

BRITISH RAILWAYS
LONDON MIDLAND REGION
(WESTERN LINES)

SPECIAL NOTICE 600 G.

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE AND MUST NOT BE GIVEN TO THE PUBLIC

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE RESIGNALLING BETWEEN WAVERTREE JUNCTION AND WOODSIDE SIDINGS (EXCLUSIVE) AND AT GARSTON JUNCTION AND CHURCH ROAD

IMPORTANT :—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS, CREWE**” using the code :—
“**ARNO 600G.**”

The diagram, with schedule of signal route indications, which is attached to this notice shows the completion of the first stage of the resignalling of the line between Crewe and Liverpool (Lime Street).

Work at Garston Junction and Church Road will commence at 8.0 a.m. on Friday, 5th August, and is due to be completed by 8.0 p.m. the same day.

Work at Woodside Sidings, Speke Junction, Allerton Junction, Mossley Hill and Wavertree Junction will commence at 10.0 p.m. on Saturday, 6th August, and is due to be completed by 6.0 a.m. on Monday, 8th August.

During these periods, points and signals worked by the boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these periods will be found in Section “B” of the appropriate Weekly Notice.

On completion of the work the permanent way layout and signalling will be as shown on the diagram. The following notes are intended to supplement the information given on the diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The existing running signals controlled by Speke Junction, Allerton Junction, Mossley Hill and Wavertree Junction will be taken away and replaced by multiple-aspect colour light signalling (Rule 43), with continuous track circuiting, controlled from the existing box at Speke Junction, a new box at Allerton Junction and the existing box at Wavertree Junction. As indicated on the diagram, certain of the signals will be of the automatic and semi-automatic type.

Certain signalling alterations will also take place at Garston Junction, Church Road and Woodside Sidings, details of which are given below.

The down line between Allerton Junction and Garston Junction will be redesignated down goods line; the up line between the same points will be redesignated "up and down" goods line. Both lines will be worked in accordance with the Permissive Block Regulations.

The goods lines between Speke Junction and Garston Junction, between Garston Junction and Church Road and between Allerton Junction and Hunts Cross West Junction will continue to be worked in accordance with the Permissive Block Regulations.

The lines between Speke Junction and Woodside Sidings and between Wavertree Junction and Edge Hill No. 3 will continue to be worked in accordance with the Absolute Block Regulations. The up and down Circular Goods lines between Wavertree Junction and Engine Shed Junction will continue to be worked in accordance with the Permissive Block Regulations.

Woodside Sidings.

New colour light down fast and down slow starting signals will be provided. These signals will also act temporarily as down outer distant signals for Speke Junction, 2,020 yards from Speke Junction down fast and down slow home signals (SE 81/84).

The up line signalling will remain unchanged at this stage.

Speke Junction.

Signals SE 81/84 will act temporarily as down home signals.

Signals SE 22/10 will act temporarily as up starting signals.

The 3-arm dwarf shunting signals reading from the shunting line and the up siding will continue to read as follows:—

Top arm — to up fast.
Middle arm — to up slow.
Bottom arm — to down through siding.

Catch points will be provided on the down fast line 725 yards and 1,780 yards in rear of signal SE 81, and on the down slow line at the same distances in rear of signal SE 84.

Allerton Junction.

A new box will be brought into use on a site adjoining the former box.

Mossley Hill.

The box will be abolished and the connections to the down sidings will be controlled from two ground frames electrically released from Allerton Junction box.

Wavertree Junction.

This box will eventually be abolished and all signals and connections eventually worked from a new power box at Edge Hill. The signals, therefore, bear the prefix EH, but all signal post telephones will be temporarily connected to Wavertree Junction box.

A new fast line crossover road will be provided as shown on the diagram, worked by a ground frame electrically released from Wavertree Junction box.

Signals EH 18 and EH 21 will act as the up main and up Circular Goods home signals for Wavertree Junction. The up main distant signals will be 1,151 yards in rear of signal EH 18. The up Circular Goods distant signals will be 490 yards in rear of signal EH 21.

The down main starting signal will remain during this stage.

The 5-arm dwarf shunting signal reading set back from up slow will continue to read as follows :—

Top arm	—	to siding 1 or 2.
2nd arm	—	to through siding.
3rd arm	—	to down Circular Goods.
4th arm	—	along up Circular Goods.
Bottom arm	—	to down main.

