

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 888 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 BROAD GREEN,
OLIVE MOUNT JUNCTION, EDGE LANE JUNCTION AND
WAVERTREE JUNCTION
AND
LIVERPOOL LIME STREET,
ALSO AT CERTAIN SIGNALBOXES IN THE EDGE HILL AREA.**

**IMPORTANT :—This notice to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE" using the code :—
" ARNO 888 G ".**

26/8/61

The diagram, with schedule of signal route indications, which is attached to this notice shows the final stage of the resignalling of the line between Crewe and Liverpool (Lime St.) which will link up with the previous stages already completed between Crewe and Wavertree Junction. Certain signalling alterations, as shown on the diagram, will also take place at Broad Green, Olive Mount Junction and Edge Lane Junction.

The existing running signals controlled by Edge Hill No. 5, Edge Hill No. 3 and Edge Hill No. 2 (except Brownlow up 1B signals) will be taken away and replaced by multiple aspect colour light signalling (Rule 43), with continuous track circuiting, controlled from a new power signal box at Edge Hill which will be located on the down side of all lines between the present Edge Hill Nos. 2 and 3 boxes.

The existing running signals controlled by Wavertree Junction will remain in their present locations but will be worked from the new power signalbox. The former Wavertree Junction down main starting signal will have a junction indicator added to it. The telephones at the automatic and semi-automatic signals EH 1-8 (south of the junction at Wavertree) will be connected to the new power box. Signals EH 3 and EH 4 will become outer distant signals for EH 9 and EH 11.

SIGNALLING RECORD SOCIETY

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All shunting signals in the operating area will be replaced by position light type signals and the readings are given in the schedule attached to this notice. The alterations at the other signalboxes are as shown on the diagram.

Edge Hill No. 4 box will be re-named Viaduct Junction.

The bringing into operation of the Edge Hill new power box will commence at 10.0 p.m. on Saturday, 26th August, and is due to be completed by 4.0 a.m. on Monday, 28th August.

During this period, points and signals worked by the boxes concerned will be disconnected as required and Drivers will be hand signalled as necessary. Fuller details of the working during this period 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 and the following notes are intended to supplement the information given thereon.

Edge Hill New Power Box.

Wavertree Junction, Edge Hill No. 5, Edge Hill No. 3 and Edge Hill No. 2 signal boxes will be abolished and the areas will be controlled from the new power box. Signal BG.27 will be converted to a four-aspect signal and will act as down fast outer distant for signal EH.33, 1,540 yards from signal EH.33. REH.33 will act as down fast inner distant signal for EH.33, 693 yards from EH.33. Signal BG. 22 will be converted to a four-aspect signal and act as the down slow outer distant for signal EH.34.

The connections between the up slow line and the "up and down" Waterloo line (see under Waterloo Tunnel Mouth below) and between the down slow line and the down Waterloo line will be worked by the new power box but will be released by Waterloo Tunnel Mouth and Picton Road Junction boxes respectively. The set back signals EH.63 and EH.65 will also be controlled by Waterloo Tunnel Mouth when the route is set up fast or up slow to "up and down" Waterloo. Similarly, Picton Road Junction will also control signal EH.51 when the route is set down slow to down Waterloo.

The ground frames operating the slow line crossover approaching the junction to Bootle and the fast line crossover at Wavertree will be released from the new box.

The set back signals EH.12 and EH.13 on the up lines to Allerton will also be controlled by Engine Shed Junction when the route is set from up fast or up slow respectively to up Circular goods.

"Stop and Await Instructions" Boards will be provided at the following locations :—

Wavertree	...	...	...	Siding 2 (down direction).
Downhill	...	...	...	Carriage Siding 'B' (up direction).
Wapping Bank Head	...	...	...	Down through siding (down direction).

