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# **BRITISH RAILWAYS**

## **REGIONAL RAILWAYS (NORTH WEST)**

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### **MANCHESTER AIRPORT LINK & STYAL LINES RESIGNALLING**

### **SPECIAL NOTICE 2000E**

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
CONCERNED RESPECTING THE PROVISION OF A NEW RAIL LINK  
TO MANCHESTER AIRPORT AND RESIGNALLING OF THE STYAL  
LINES BETWEEN SLADE LANE JUNCTION AND WILMSLOW.**

**OPERATIVE FROM MONDAY 8th MARCH 1993**

MANCHESTER  
March 1993

M.J. COWMAN  
Regional Operations Manager

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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The double line junction previously laid in the down and up Styal lines at 3 miles 14 chains and secured out of use, will be brought into use and named Heald Green Junction.

The down and up Engineer's sidings will be renamed down and up Airport lines and will form a double line, 1 mile 51 chains in length between Heald Green Junction and a new station which will be known as Manchester Airport at 0 m.p.

Both down and up Airport lines will be electrified by the overhead line system and, at the time of commissioning the arrangements shown in this notice, both lines will already have been energised at 25,000 volts. The Airport lines' overhead line equipment must be regarded as ALIVE at all times and the Working Instructions for A.C. Electrified Lines (B.R.29987) must be applied.

The down and up Airport lines will be signalled by 3-Aspect colour light signals controlled by Manchester Piccadilly box and the Track Circuit Block System will apply. AWS will be provided throughout.

The down and up Styal lines will be resignalled and the section of line Styal Station (inclusive) to East Didsbury will be transferred from the control of Wilmslow box to Manchester Piccadilly box.

Details of the signalling arrangements on the down and up Airport lines are shown in the enclosed plan and will be commissioned at 05.00 hrs. on Monday, 8th March 1993.

### **Permanent Speed Restrictions**

The existing 75 m.p.h. MAXIMUM PERMISSIBLE SPEED and Permanent Speed Restrictions over the Styal Lines will continue to apply.

The MAXIMUM PERMISSIBLE SPEED over the Airport lines will be 60 m.p.h. which will apply only to passenger (loaded or empty), postal and parcel trains, composed entirely of bogie vehicles, and to light locomotives and class 140 to 144 trains. The MAXIMUM PERMISSIBLE SPEED for all other trains will be 40 m.p.h. Permanent Speed Restrictions will be as follows:-

<u>Route</u>	<u>Speed</u>	<u>Between</u>
Down and up Airport lines	40 m.p.h.	0m.00chs. and 0m.32chs. including crossing connections in each direction between down and up Airport lines
Down and Up Airport lines	40 m.p.h.	1m. 13chs. and through Heald Green Jn.in either direction.

Permanent speed restriction indicators on the down and up Airport lines will be of the reflectorised type as shown on page 2.2 of Appendix No.2 to the Rule Book. All permanent speed restriction indicators on the down and up Styal lines between Wilmslow and Slade Lane Jn. will be changed to the reflectorised type. Warning indicators will be provided on the approach to all permanent speed restrictions where a reduction in speed applies but AWS magnets will only be provided at the following warning indicators:-

<u>Line</u>	<u>P.S.R.</u>	<u>Applies from</u>
Down Styal	45	9m. 9ch (existing)
Up Styal	50	Through Jn. at Wilmslow (existing)
Up Styal	40	Through Jn. to down Airport line at Heald Green Jn. (new)

**A Flashing yellow aspect** will be displayed at the signal detailed below for the route shown (see Rule Book, Section C, clauses 3.1.1. and 3.1.2.)

<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Jn. indicator displayed</u>
Up Styal	MP.288	MP.286 (Up Styal to Up Airport)	Pos.4

**Manchester Airport Station** will consist of an island platform with two faces. The up Airport line platform will be known as platform 1 and the down Airport line platform will be known as platform 2. Each platform will be approximately 200 metres in length from the buffer stop to the top of the platform ramp and will accommodate a maximum of 8 vehicles only. **Permissive Working** will apply and RA (Ready to Start) and OFF indicators will be provided on both platforms and will work in conjunction with the platform starting signals MP.261 and MP.263.

**Airport runway over-run trip wires** (as shown on the enclosed plan) will be provided mounted on poles along the top of the embankments on each side of the down and up Airport lines between 0m. 60chs and 1 m.p. If, for any reason either or both wires become disconnected, signals MP 264 and MP 265 will be automatically replaced, or maintained at, danger and the power supply to the overhead line system will be severed.

**East Didsbury G.F.** The trailing crossover between the down and up Styal lines at the Wilmslow end of East Didsbury station, previously shown to be temporarily secured out of use, will be brought back into use and will be controlled from a new power ground frame released from Manchester Piccadilly box.

**Signal post telephones** will be provided at all signals capable of showing a red aspect.

**LIST OF SIGNAL ROUTES**- Main running signals with more than one route indication and of position light shunt signals.








SIGNAL	ASPECT	JUNCTION/ROUTE INDICATOR	ROUTE TO
MP.261 & MP.263	M PL	- -	Down Airport Down Airport
MP.262	M PL M PL	1 1 2 2	Platform 1 Platform 1 Platform 2 Platform 2
MP.286	M M	- Pos.4	Up Styal Up Airport
MP.1002	PL PL	- -	Platform 1 Platform 2

KEY TO SYMBOLS



SIGNALBOX PREFIX

MP MANCHESTER PICCADILLY  
WW WILMSLOW








MAIN RUNNING SIGNALS

ROUTE INDICATOR  OR  JUNCTION INDICATOR  
 SECOND YELLOW ASPECT  
 GREEN ASPECT  
 YELLOW ASPECT  
 RED ASPECT  
ROUTE INDICATOR  POSITION LIGHT SIGNAL NORMALLY OUT  
SHOWS TWO WHITE LIGHTS INCLINED AT  
45 DEGS. FOR PROCEED ASPECT

SHUNTING SIGNALS

 FLASHING YELLOW ASPECT  
ROUTE INDICATOR  POSITION LIGHT SHUNT SIGNAL SHOWING ONE  
RED & WHITE LIGHT FOR NORMAL  
INDICATION. TWO WHITE LIGHTS INCLINED  
AT 45 DEGS. FOR PROCEED ASPECT

MISCELLANEOUS

 'RIGHT AWAY' INDICATOR  
 'OFF' INDICATOR  
 GROUND FRAME  
 AWS INDUCTOR  
 AUTOMATIC SIGNAL  
 SEMI-AUTOMATIC SIGNAL  
 TELEPHONE

