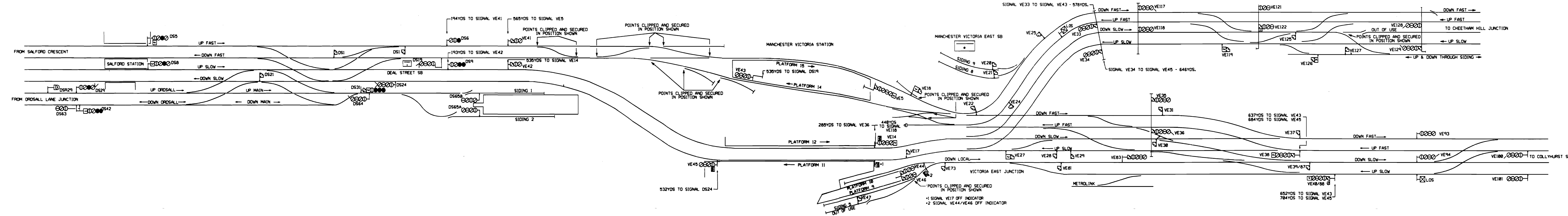
LIST OF ROUTES - main running signals with more than one route indication and position light signals.

Signal No.	Aspect	Route/Junction indication	Route to
* DS.1 (DF)	PL	-	Up fast
* DS.1 (UF)	PL	-	Down fast
DS.5	M M	F S	Up fast Up slow
DS.8	M M M	F S M	Up fast Up slow Up main
DS.19	M M M	Pos. 2 Pos. 1 -	Down Ordsall Down slow Down fast
DS.21	PL	-	Up main
DS.24	M M M	Pos. 1 - Pos. 4	Down Ordsall Down slow Down fast
DS.29	M M M	Pos. 2 Pos. 1 -	Up fast Up slow Up main
DS.31	PL PL	S1 S2	Siding 1 Siding 2
DS.64	M M	- Pos. 4	Down Ordsall Down slow
VE.5	M PL M PL M PL	CF CF F F S S	Down fast (Cheetham Hill) Down fast (Cheetham Hill) Down fast (Miles Platting) Down fast (Miles Platting) Down slow (Miles Platting) Down slow (Miles Platting)
VE.14	M M	CS S	Down slow (Cheetham Hill) Down slow (Miles Platting)
VE.17	PL	-	Up slow (Miles Platting)
VE.18	PL PL PL	CF F S	Down fast (Cheetham Hill) Down fast (Miles Platting) Down slow (Miles Platting)
VE.20 VE.21	PL	-	Down fast (Cheetham Hill)

* The two signals indicated on the sketch as DS.1 do not bear identification plates.

Signal No.	Aspect	Route/Junction indication	Route to
VE.22 VE.24	PL	-	Platform 14
VE.25	PL PL PL	- - -	Siding 9 Siding 8 Down fast (Cheetham Hill)
VE.27	PL PL	S XUS	Down slow (Miles Platting) Up slow (Miles Platting)
VE.28	PL	-	Platform 11
VE.29	PL	-	Down slow (Miles Platting)
VE.30	PL PL	- -	Down fast (Miles Platting) Platform 11
VE.31	PL	-	Down fast (Miles Platting)
VE.33	M PL	- -	Platform 14 Platform 14
VE.34	M PL	- -	Platform 11 Platform 11
VE.35	M PL	- -	Down fast (Miles Platting) Down fast (Miles Platting)
VE.36	M PL M PL	- - Pos. 4 Pos. 4	Down fast (Miles Platting) Down fast (Miles Platting) Down slow (Miles Platting) Down slow (Miles Platting)
VE.37	PL PL	- -	Down fast (Miles Platting) Down slow (Miles Platting)
VE.38	M PL M PL	14 14 11 11	Platform 14 Platform 14 Platform 11 Platform 11
VE.39/87	PL PL PL	- - -	Down fast Up slow (Miles Platting) Down local
VE.40/88	M PL M PL M PL M PL PL	14 14 11 11 10 10 9 9 -	Platform 14 Platform 14 Platform 11 Platform 11 Platform 10 Platform 10 Platform 9 Platform 9 Siding 5

Signal No.	Aspect	Route/Junction indication	Route to
VE.41	M PL	- -	Platform 15 Platform 15
VE.42	M PL	- -	Platform 12 Platform 12
VE.44 VE.46	M PL	- -	Down local Down local
VE.47	PL	-	Down local
VE.73	PL PL PL	- - -	Platform 10 Platform 9 Siding 5
VE.81	PL	-	Down local
VE.83	M PL	- -	Down slow (Miles Platting) Down slow (Miles Platting)
VE.94	M M	Pos. 1 -	Down fast (Miles Platting) Down slow (Miles Platting)
VE.100	M M	- Pos. 1	Up fast (Miles Platting) Up slow (Miles Platting)
VE.117	M M	- Pos. 4	Down fast (Cheetham Hill) Down slow (Cheetham Hill)
VE.119	PL PL	F SDG	Down fast (Cheetham Hill) Up and down through siding
VE.122	M PL PL	- - TS	Down fast (Cheetham Hill) Up and down through siding Up and down through siding
VE.125	PL	-	Up slow (Cheetham Hill)
VE.126	PL PL PL	F S NCK	Up fast (Cheetham Hill) Up slow (Cheetham Hill) Neck
VE.127	PL	-	Up and down through siding
VE.128	M M	- Pos. 1	Up fast (Cheetham Hill) Up slow (Cheetham Hill)
VE.129	M M PL	Pos. 4 - -	Up fast (Cheetham Hill) Up slow (Cheetham Hill) Up slow (Cheetham Hill)

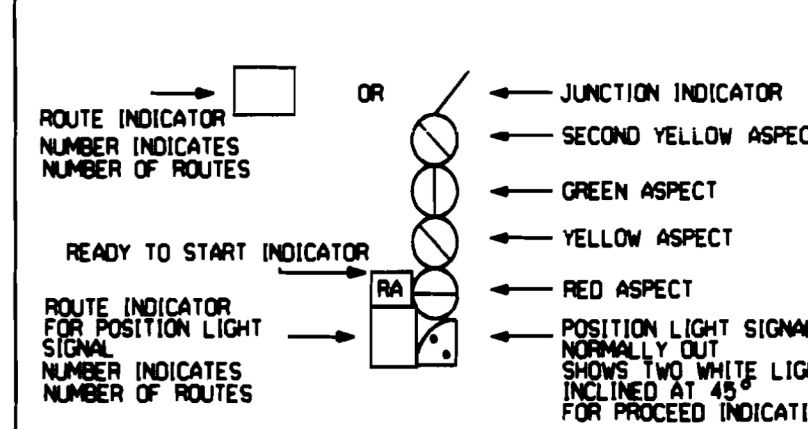


NOTE: PLAN NOT TO SCALE

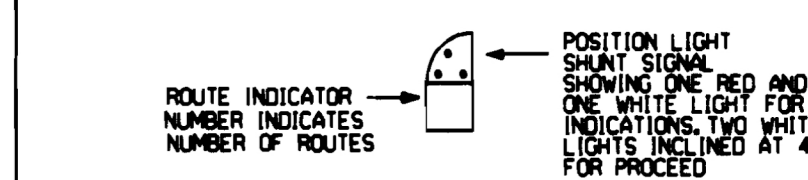
EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX PREFIX VE = VICTORIA EAST JCN
DS = DEAL STREET

MAIN RUNNING SIGNALS



SHUNTING SIGNAL



MISCELLANEOUS