The lines between the new power box and adjacent signalboxes, etc., will be worked as shown below :—

<i>Signalbox, etc.</i>	<i>Lines.</i>	<i>Method of Working.</i>
Allerton Jn.	Up and down fast and slow Crewe	Multi-aspect colour light signalling (Rule 43) with continuous track circuiting
Broad Green	Up and down fast Manchester	
Olive Mount Jn.	Up and down slow Manchester	
Liverpool Lime St.	Up and down fast and slow	
Edge Lane Jn.	Up and down Bootle	
Engine Shed Jn.	Up and down Circular goods	
Viaduct Jn.	Up and down Wapping goods	
Picton Rd. Jn.	Up and down Waterloo goods between signals PR.35 and EH.43 and between signals EH.33/34/39 and PR.2 respectively.	
Wapping Bank Head	Up and down through sidings.	Special instructions will be issued (See Section D of the Weekly Notice concerned)

Broad Green

See under Edge Hill New Power Box for remarks on signals BG.22 and B.G27.

The Absolute Block Regulations will continue to apply between Broad Green and Huyton on the down and up fast lines.

Olive Mount Junction

The up slow home signal (numbered EH.32) will be dual controlled by Edge Hill new box and Olive Mount Junction box. The following dwarf shunting signals will continue to read as shown below :—

<i>Location</i>	<i>Reading</i>
Outside up slow line near Bridge 36	To down slow or to down Goods
Outside up Wapping goods.	Top arm—to down Wapping goods Bottom arm—to down goods to Pighue Lane.

The Absolute Block Regulations will continue to apply between Olive Mount Junction and Broad Green on the up and down slow lines and between Olive Mount Junction and Pighue Lane Junction on the up and down goods lines.

The Permissive Block Regulations in clear weather and Absolute Block Regulations during fog or falling snow will continue to apply on the up and down Wapping goods lines between Olive Mount Junction and Viaduct Junction.

Edge Lane Junction

The up home signal from Bootle (EL.6) will also be controlled by Edge Hill new box when the route is set towards Edge Hill. When the signal has cleared for the Olive Mount route it will act as distant signal for Pighue Lane Junction, 486 yards from Pighue Lane Junction home signal.

The dwarf shunting signal on the down Bootle line will continue to read to up Bootle or to up goods.

The Absolute Block Regulations will continue to apply between Edge Lane Junction and Stanley on the up and down Bootle lines and between Edge Lane Junction and Pighue Lane Junction on the up and down goods lines.

Exhibition Junction

The tall siding signals will continue to read as below :—

<i>Location</i>	<i>Reading</i>						
Outside connection from down Circular goods to Arrival line 3 (also applicable to down Independent goods)	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 3em; vertical-align: middle;">}</td> <td>Top arm—to Arrival line 1</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">}</td> <td>Middle arm—to Arrival line 2</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">}</td> <td>Bottom arm—to Arrival line 3</td> </tr> </table>	}	Top arm—to Arrival line 1	}	Middle arm—to Arrival line 2	}	Bottom arm—to Arrival line 3
}	Top arm—to Arrival line 1						
}	Middle arm—to Arrival line 2						
}	Bottom arm—to Arrival line 3						
Outside down Gridiron	Top arm—To Siding 11 Bottom arm—to down Circular goods						
Outside down Circular goods	Top arm—To Siding 11 Bottom arm—along down Circular goods						

The dwarf shunting signals will continue to read as below :—

<i>Location</i>	<i>Reading</i>
Outside up Independent goods (Pighue Lane End)	To down Independent goods or along Departure line.
Exit from Crawfords Sidings (Yellow arm and light)	To Departure line.
Outside Departure line (near box)	To Arrival line 3
Outside down Circular goods (Pighue Lane end)	To up Circular goods
Up Circular goods (Pighue Lane end)	To down Circular goods or Arrival lines or Departure line or along up Circular goods.
Outside up Circular goods	To Arrival line 1.
Outside down Gridiron	Set back to P.W. Siding
Outside Arrival line 1 (near neck)	Top arm—to up Independent goods Bottom arm—to up Circular goods
Outside Arrival line 1 (opposite box)	Top arm—to up Independent goods Bottom arm—along Arrival line 1
Outside Arrival line 2 (opposite box)	Top arm—to up Independent goods Bottom arm—to up Circular goods
Outside Arrival line 3 (opposite box)	Top arm—to Crawfords siding. Middle arm—to up Independent goods Bottom arm—to up Circular goods
Outside Electric Loco Siding (Grid end)	Top arm—Along Electric Loco Siding Bottom arm—Set back to up Circular goods
Outside Electric Loco Siding (Lime Street end)	To Siding 11
Outside No. 11 Siding	To Electric Loco Siding.
(Telephones communicating with the box are provided at the above two signals).	
Down Circular goods (Park Sidings end)	Top arm—To up Circular goods. Middle arm—to up Gridiron Bottom arm—to Electric Loco Sidings.
Up Circular goods	To Siding 10 or down Circular goods.