Catch points will be provided on the down fast line 470 yards in rear of signal EH 4 and 531 yards in rear of signal EH 6, and on the down slow line 460 yards in rear of signal EH 3 and 531 yards in rear of signal EH 5.

Garston Junction.

All semaphore running signals will be superseded by colour light signals.

All existing dwarf shunting signals will be retained with the same readings, except that the dwarf shunting signal reading set back from the former up Allerton line will be recovered.

The methods of working at the N.W.G.B. and Match Works ground frames will be unchanged.

A new down home signal will be provided for the " up and down " goods line.

The banner repeating signals working in conjunction with the up goods 1 and 2 line home signals will be recovered.

Church Road.

The semaphore down goods 1 and 2 home signals and the up goods 1 and 2 starting signals will be superseded by colour light signals.

All existing dwarf shunting signals will be retained with the same readings.

GENERAL.

The semi-automatic signals protecting ground frame connections will be controlled from the ground frame concerned and when telephone communication cannot be established with the supervisory signal box concerned, Rule 55 clause h (ii) will apply.

Modification of certain Standard Rules will apply on the up and down fast and up and down slow lines between Wavertree Junction and Woodside Sidings (exclusive). The attention of all concerned is directed to Section "D" of the appropriate issue of the Weekly Notice, in which these modifications will be published.

All colour light running signals on the diagram may be replaced to danger before the whole of the train has passed.

P. J. FISHER,
Line Traffic Officer (Operating).

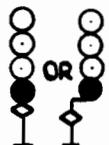
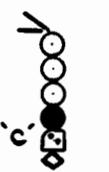
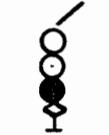
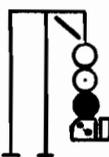
Crewe,
July, 1960.

SPEKE JCN.-GARSTON JCN.-ALLERTON JCN.-WAVERTREE JCN.

INTRODUCTION OF COLOUR LIGHT SIGNALLING
 SCHEDULE REFERRING TO ATTACHED SIGNALLING PLAN

SPEKE JCN. (S E)

1

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE	
	81	MAIN			DOWN FAST	
	84	MAIN			DOWN SLOW	
	80	MAIN			DOWN FAST	
		MAIN		POS ^{N.} 1	DOWN SLOW	
		MAIN		POS ^{N.} 2	DOWN GOODS	
		SUB+C		POS ^{N.} 2	DOWN GOODS	
	10	MAIN			UP SLOW	
	22	MAIN			UP FAST	
	21	MAIN			UP FAST	
		MAIN		POS ^{N.} 4	UP SLOW	
	9	MAIN		POS ^{N.} 1	UP FAST	
		MAIN				UP SLOW
	83	MAIN		POS ^{N.} 4	DOWN FAST	
		MAIN				DOWN SLOW
		MAIN		POS ^{N.} 1		DOWN GOODS
		SUB+C		POS ^{N.} 1		DOWN GOODS
		SUB	'SDG.'			SIDINGS
	14	MAIN		POS ^{N.} 1	UP FAST	
		MAIN				UP SLOW
		SUB	'SDG.'			DOWN THRO. SIDING

ALLERTON JCN. (A N)

2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	7	MAIN		POS ^N . 4	DOWN SLOW
		MAIN			UP SLOW
		MAIN		POS ^N . 1	UP FAST
	24	MAIN			DOWN SLOW
	31	MAIN			UP FAST
	54	MAIN			DOWN FAST
	22	MAIN			DOWN SLOW
	23	MAIN			DOWN SLOW
	25	MAIN			DOWN SLOW
	53	MAIN		POS ^N . 1	DOWN SLOW
		MAIN			DOWN FAST
	8	MAIN		POS ^N . 4	DOWN GOODS
		SUB+C		POS ^N . 4	DOWN GOODS
		MAIN			UP SLOW
	5	MAIN			UP & DOWN GOODS
		SUB+C			UP & DOWN GOODS
		MAIN		POS ^N . 1	DOWN GOODS
		SUB+C		POS ^N . 1	DOWN GOODS
	55	MAIN			DOWN FAST
	33	MAIN			UP FAST
		MAIN		POS ^N . 1	UP GOODS
		SUB+C		POS ^N . 1	UP GOODS
		SUB	SDG		TO DEPOT.

