

# BRITISH RAILWAYS

London Midland Region  
(WESTERN LINES)

## SPECIAL NOTICE 800 G

This notice must be kept strictly private and must not be given to the public.

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### NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE TRANSPOSITION OF RUNNING LINES BETWEEN LIVERPOOL (LIME STREET) AND EDGE HILL No. 2

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**IMPORTANT** :—This notice to be acknowledged IMMEDIATELY on receipt to  
"TRAINS, CREWE" using the code :—"ARNO 800 G."

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The diagram attached to this notice shows the alterations to the permanent way and signalling consequent upon the transposition of running lines between Liverpool (Lime Street) and Edge Hill No. 2.

The work will commence at 12.1 a.m. on Saturday, 3rd September, and is due to be completed at 5.0 a.m. on Monday, 5th September. Details of the lines which will be blocked and the arrangements laid down during this period will be found in Sections 'B' and 'C' of the appropriate Weekly Notice.

On completion of the work the order of running lines between Liverpool (Lime Street) and Edge Hill No. 2, reading from the right leaving Lime Street, will be :—

Down fast  
Up fast  
Down slow  
Up slow

and the permanent way layout and signalling arrangements will be as shown on the diagram.

The main signalling alterations at each location will be as follows :—

#### LIVERPOOL (LIME STREET).

**An additional route to up slow will be provided via the new down slow. Up trains may, therefore, travel in the wrong direction on the down slow line as far as the slow line crossover in advance of the new "down slow starting signal to up slow" and all concerned must be prepared accordingly.**

The main running signals will be re-positioned as shown on the diagram and the amended readings of these signals are shown on the schedule of signals also attached to this notice ; the readings of certain signals are unchanged but these have been included for reference purposes. For ease of identification the main running signals reading from the station area have been named Home 1 and Homes 2 and 3 where applicable, commencing from the buffer stops.

The dwarf shunting signals will read as follows, the stencil type route indications being quoted where applicable. The readings of existing dwarf shunting signals applicable to down direction movements are unchanged but these are given in full for reference purposes.

# SIGNALLING RECORD SOCIETY

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## Up direction.

Pit Sidings 1 or 2 and Back Line	NCK—to shunting neck, via Z points F—to up fast, via Z points S—to up slow, via Z points. DS—to down slow, via Z points (This signal is preceded by the home 1 signal for platform 1—subsidiary aspects only.)
Siding A	to platform 1 home 1.
Siding B	to “ platform 4 or siding B ” home 1.
Siding D	to platform 5 home 1.
Siding E	to platform 7 home 1.
Sidings F and G	NCK—to shunting neck F—to up fast, via X points DS—to down slow.
Turntable	DF—to down fast Limit of Shunt NCK—to shunting neck F—to up fast DS—to down slow.

## Down direction.

At Z points	to platform 1, 2, 3, 4 or 5, Back line, Pit Sidings 1 or 2, or Sidings A, B or D.
Up slow	to platform 1, Back line, Pit Sidings 1 or 2, Siding A or dwarf shunting signal at Z points.
Down slow on Edge Hill side of scissors crossover	to platform 5, 6 or Siding D via Y points, or dwarf shunting signal at Z points.
Down slow on Edge Hill side of connection to W points	to dwarf shunting signal ahead on down slow, or to platform 6, 7, Siding E or dwarf shunting signal ahead via X points, or dwarf shunting signal ahead via W points.
Station side of X points	to platform 8 or Sidings F and G.
Shunting neck on Edge Hill side of connection to W points	to dwarf shunting signal at Z points or to platform 5, 6 or Siding D via Y points or to platforms 6, 7, Siding E or dwarf shunting signal ahead via X points, or to dwarf shunting signal ahead on the station side of W points.
Shunting neck on Edge Hill side of trap points	to dwarf shunting signal ahead.
Up fast	to dwarf shunting signal in the shunting neck, or to platforms 6, 7, Siding E or dwarf shunting signal ahead via X points, or to dwarf shunting signal ahead via W points.
Station side of W points	to platform 8 or dwarf shunting signal ahead.
On Edge Hill side of connection to turntable	T—to Turntable. No indication—to platforms 9, 10 or 11.

## EDGE HILL No. 2.

The up and down fast and down slow colour light signals will be repositioned as shown on the diagram.