The Permissive Block Regulations (Goods Lines) will continue to apply between Exhibition Junction and Pighue Lane Junction and between Exhibition Junction and Engine Shed Junction.

The goods lines between Exhibition Junction and Park Sidings and the Gridiron goods lines between Exhibition Junction and Top of Grid will continue to be worked in accordance with the "No Block" Regulations.

Picton Road Junction

The Auxiliary up goods line between Picton Road Junction and Top of Grid will continue to be worked in accordance with the "No Block" Regulations.

The up and down Waterloo lines between Picton Road Junction and Waterloo Tunnel Mouth will continue to be worked in accordance with the Absolute Block Regulations.

Waterloo Tunnel Mouth

A "Limit of Shunt" indicator will be fixed outside the up Waterloo line inside the tunnel, as shown on the diagram.

The down Waterloo line will be redesignated "up and down" Waterloo line between the facing crossover and the connection with the up slow line.

The up and down Waterloo lines between Waterloo Tunnel Mouth and Waterloo Goods will continue to be worked in accordance with the Absolute Block Regulations.

Viaduct Junction

The 3-arm dwarf shunting signal located outside the down Wapping goods line will continue to read :—

Top arm	...	...	...	...	To up and down through siding.
Middle arm	...	...	...	...	To up Wapping goods.
Bottom arm	...	...	...	...	To up goods (Circular route)

The up and down goods lines between Viaduct Junction and Engine Shed Junction will continue to be worked in accordance with the Permissive Block Regulations.

Engine Shed Junction

The dwarf shunting signals will continue to read as follows :—

<i>Location</i>	<i>Reading</i>
Outside down Circular goods	... Top arm—to up Circular goods Middle arm—to Motive Power Depot. Bottom arm—to down goods
Outside up Circular goods	... to down Circular goods.
Outside down goods	... to up goods or Rathbone Road Sidings.
Engine Shed outwards road	... Top arm—to down Circular goods Bottom arm—to up Circular goods (dwarf shunting signal ahead)

The tall siding signal at the exit from Rathbone Road sidings will continue to read to down goods.

General

Telephones will be provided at all colour light running signals on the up and down main, fast, slow and goods lines except at the following signals :—

TM.3, EJ.13, EJ.21, EJ.23, VJ.2, EH.71, EL.6, PR.2, PR.35.

The modifications of certain standard Rules applicable to the section of line between Crewe Coal Yard and Wavertree Junction, as published in the Supplementary Operating Instructions, will also apply on the following sections :

- | | |
|---|--------------------------|
| Between Liverpool Lime St. and
Broad Green | Up and down fast lines. |
| Between Liverpool Lime St. and
Olive Mount Junction | Up and down slow lines. |
| Between Edge Hill and former Waver-
tree Junction | Up and down Crewe lines. |

Crewe,
August, 1961.

J. Royston,
Line Traffic Manager

INTRODUCTION OF COLOUR LIGHT SIGNALLING

AT EDGE HILL.

SCHEDULE OF MAIN RUNNING SIGNALS READING

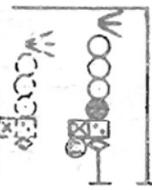
TO ALTERNATIVE ROUTES OR CARRYING
SUBSIDIARY ASPECTS AND OF POSITION

LIGHT GROUND SIGNALS.

EDGE HILL (EH).