WAVERTREE JCN.

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	EH 10	MAIN		POS ^{N.} 4	UP SLOW
		MAIN			UP FAST
	EH 21	MAIN			UP SLOW
		MAIN		POS ^{N.} 1	UP FAST
	EH 9	MAIN			DOWN CIRCULAR GOODS
		SUB+C			DOWN CIRCULAR GOODS
		MAIN		POS ^{N.} 4	DOWN MAIN
		SUB	'SDG.'		SIDINGS 1 & 2
		SUB	'TS'		THROUGH SIDING
	EH 11	MAIN		POS ^{N.} 1	DOWN CIRCULAR GOODS
		SUB+C		POS ^{N.} 1	DOWN CIRCULAR GOODS
		MAIN			DOWN MAIN
		SUB	'SDG.'		SIDINGS 1 & 2
		SUB	'TS'		THROUGH SIDING

GARSTON JCN.

4

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	DOWN GOODS HOME FROM SPEKE	MAIN		POS ^{N.} 1	DOWN GOODS 2
		SUB+C		POS ^{N.} 1	DOWN GOODS 2
		MAIN			DOWN GOODS 1
		SUB+C			DOWN GOODS 1
	DOWN GOODS HOME FROM ALLERTON	MAIN		POS ^{N.} 1	DOWN GOODS 2
		SUB+C		POS ^{N.} 1	DOWN GOODS 2
		MAIN			DOWN GOODS 1
		SUB+C			DOWN GOODS 1
		SUB	U.G. 2		UP GOODS 2
	UP & DN. GOODS HOME	MAIN		POS ^{N.} 1	DOWN GOODS 2
		SUB+C		POS ^{N.} 1	DOWN GOODS 2
		MAIN			DOWN GOODS 1
		SUB+C			DOWN GOODS 1
		SUB	U.G. 2		UP GOODS 2
	UP GOODS 1 HOME	MAIN	'S'		UP GOODS
		SUB+C	'S'		UP GOODS
		MAIN	'A'		UP & DN. GOODS
		SUB+C	'A'		UP & DN. GOODS
		SUB	'DEP.'		NEW DOCK OR DEPARTURE ROAD 1-2.
		SUB	'SHU.'		SHUNTING LINE
	UP GOODS 2 HOME	MAIN	'S'		UP GOODS
		SUB+C	'S'		UP GOODS
		MAIN	'A'		UP & DN. GOODS
		SUB+C	'A'		UP & DN. GOODS
		SUB	'DEP.'		NEW DOCK OR DEPARTURE ROAD 1-2
		SUB	'SHU.'		SHUNTING LINE
		SUB	'SDG.'		SIDINGS 3,7,8 OR SHED

CHURCH ROAD

5

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR	JUNCTION INDR.	ROUTE
	UP GOODS 1 STARTING	MAIN			UP GOODS 1
		SUB+C			UP GOODS 1
		MAIN		POS ^N . 1	UP GOODS 2
		SUB+C		POS ^N . 1	UP GOODS 2
	UP GOODS 2 STARTING	MAIN			UP GOODS 2
		SUB+C			UP GOODS 2
	DOWN GOODS 2 HOME	SUB	'G.F.'		TO DAM BRIDGE G.F.
		SUB	'SDG.'		TO SIDINGS
	DOWN GOODS 1 HOME	SUB	'G.F.'		TO DAM BRIDGE G.F.
		SUB	'SDG.'		TO SIDINGS

