

J. Swift

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

(WESTERN DIVISION.)

SPECIAL NOTICE

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 COLOUR LIGHT SIGNALS (IN PLACE OF EXISTING SEMAPHORE SIGNALS) CREWE NORTH JUNCTION.

IMPORTANT:—This Notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS FB CREWE**” using the code:—
“**DERWENT 1660.G.**”

CREWE.—Commencing at 5.0 a.m. on Sunday, August 25, the following work will be carried out.

CREWE NORTH JUNCTION.—The existing signal box will be closed and all points and signals worked therefrom will be disconnected. Drivers will be hand-signalled and block working suspended as necessary until a new signal box situated adjacent to and on the Station side of the existing signal box is brought into use, when the points formerly worked from the old signal box will be connected to and worked from the new signal box with the alteration mentioned below:—

The crossover road between Nos. 9 and 10 bay lines will be operated by a ground frame fixed near the buffer stops in the bay lines, and electrically released from the new signal box. Bell and telephone communication will be provided. The ground disc signal reading over the crossover road from Bay 10 to Bay 9 will be taken away.

Semaphore signals, route indicators and ground shunting signals will be replaced by colour light signals for the running lines and position light signals for the ground shunting, call-on and draw ahead signals in approximately the same positions as the existing signals, as shown on the attached diagram, with the following exceptions:—

The following semaphore signals will remain unchanged:—

- Down outer distants on South Junction gantry.
- Down inner distants below “A” and “B” box home signals.
- Down Chester independent distants.
- Up Manchester distants.
- Up Liverpool distants.

The up distant signal from Chester will be combined in colour light form with the Steel Works up starting signal. The new colour light signal will be bracketed out on the Works wall opposite the present Steel Works up starting signal 1,021 yards from the new up Chester outer home signal for North Junction signal box.

A new up Chester outer home colour light signal will be brought into use fixed outside the up Chester line 703 yards on the Chester side of the signal box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

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.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The up home gantry signals from Chester will be superseded by two colour light signals, one fixed on a right-hand bracket 149 yards on the Chester side of the signal box and the other by a straight post signal fixed outside the Works Siding 17 yards on the Chester side of the signal box.

The following dwarf shunting signals will be abolished :—

From Horse Dock.

Down through line 1 to shed.

Down platform 1 to shed.

Bays 7 and 8 to shed.

Down platform 2 to shed.

Down through line 2 to shed.

Down platform 3 to shed and Works Sidings A and B.


Bay 9 to shed.

Additional shunting signals of the position light type will be brought into use lettered P.R.S.U.V.X.Z. on the diagram.

A destination indicator will be fixed near the footbridge over Liverpool lines between the long neck and up fast line to enable the destination of trains leaving the long neck to be indicated to the signalman at North Junction signal box.

The disc signal on the up Manchester line will be replaced by an illuminated Limit of Shunt indicator.

The signals at which  and  signs are provided are shown on the diagram.

A telephone will be provided at the up Chester line outer home signal to enable trainmen to communicate with the signalman at North Junction signal box and a T sign will be fixed on the  sign. Drivers brought to a stand at this signal must, if detained more than 3 minutes, proceed to the telephone and advise the signalman that the train is waiting.

In the event of the telephone being out of order and the signal not being taken off at the expiration of 10 minutes the fireman must proceed to the signal box and obtain the instructions of the signalman. Should the signal be taken off before the fireman proceeds to the signal box the driver must report the failure of the telephone at the first station timed to stop.

The following colour light signals may be placed to danger before the whole of the train has passed :—

Up Chester outer home.

Up Chester signal to platforms 6, 5, up through, platform 4, Bay 10 and platform 3.

Up fast homes.

Up slow homes.

Up Manchester homes.

Down Chester independent homes.

Down Chester starting.

Signals from Bays 7, 8, 9.

Down slow starting.

Down fast starting.

Down Manchester starting.

COAL YARD.

The down fast and down slow line outer distant signals will be abolished and the inner distant signals will be combined in colour light form with the new starting signals for Crewe North Junction signal box.

SYDNEY BRIDGE.

The down main line distant signals will be combined in colour light form with the down starting signal for Crewe North Junction signal box.

STEEL WORKS.

The up starting signal will be combined in colour light form with the up distant signal for Crewe North Junction signal box. The new colour light signal will be bracketed out on the Works wall opposite the existing up starting signal.

CREWE No. 3.

The existing signals will be replaced by colour light signals for the running lines and position light shunting signals for the ground shunting signals in approximately the same position as the existing signals as shown on the diagram.

An additional route indicator repeating the route indicator on the up through home signals will be fixed on the Station overbridge.

S. E. PARKHOUSE,

Divisional Superintendent of Operation.

Crewe,

8th August, 1940.

Certain of the signals are capable of exhibiting each of the four aspects (G,Y/Y,Y,R), but the meaning of each aspect wherever exhibited is the same.

- GGreen Proceed.
- RRed Stop (same as ordinary semaphore signal).
- YYellow Be prepared to stop at next signal.
- Y/YTwo Yellows ... Pass next signal at restricted speed and if applicable to a junction may denote that the points are set for a diverging route over which a speed restriction applies.