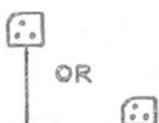
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	EH18	MAIN			UP FAST
		MAIN		POSN 4.	UP SLOW
		SUB			UP FAST
		SUB		POSN 4.	UP SLOW
	EH21	MAIN			UP SLOW
		MAIN		POSN 1.	UP FAST
		SUB			UP SLOW
		SUB		POSN 1.	UP FAST
	EH25	MAIN			DOWN FAST
		MAIN		POSN 4	DOWN SLOW
	EH33	MAIN			DOWN FAST
		MAIN		POSN 4.	DOWN SLOW
		MAIN		POSN 5.	DOWN WATERLOO GOODS
		SUB+C		POSN 5.	DOWN WATERLOO GOODS
		SUB	SDG.		TUE BROOK SIDINGS
	EH34	MAIN			DOWN SLOW
		MAIN		POSN 4.	DOWN WATERLOO GOODS
		SUB+C		POSN 4.	DOWN WATERLOO GOODS
		SUB	SDG.		TUE BROOK SIDINGS
	EH39	MAIN			DOWN SLOW
		MAIN		POSN 4.	DOWN WATERLOO GOODS
		SUB+C		POSN 4.	DOWN WATERLOO GOODS
		SUB	SDG.		TUE BROOK SIDINGS
	EH43	MAIN			DOWN BOOTLE
		MAIN		POSN 5.	UP FAST
		MAIN		POSN 4.	UP SLOW
		SUB			DOWN BOOTLE
		SUB		POSN 4.	UP SLOW

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	EH47	MAIN			UP SLOW
		MAIN		POSN 4.	UP FAST
		MAIN		POSN 1.	DOWN BOOTLE
		SUB		POSN 1.	DOWN BOOTLE
	EH49	MAIN			DOWN FAST
		MAIN		POSN 4.	DOWN SLOW
	EH51	MAIN			DOWN SLOW
		MAIN		POSN 1.	DOWN FAST
		MAIN		POSN 4.	DOWN WATERLOO
		SUB	BAY		SOUTHPORT BAY
	EH54	MAIN			DOWN FAST
		MAIN		POSN 4.	DOWN SLOW
		SUB			DOWN FAST
		SUB		POSN 4.	DOWN SLOW
		SUB	SDG.		SIDINGS
		SUB	DTS.		DOWN THROUGH SIDING
	EH71	MAIN			UP SLOW
		SUB			UP SLOW
	EH72	MAIN	M		UP MAIN CREWE
		MAIN	F		UP FAST
		MAIN	S		UP SLOW
		SUB	SDG.		DOWN CARRIAGE SIDING B.
	EH73	MAIN			UP FAST
		MAIN		POSN 4.	UP MAIN CREWE
		MAIN		POSN 1.	UP SLOW
		MAIN		POSN 5.	UP WAPPING GOODS
		SUB			UP FAST
		SUB		POSN 5.	UP WAPPING GOODS
		SUB		SDG.	DOWN CARRIAGE SIDING B
SUB+C		POSN 5.	UP WAPPING GOODS		