SIGNAL PLATE PREFIXES

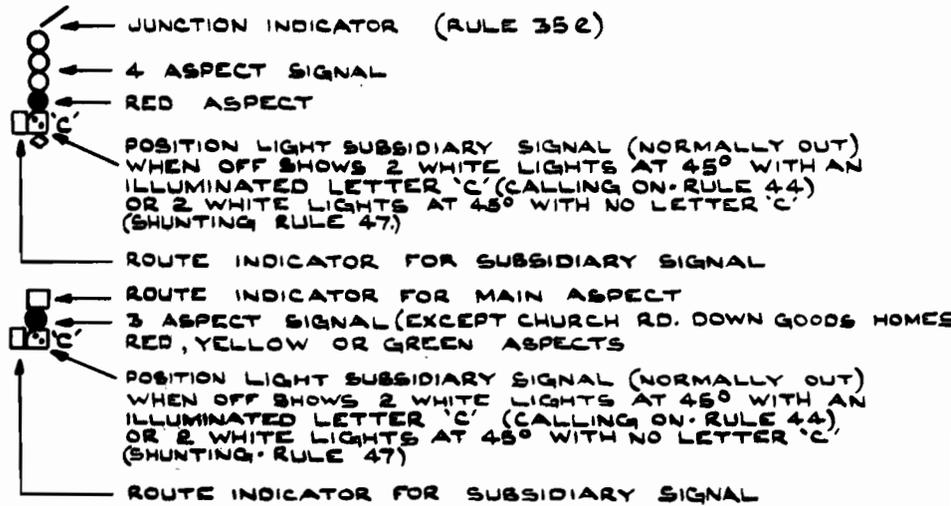
SE - SPEKE JCN.
AN - ALLERTON JCN.
EH - EDGE HILL

SIGNALS WITH PREFIX 'EH' WILL BE CONTROLLED TEMPORARILY FROM WAVERTREE JCN. SIGNAL BOX.

SIGNAL NUMBERING ON SCHEDULE CORRESPONDS WITH NUMBERING OF SIGNALS ON SITE.

EXPLANATION OF SIGNAL INDICATIONS

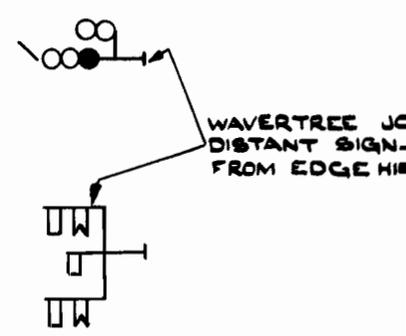
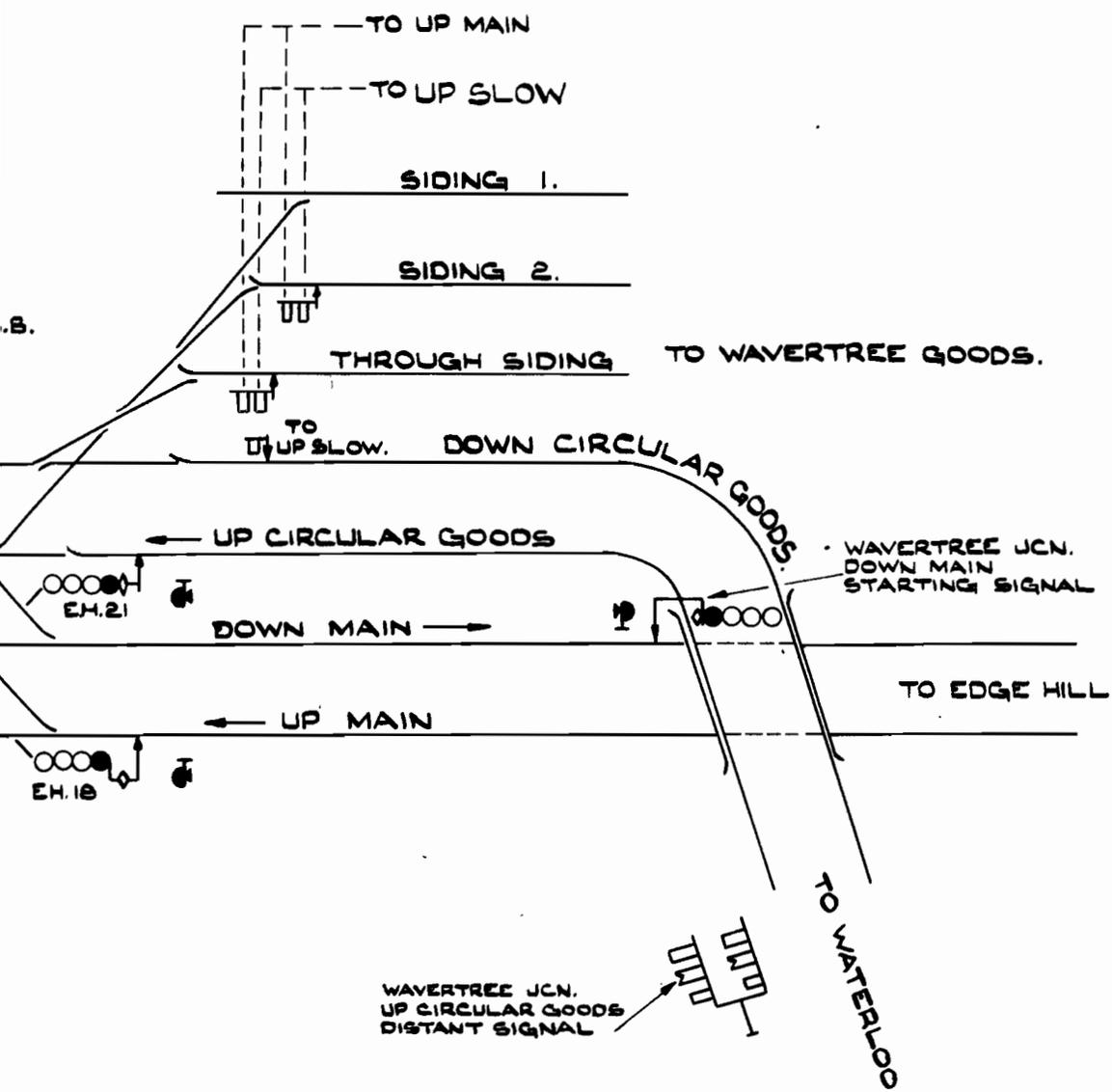
MAIN RUNNING SIGNALS.