The dwarf shunting signal in the Southport Bay will read to up slow, via down slow.

The dwarf shunting signal situated at the Wavertree end of the down slow platform line will read set-back from down slow to up slow.

The dwarf shunting signal outside the up fast line will read set-back from up fast to down fast.

The 3-arm dwarf shunting signal at the Wavertree end of the down fast platform line will read set-back from down fast :—

top arm—to up fast

middle arm—to down goods (to dwarf shunting signal ahead).

bottom arm—to Carriage Siding.

The 3-arm dwarf shunting signal outside the up goods line under the bridge will read set-back from up goods :—

top arm—to down through siding

middle arm—to Carriage Siding

bottom arm—to up fast (to dwarf shunting signal ahead).

The dwarf shunting signal with 4-way stencil type route indicator at the exit from the Carriage Sidings via Siding I will continue to read from Carriage Sidings :—

SDG—to down through siding

DSH—along Siding I

W—to down goods

X—to up goods (to 3-arm dwarf shunting signal ahead).

The miniature arm signals bracketed to the left of the down goods home signal will continue to read :—

top arm—to down siding

bottom arm—to down through siding.

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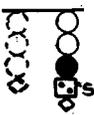
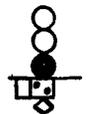
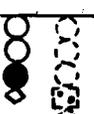
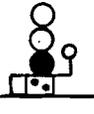
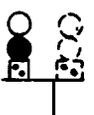
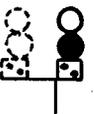
Between Edge Hill No. 2 and Huyton Station the up and down North (slow) and up and down South (fast) lines will in future be known as up and down slow and up and down fast lines only.

Crewe,  
August, 1960.

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

# LIME STREET

1

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR.	ROUTE
	UP FAST STARTING.	MAIN	—	UP FAST
		SUB+S	—	SHUNT AHEAD TO BROWNLOW UP I.B. HOME SIGNAL.
	DOWN SLOW STARTING TO UP SLOW	MAIN	—	DN. SLOW TO UP SLOW
		SUB.	X DS.	TO DOWN SLOW LIMIT OF SHUNT.
	UP SLOW STARTING.	MAIN	—	UP SLOW
	HOME 2 FROM PLATFORM 1.	MAIN	—	UP SLOW
		SUB.	—	SHUNT UP SLOW
	HOME 3 FROM PLATFORMS 6 OR 7.	SUB.	F	SHUNT UP FAST
		SMALL YELLOW	—	SHUNTING NECK
		MAIN	DS.	TO "DOWN SLOW STARTING SIGNAL TO UP SLOW"
		SUB.	DS.	SHUNT TO DOWN SLOW
		MAIN	F	UP FAST
	PLATFORM 6 HOME 2.	MAIN	—	TO HOME 3 FROM PLATFORMS 6 OR 7.
		SUB.	—	SHUNT TO HOME 3.
	PLATFORM 7 HOME 1.	MAIN	—	TO HOME 3 FROM PLATFORMS 6 OR 7.
		SUB.	—	SHUNT TO HOME 3.

# LIME STREET

2

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR.	ROUTE
	HOME 3 FROM PLATFORMS 2, 3 OR 4.	SMALL YELLOW	—	SHUNTING NECK
		MAIN	F	UP FAST
		SUB.	F	SHUNT UP FAST
		MAIN	S	UP SLOW
		SUB.	S	SHUNT UP SLOW
		MAIN	D.S.	TO DOWN SLOW STARTING SIGNAL TO UP SLOW"
		SUB	D.S.	SHUNT DOWN SLOW.
	PLATFORM 5 HOME 1.	MAIN	F	UP FAST
		SUB.	F	SHUNT UP FAST
		MAIN	S	UP SLOW
		SUB.	S	SHUNT UP SLOW
		MAIN	D.S.	TO DOWN SLOW STARTING SIGNAL TO UP SLOW "
		SUB.	D.S.	SHUNT DOWN SLOW
		SMALL YELLOW		SHUNTING NECK.
	PLATFORM 6 HOME 1.	MAIN	F	UP FAST VIA. Y POINTS.
		SUB.	F	SHUNT UP FAST VIA Y POINTS.
		MAIN	G	TO PLATFORM 6 HOME 2.
		SUB.	G	SHUNT TO PLAT.6 HOME 2.
		MAIN	D.S.	TO DOWN SLOW STARTING SIGNAL TO UP SLOW " VIA Y POINTS.
		SUB.	D.S.	SHUNT DOWN SLOW VIA. Y POINTS.
		SMALL YELLOW		SHUNTING NECK VIA. Y POINTS

