

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(CENTRAL 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 CERTAIN
EXISTING SEMAPHORE SIGNALS) ON THE RUNNING
LINES—LIVERPOOL (EXCHANGE) STATION.**

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS L. MANCHESTER**” using the code “**DERWENT L. 359**”

LIVERPOOL (EXCHANGE) STATION.—Commencing at 12-1 a.m. on Sunday, May 26, the semaphore signals on the running lines at Exchange “A” and “B” boxes, except the signals reading from platforms 1, 2, and 3 (which remain as at present), will be superseded by multiple aspect colour light signals as shown on attached diagram, and drivers will be hand-signalled as necessary until the completion of the work, when “A” box will be renamed “No. 2 box”, and “B” box “No. 1 box”

Roads 1 to 11 in the Station will be renamed Platform lines 1 to 10 as shown on the diagram, except road 7 between new Platform lines 6 and 7, which will be known as “Middle Siding.”

The existing colour light signal reading from Platform line No. 6 will be renewed 20 yards nearer No. 2 box, as shown on diagram.

The colour light signal reading from platform line No. 7 will be fixed 17 yards further from the box than the existing semaphore signal.

The up advance signals at No. 2 box, slotted from No. 1 box, reading from roads 9, 10, 11 (renamed platform lines 8, 9, 10), will be abolished, and the controls from No. 1 box will be taken back to the signals reading from platform lines 8, 9, 10.

The remaining colour light signals superseding semaphore signals will be positioned at approximately the same distances from the boxes as the existing semaphore signals, and will remain controlled from the relative boxes as today.

The up and down lines leading to and from platforms 1, 2, and 3 will be designated Up and Down Route A.

The up and down lines leading to and from platforms 4 and 5 will be designated Up and Down Route B.

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 and down lines leading to and from platforms 6 and 7 will be designated Up and Down Route C.

The up and down lines leading to and from platforms 8, 9, and 10 will be designated Up and Down Route D, as shown on diagram.

The signals on which  signs are provided are shown on diagram.

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

No. 2 Box—From Down Route D to platforms 8, 9, and 10.

—From Down Route C to platforms 6 and 7.

Exchange Junction Box—Down fast and slow homes.

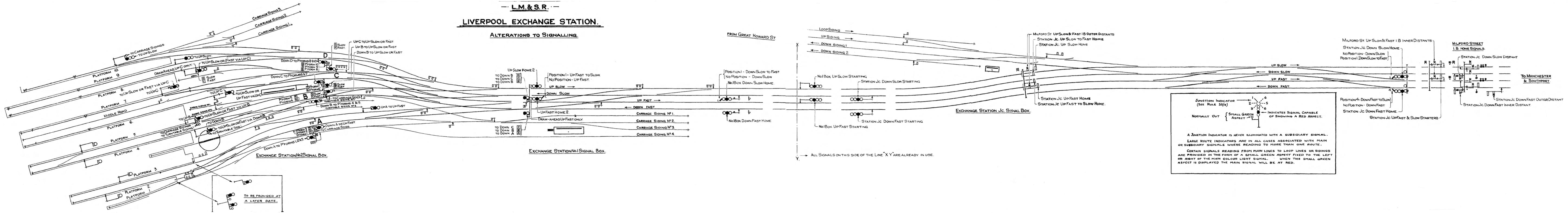
R. O. BANISTER,

Divisional Superintendent of Operation.

*Manchester,
May, 1946.*

LIVERPOOL EXCHANGE STATION.

ALTERATIONS TO SIGNALLING.



JUNCTION INDICATOR (SEE RULE 35(e))

NORMALLY OUT { SMALL GREEN ASPECT

INDICATES SIGNAL CAPABLE OF SHOWING A RED ASPECT.

A JUNCTION INDICATOR IS NEVER ILLUMINATED WITH A SUBSIDIARY SIGNAL.

LARGE ROUTE INDICATORS ARE IN ALL CASES ASSOCIATED WITH MAIN OR SUBSIDIARY SIGNALS WHERE READING TO MORE THAN ONE ROUTE.

CERTAIN SIGNALS READING FROM MAIN LINES TO LOOP LINES OR SIDINGS ARE PROVIDED IN THE FORM OF A SMALL GREEN ASPECT FIXED TO THE LEFT OR RIGHT OF THE MAIN COLOUR LIGHT SIGNAL. WHEN THIS SMALL GREEN ASPECT IS DISPLAYED THE MAIN SIGNAL WILL BE AT RED.

ALL SIGNALS ON THIS SIDE OF THE LINE "X Y" ARE ALREADY IN USE.

TO BE PROVIDED AT A LATER DATE.