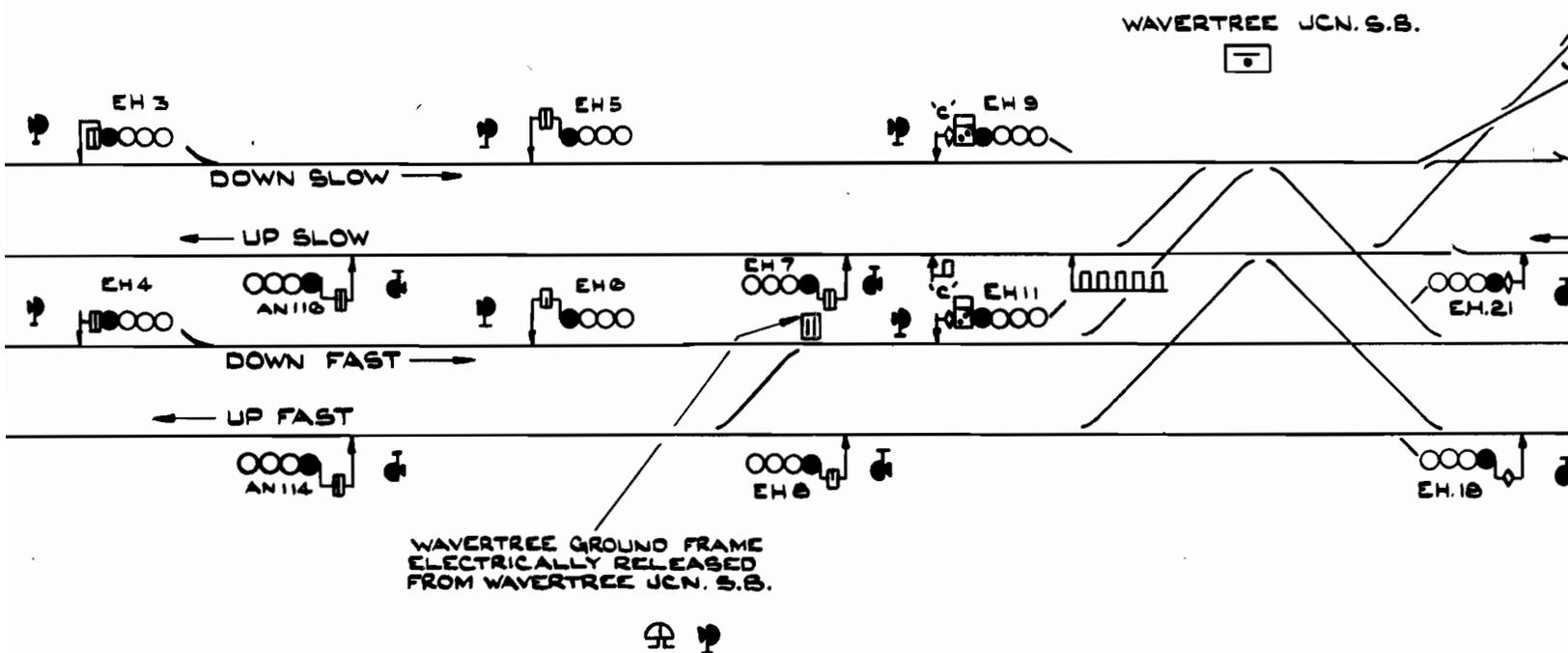
-  SINGLE STROKE BELL
-  TELEPHONE
-  SEMI-AUTOMATIC SIGNAL
-  AUTOMATIC SIGNAL
-  BANNER REPEATING SIGNAL

SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS THE NUMBERS OF WHICH ARE SHOWN THUS: SE 9.

WAVERTREE JCN.
 DISTANT SIGNALS.
 FROM EDGE HILL.



SPEKE JCN. — WAVERTREE JCN.
CTION OF COLOUR LIGHT SIGNALLING.
NOT TO SCALE



TO DWARF SHUNTING
SIGNAL AHEAD OR UP
GOODS 1 STARTING
SIGNAL.

INTRODU

UP GOODS 1
STARTING SIGNAL

LONG SIDING

UP GOODS 1 STARTING SIGNAL
LONG SIDING

DOWN FAST
DOWN SLOW
AN 101

AN 7

AN 103

AN 31

WEST ALLERTON
STATION

AN 105

AN 104

AN 107

AN 102

MOSSLEY HILL GROUND FRAMES
ELECTRICALLY RELEASED
FROM ALLERTON JCN. S.B.

No. 1

No. 2

EH 1

EH 2

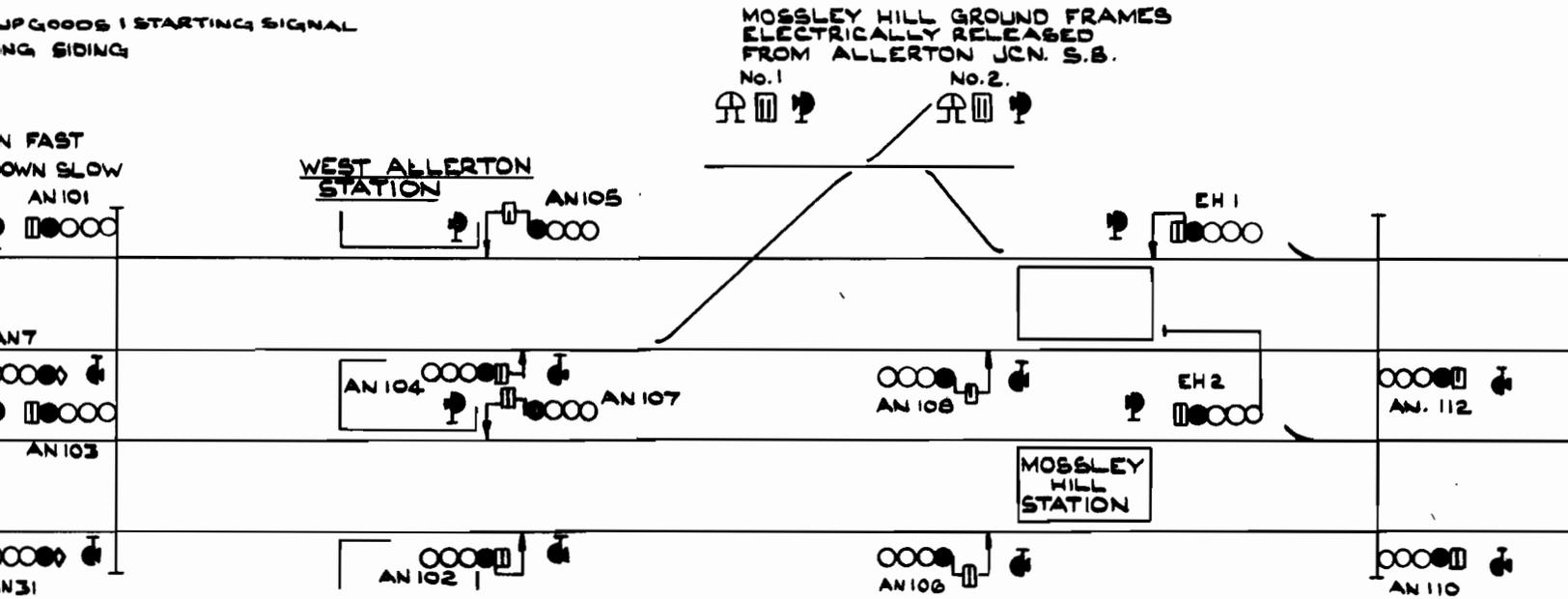