# LIME STREET

3

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR.	ROUTE
	PLATFORM 1 HOME 1. (THIS SIGNAL ALSO PRECEDES THE DWARF SHUNTING SIGNAL READING FROM THE BACK LINE OR PIT SIDINGS 1 OR 2 - SUBSIDIARY ASPECTS ONLY.)	MAIN	F	UP FAST.
		SUB.	F	SHUNT UP FAST
		MAIN	S	TO HOME 2 FROM PLATFORM 1.
		SUB.	S	SHUNT TO HOME 2.
		MAIN	S	UP SLOW VIA Z POINTS.
		SUB.	S	SHUNT UP SLOW VIA Z POINTS.
		MAIN	DS	TO "DOWN SLOW STARTING SIG. TO UP SLOW"
		SUB.	D.S.	SHUNT DN. SLOW
		SMALL YELLOW		SHUNTING NECK
	PLATFORM 2 HOME 1.	MAIN	---	TO HOME 3 FROM PLATFORMS 2,3 OR 4
		SUB.	---	SHUNT TO HOME 3 AHEAD.
	HOME 2 FROM PLATFORMS 3 OR 4.	MAIN	---	TO HOME 3 FROM PLATFORMS 2,3 OR 4
		SUB.	---	SHUNT TO HOME 3.
	PLATFORM 3 HOME 1.	MAIN	---	TO HOME 2 FROM PLATFORMS 3 OR 4
		SUB.	---	SHUNT TO HOME 2.
	PLATFORM 4 OR SIDING B. HOME 1.	MAIN	---	TO HOME 2 FROM PLATFORMS 3 OR 4
		SUB.	---	SHUNT TO HOME 2.

# LIME STREET

4

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR	ROUTE.
	<p>PLATFORM 8 HOME 1.</p>	MAIN	F	UP FAST VIA WORX POINTS
		SUB.	F	SHUNT UP FAST VIA WORX POINTS
		MAIN	D.S.	"DOWN SLOW STARTING SIGNAL TO UP SLOW" VIA. W OR X POINTS.
		SUB.	D.S.	SHUNT DN. SLOW VIA. WORX POINTS
		SMALL YELLOW	X	DOWN FAST LIMIT OF SHUNT.
		SMALL YELLOW	N.	SHUNTING NECK VIA. WORX POINTS.
	<p>HOME 3 FROM PLATFORMS 9, 10, OR 11</p>	MAIN	F	UP FAST
		SUB.	F	SHUNT UP FAST
		MAIN	D.S.	"DOWN SLOW STARTING SIG. TO UP SLOW."
		SUB.	D.S.	SHUNT DN. SLOW
		SMALL YELLOW	X	DOWN FAST LIMIT OF SHUNT
		SMALL YELLOW	N	SHUNTING NECK
	<p>HOME 2 FROM PLATFORM 10 OR 11</p>	MAIN	---	TO HOME 3 FROM PLATFORMS 9, 10, 11.
		SUB.	---	SHUNT TO HOME 3.
	<p>PLATFORM 9 HOME 1.</p>	MAIN	---	TO HOME 3 FROM PLATFORMS 9, 10 OR 11
		SUB.	---	SHUNT TO HOME 3
	<p>PLATFORM 10 HOME 1.</p>	MAIN	---	TO HOME 2 FROM PLATFORMS 10 OR 11
		SUB.	---	SHUNT TO HOME 2
	<p>PLATFORM 11 HOME 1.</p>	MAIN	---	TO HOME 2 FROM PLATFORMS 10 OR 11
		SUB.	---	SHUNT TO HOME 2

