

**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 "A" AND "B" AND
SOUTH JUNCTION.**

IMPORTANT:—This Notice to be acknowledged **IMMEDIATELY** on receipt to "TRAINS FB CREWE" using the code:—
"DERWENT 1870.G."

CREWE "A" and "B."—Commencing at 6.0 a.m. on Sunday, September 22, the following alterations to signalling will be made and until completion of the work flagmen will be provided and trains handsignalled as required.

All semaphore signals and ground shunting signals will be replaced by colour light signals with junction indicators and route indicators 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 exception that all the distant signals will remain of the semaphore type until the completion of the work on Sunday, September 29.

An additional ground shunting signal of the position light type, worked from "A" signal box, will be brought into use fixed outside the down through line 1 at approximately 30 yards on the North Junction side of the signal box.

An additional ground shunting signal of the position light type, worked from "B" signal box, will be brought into use fixed between the down through line 2 and the crossing about 45 yards on the South Junction side of the signal box.

The control by "B" signal box on the ground shunting signal worked from South Junction signal box when reading from the up slow line to down through 2 line will be taken away.

↔ signs will be provided on the signals worked from "A" and "B" signal boxes as shown on the diagram.

CREWE SOUTH JUNCTION.—Commencing at 4.30 a.m. on Sunday, September 29, the following work will be carried out. The existing signal box will be closed and all points and signals worked therefrom will be disconnected. Drivers will be handsignalled and block working suspended as necessary until a new signal box situated outside the up Stoke line almost opposite the old

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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 alterations mentioned below:—

The crossover road between bay 1 and stop block siding 1 and between platform 1 and stop block siding 1 will be operated from a ground frame fixed near the south end of No. 1 platform. The levers working each crossover will be electrically released from the new box.

The two ground shunting signals reading from stop block siding 1 to bay 1 and platform 1 will be taken away.

The carriage shed ground frame and the ground frames operating the crossover roads between bay 1 and siding, bay 2 and siding, bays 3 and 4 and bays 5 and 6 electrically released from the old box will in future be electrically released from the new signal box.

Bell and telephone communication will be provided between the ground frames and the new signal box.

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 distant signal from Stoke.
- Down fast outer and inner distant signals.
- Down slow outer and inner distant signals.
- Down distant signals from Salop.

An additional colour light bracket signal will be brought into use fixed between the line from bays 5 and 6 and platform 6 line approximately 170 yards on the station side of the signal box.

An additional colour light signal reading from platform 4 line will be brought into use, cantilevered out on the right-hand side of the gantry carrying platform 5 and up through line colour light signals.

An additional colour light signal reading from bay 4 will be brought into use fixed between bay 4 and siding approximately 67 yards ahead of bay 4 signals.

The N.S. line up starting signal and call-on signal on South Junction signal box gantry will be taken away.

The subsidiary signal on South Junction signal box gantry reading from up fast line to up loop line and the dwarf shunting signal at the foot of the gantry reading from up fast line to carriage sidings will be superseded by two small two-aspect signals (normally out) fixed on the gantry as shown on the diagram.

The bracket signal carrying the up fast and up slow line advanced starting signals will be superseded by colour light signals fixed on a gantry 173 yards further out.

The three dwarf shunting signals reading from bays 1 and 2 and bay siding approximately 80 yards on the station side of the old signal box will be taken away.

Certain additional shunting signals of the position light type will be brought into use and these are shown on the diagram.

Destination indicators will be fixed near the signal reading from No. 8 siding to down Salop independent line, near the signal reading out of the long neck and near the signals reading out of engine shed siding to enable the destination of trains to be indicated to the signalman in South Junction signal box.

A new illuminated Limit of Shunt indicator for the down loop line fixed between the down loop line and the sidings fixed near the down loop line home signals, will be brought into use.

The illuminated Limit of Shunt indicators for up platforms 3, 4, up through and up platforms 5 and 6 will remain as to-day.

The signals at which \leftrightarrow and \odot signs are provided are indicated on the diagram.