MOSSLEY
HILL
STATION

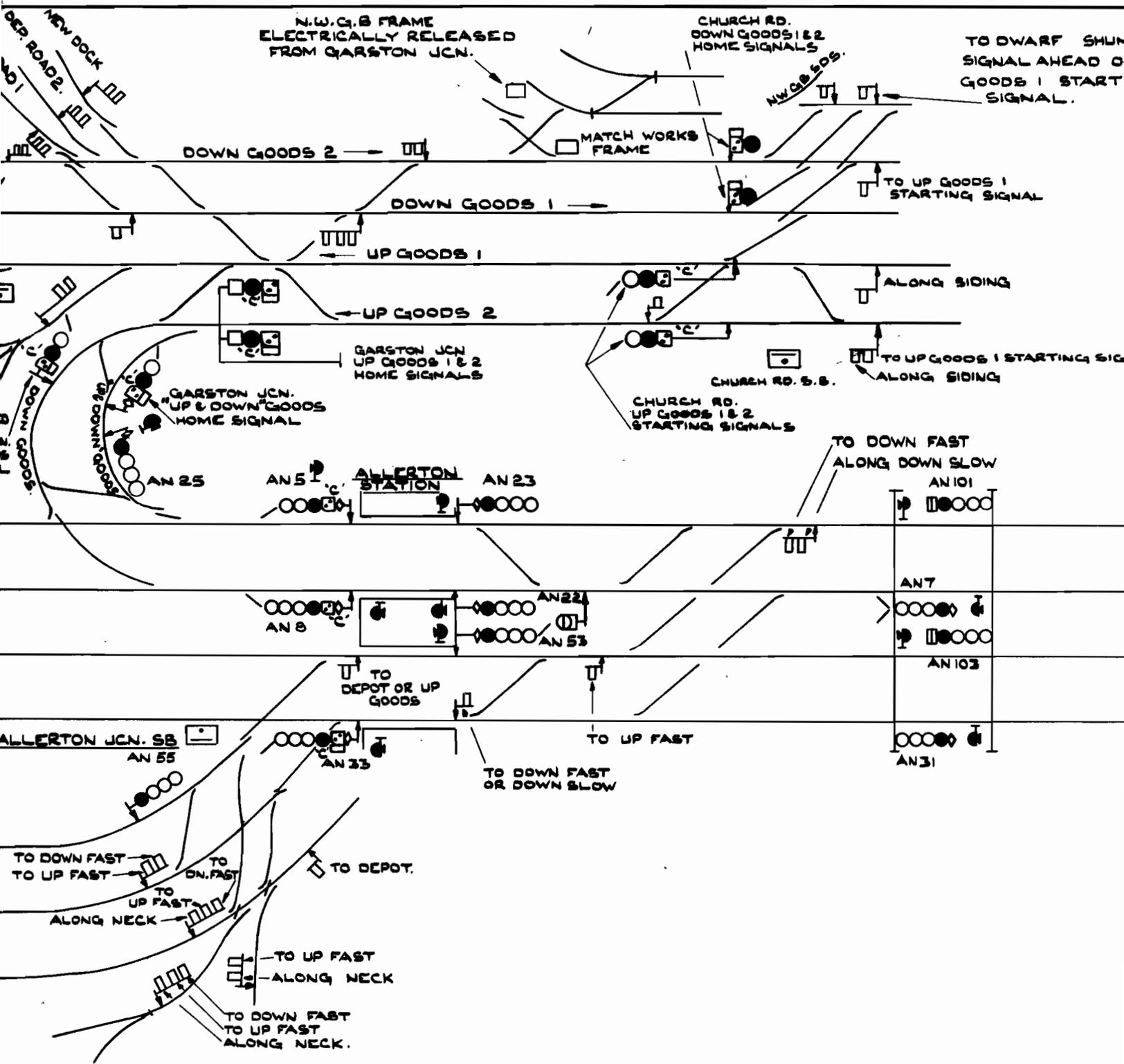
AN 108

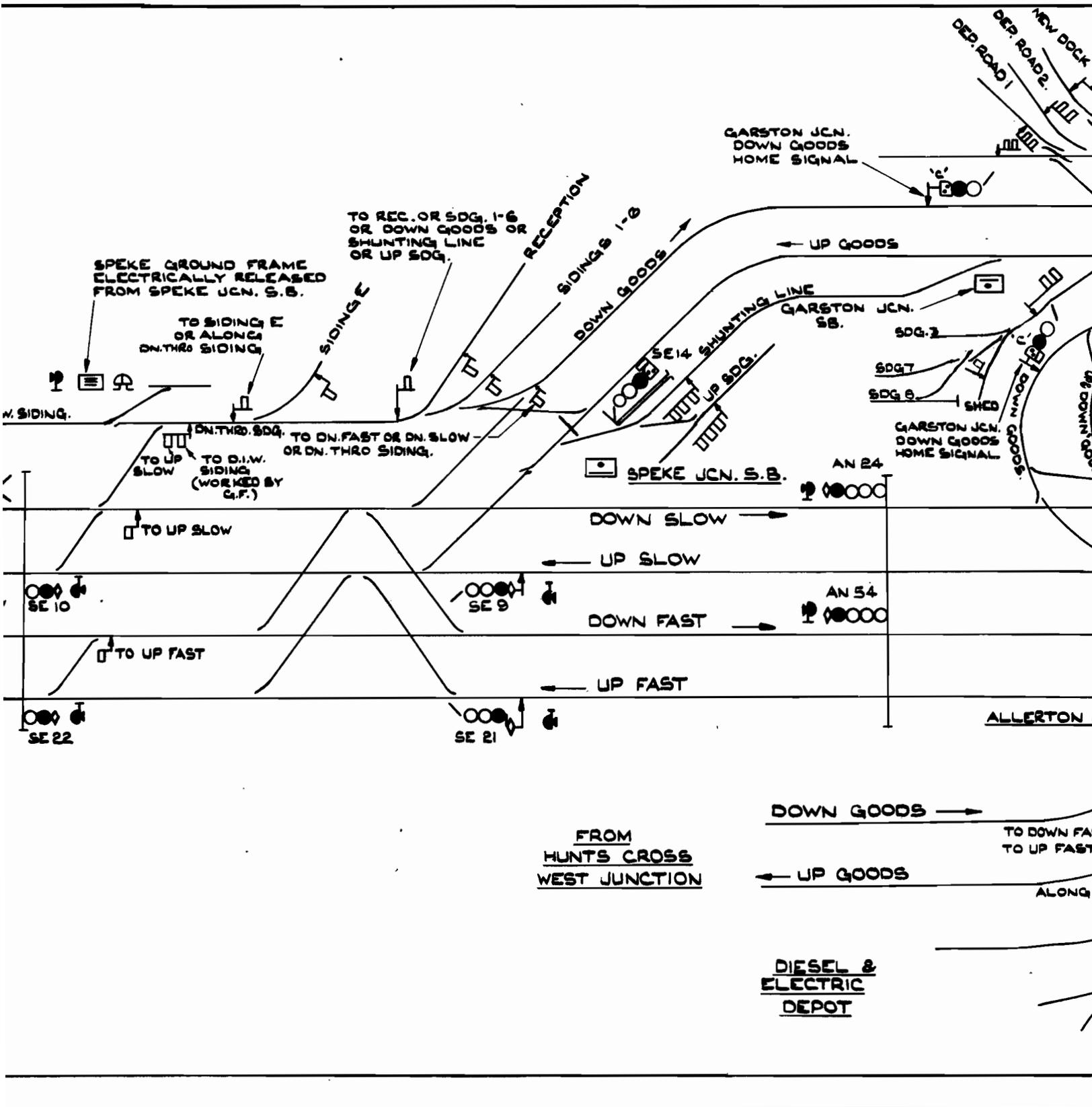
AN 106

AN. 112

AN 110







WOODSIDE SIDINGS
DOWN STARTING SIGNALS
(ACTING SPEKE JCN. DOWN
OUTER DISTANT SIGNALS)

SH
INNE

FROM CREWE



WOODSIDE
SIDINGS S.B.

WOODSIDE SIDINGS
UP HOMES