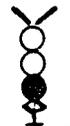
# LIME STREET

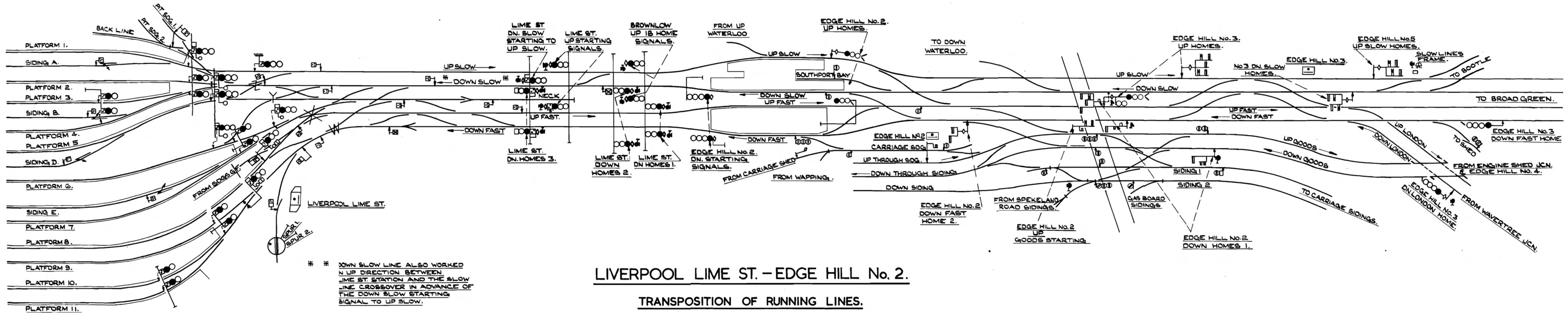
5

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	ROUTE INDR.	ROUTE	
	<p style="font-size: 1.2em;">DOWN FAST HOME 3.</p>	MAIN OR SUB	1	PLATFORM 1.	
		"	2	" "	2.
		"	3	" "	3.
		"	4	" "	4.
		"	5	" "	5.
		"	6	" "	6.
		"	7	" "	7.
		"	8	" "	8.
		"	9	" "	9.
		"	10	" "	10.
		"	11	" "	11
		SUB.	SDG.	SIDINGS A.B.D.E	
		SUB.	T.	TURNTABLE	
		SUB.	G.	SIDINGS F.G.	
		SUB.	B.L.	BACK LINE OR PIT SIDINGS 1 OR 2.	
			<p style="font-size: 1.2em;">DOWN SLOW HOME 3.</p>	MAIN OR SUB	1
"	2			" "	2
"	3			" "	3
"	4			" "	4
"	5			" "	5
"	6			" "	6
"	7			" "	7
"	8			" "	8
"	9			" "	9
"	10			" "	10
"	11			" "	11
SUB.	SDG.			SIDINGS A.B.D.E.	
SUB.	T.			TURNTABLE	
SUB.	G.			SIDINGS F.G.	
SUB.	B.L.			BACK LINE OR PIT SIDINGS 1 OR 2	

# EDGE HILL No. 2.

6

SIGNAL PROFILE	NAME OF SIGNAL	ASPECT	JCN. INDR.	ROUTE
	UP SLOW HOME.	MAIN	POS <sup>N</sup> .1	UP SLOW
		MAIN	—	UP FAST
		MAIN	POS <sup>N</sup> .4	UP GOODS
	UP FAST HOME.	MAIN	—	UP FAST
		MAIN	POS <sup>N</sup> .4	UP GOODS



**LIVERPOOL LIME ST. - EDGE HILL No. 2.**  
**TRANSPOSITION OF RUNNING LINES.**

**EXPLANATION OF SIGNAL INDICATIONS.**

ROUTE INDICATOR FOR MAIN ASPECT.  

 2 ASPECT SIGNAL.  

 RED ASPECT.  

 POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (SHUNTING-RULE 4T).  

 ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.

3 ASPECT SIGNAL.  

 POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (SHUNTING-RULE 4T).  

 SMALL YELLOW ASPECT (NORMALLY OUT) WITH SEPARATE ROUTE INDICATOR.  

 ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.

POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN ILLUMINATED LETTER 'S' (RULE 4G).  

 ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.

JUNCTION INDICATORS (RULE 35 c)

**GENERAL SYMBOLS.**

TELEPHONE.  

 FIREMANS CALL PLUNGER.  

 LIMIT OF SHUNT INDICATOR.  

 DERAILER.  

 SINGLE STROKE BELL.