A telephone will be provided between the up fast and up loop lines adjacent to the up fast line starting signals. Drivers brought to a stand at the up fast line starting 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 driver must give two long whistles, which will be an intimation to the guard that the telephone is out of order and that he is required to proceed to the signal box and obtain the instructions of the signalman.

Should the signal be taken off before the guard proceeds to the signal box, the driver must report the failure of the telephone at the first station at which the train is timed to stop.

A telephone and destination indicator will be provided at the outlet signal for both incoming and outgoing Shed Roads.

The following signals worked from South Junction signal box may be placed to danger before the whole of the train has passed:—

South Junction box—Bay 6 to North Stafford.
 Bay 6 to North Stafford or up fast.
 Bays 5 and 6 to North Stafford.
 Bays 5 and 6 to up fast.
 Bay 4 to up fast (outer signal).
 Bay 4 to up fast (inner signal).
 Bay 4 to up slow.
 Bay 2 to up slow.
 Bay 1 to up slow.
 Up fast to North Stafford starting.
 Up fast home.
 Up fast to slow home.
 Up fast to Salop home.
 Up slow to fast home.
 Up slow home.
 Up slow to Salop home.
 Up Salop starting.
 Up fast starting.
 Up slow starting.
 Down fast homes.
 Down slow homes.
 Down loop to slow home.
 Down loop to fast home.

NORTH STAFFORD SIDINGS SIGNAL BOX.

The up inner distant signal on the doll of the South Junction down N.S. home signals will be taken away. The up distant signals will be combined in colour light form with the up N.S. starting signal and the up fast to N.S. starting signal for South Junction signal box.

BASFORD WOOD SIGNAL BOX.

The up fast and up slow distant signals will be superseded by colour light indication in the new up fast and up slow starting signals for South Junction signal box.

GRETTY LANE No. 1 SIGNAL BOX.

The up distant signal will be combined in colour light form with the new up Salop line starting signal for South Junction signal box.

STATION "A" AND "B" SIGNAL BOXES.

The down distant signals will be replaced by colour light signals.

The following colour light signals will not be brought into use until a later date and the existing semaphore signals will remain in use until that date:—

Basford Hall Junction down home signals.

Basford Wood down home signals.

South Junction down outer home signals.

S. E. PARKHOUSE,

Divisional Superintendent of Operation.

Crewe,

16th September, 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.

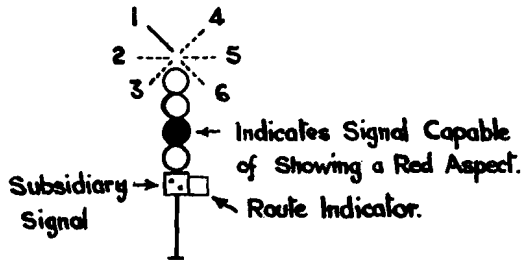
It must be understood that in a colour light area the aspects are capable of changing during the passage of a train consequent upon the movement of a preceding train after the signals are first sighted and it is possible, therefore, for a series of Y/Y or single yellow aspects to be observed at successive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

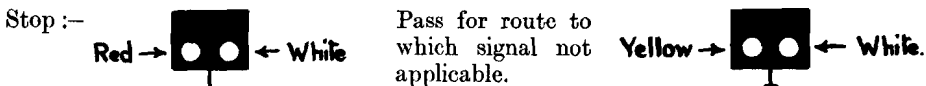


Certain signals reading through facing connections from a running line to a ground signal, into a loop line, into a siding, or dead end are provided in the form of a small green aspect (normally out) fixed to the right or left of the main signal. When this small green aspect is displayed the main signal will be at red. If two of these signals are provided side by side, a red aspect will be exhibited at one of the signals when the other is exhibiting a green aspect for the purpose of distinguishing which signal is cleared.

Ground Shunt signals are shown on the diagram thus :—

when supplemented by Route indicator :—

The ground signal indications given are :—



Marked on diagram thus :—