Where signals are positioned close together with less than braking distance between them it is not sufficient to give a distant indication only at the signal next in rear of a stop signal at red and an outer distant indication is given by the exhibition of the Y/Y aspect at the signal next in rear. The signalling is so arranged that there is always braking distance between the sighting of the first Y/Y aspect observed and the signal that is at red. Where the signals are so placed that there is braking distance between them the first indication a driver will get that the stop signal is at red is a single yellow light which always means next signal ahead at danger.

It must be understood that in a colour light area the aspects are capable of changing during the passage of a train consequent upon the movement of a preceding train after the signals are first sighted and it is possible, therefore, for a series of Y/Y or single yellow aspects to be observed at successive signals.

A Junction indicator exhibits a line of White Lights when a Proceed Aspect is given for a Diverging Route (See Rule 35/e) thus :-

A Junction indicator is never illuminated with a Subsidiary signal.

Small Route indicators are generally associated with Subsidiary signals except for the Bays where they are associated with both the Main and Subsidiary signals.

Large Route indicators are in all cases associated with Main and Subsidiary signals.

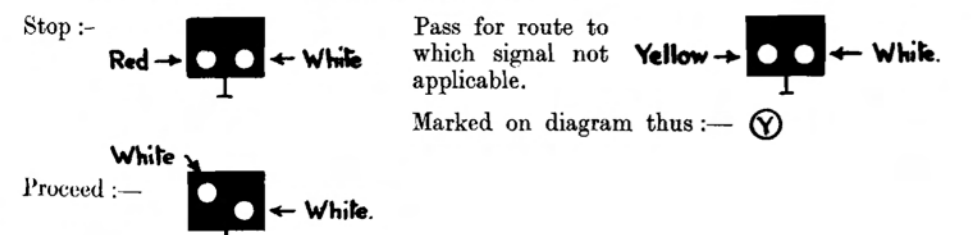
Signals reading through facing connections from a running line into sidings, or dead ends are provided in the form of a small green aspect (normally out) fixed to the right or left of the main signal. When this small green aspect is displayed the main signal will be at red.

The small green signal from Platform 3 will also read to the Limit of Shunt indicator.

Ground Shunt signals are shown on the diagram thus :-

when supplemented by Route indicator :-

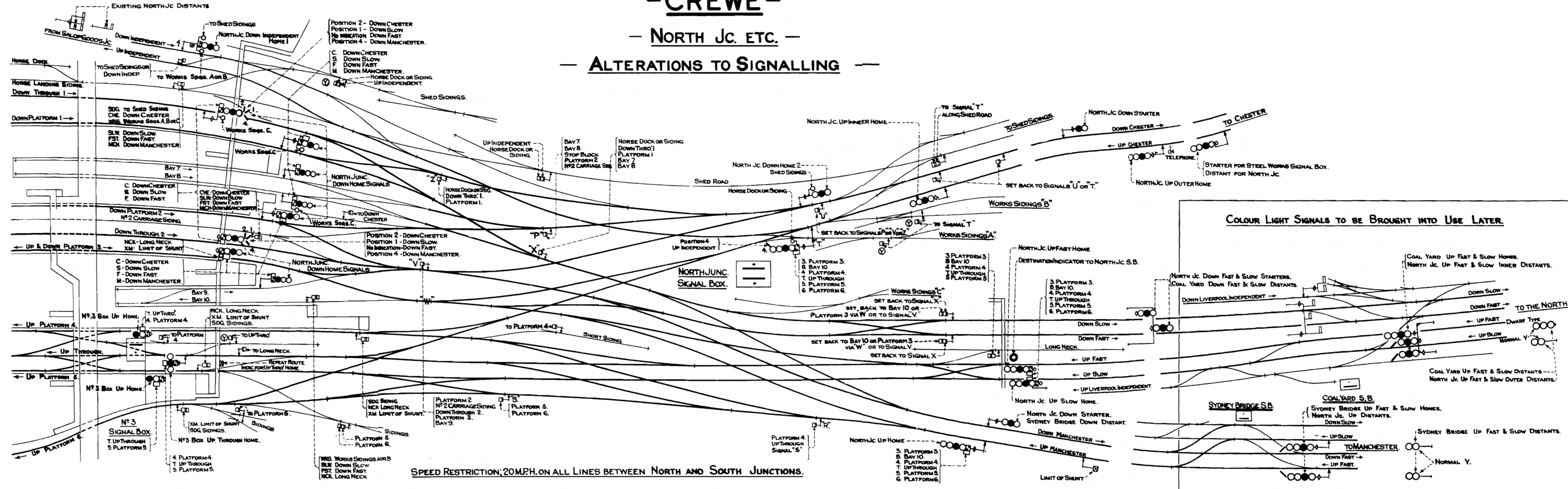
The ground signal indications given are :-



- CREWE -

- NORTH Jc. ETC. -

- ALTERATIONS TO SIGNALLING -



COLOUR LIGHT SIGNALS TO BE BROUGHT INTO USE LATER.

SPEED RESTRICTION, 20 M.P.H. ON ALL LINES BETWEEN NORTH AND SOUTH JUNCTIONS.