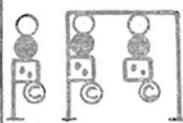
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE.
	EH76	MAIN			UP SLOW
		MAIN		POSN 4.	UP FAST
		MAIN		POSN 5.	UP MAIN CREWE
		MAIN		POSN 6.	UP WAPPING GOODS
		SUB			UP SLOW
		SUB		POSN 6.	UP WAPPING GOODS
		SUB	SDG.		DOWN CARRIAGE SIDING B
		SUB+C		POSN 6.	UP WAPPING GOODS
	EH77	MAIN			UP SLOW
		MAIN		POSN 4.	UP FAST
		MAIN		POSN 5.	UP MAIN CREWE
		MAIN		POSN 6.	UP WAPPING GOODS
		SUB			UP SLOW
		SUB		POSN 6.	UP WAPPING GOODS
		SUB	SDG.		DOWN CARRIAGE SIDING B
		SUB+C		POSN 6.	UP WAPPING GOODS
		SUB	XDW.		DOWN WATERLOO GOODS (CONTROLLED BY WATERLOO TUNNEL MOUTH & PICTON RD. JCN. S.B's.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDS.	ROUTE
<input type="checkbox"/> OR <input checked="" type="checkbox"/>	EH 12	SHUNT	SDG.	SIDING 1 OR 2
		SHUNT	TS	THROUGH SIDING
		SHUNT	UCG	UP CIRCULAR GOODS
	EH 13	SHUNT	SDG.	SIDING 1 OR 2
		SHUNT	TS	THROUGH SIDING
		SHUNT	DCG	DOWN CIRCULAR GDS.
		SHUNT	UCG	UP CIRCULAR GOODS
		SHUNT	M	DOWN MAIN
	EH 17	SHUNT	—	UP SLOW
	EH 19	SHUNT	DS	DOWN SLOW
		SHUNT	US	UP SLOW
		SHUNT	DF	DOWN FAST
		SHUNT	UF	UP FAST
	EH 22	SHUNT	—	UP SLOW
		SHUNT	—	UP FAST
	EH 23	SHUNT	DS	DOWN SLOW
		SHUNT	US	UP SLOW
		SHUNT	DF	DOWN FAST
		SHUNT	UF	UP FAST
	EH 24	SHUNT	—	TO SIGNAL EH 23
	EH 41	SHUNT	DW	DOWN WATERLOO GDS.
		SHUNT	TS	TUE BROOK SIDINGS
	EH 42	SHUNT	—	UP FAST
		SHUNT	—	UP SLOW
		SHUNT	—	DOWN BOOTLE
	EH 44	SHUNT	F	UP FAST
		SHUNT	S	UP SLOW
		SHUNT	B	DOWN BOOTLE
EH 45	SHUNT	—	DOWN FAST	
	SHUNT	—	DOWN SLOW	
EH 48	SHUNT	—	TO SIGNAL EH 53	
EH 52	SHUNT	—	SIDINGS	
	SHUNT	—	TO SIGNAL EH 62	

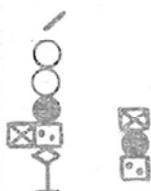
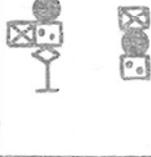
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE
<input type="checkbox"/> OR <input checked="" type="checkbox"/>	EH53	SHUNT	—	SIDINGS
		SHUNT	—	NECK
		SHUNT	—	DOWN THROUGH SDG.
		SHUNT	—	DOWN FAST
		SHUNT	—	DOWN SLOW
		SHUNT	—	TO SIGNAL EH62
	EH57	SHUNT	—	SIDINGS
	EH58	SHUNT	—	DOWN CARRIAGE SDG.A
		SHUNT	—	DOWN CARRIAGE SDG.B
		SHUNT	—	UP WAPPING GOODS
	EH59	SHUNT	—	DOWN CARRIAGE SDG.B
	EH61	SHUNT	—	DOWN CARRIAGE SDG.B
	EH62	SHUNT	—	DOWN THROUGH SDG.
		SHUNT	—	UP THROUGH SIDING
		SHUNT	—	CARRIAGE SIDING
		SHUNT	—	DOWN FAST
		SHUNT	—	UP FAST
	EH63	SHUNT	—	DOWN SLOW
		SHUNT	—	SOUTHPORT BAY
		SHUNT	—	UP & DOWN WATERLOO
	EH64	SHUNT	—	DOWN THROUGH SDG.
	EH65	SHUNT	—	DOWN FAST
		SHUNT	—	UP & DOWN WATERLOO
	EH66	SHUNT	—	NECK
		SHUNT	—	TO SIGNAL EH61
		SHUNT	—	UP WAPPING GOODS
	EH67	SHUNT	—	DOWN CARRIAGE SDG.B
		SHUNT	—	UP WAPPING GOODS
	EH68	SHUNT	—	DOWN CARRIAGE SDG.B
		SHUNT	—	UP WAPPING GOODS
		SHUNT	NCK	NECK
	EH74	SHUNT	—	CARRIAGE SHED
		SHUNT	—	DOWN FAST
EH75	SHUNT	—	TO SIGNAL EH61	
	SHUNT	—	UP SLOW	

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE
	EH 78	SHUNT	—	CARRIAGE SIDING
	EH 79	SHUNT	—	CARRIAGE SIDING
		SHUNT	—	DOWN FAST

VIADUCT JCN. (VJ)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JCN. INDR.	ROUTE
	VJ 2 & VJ 4 & VJ 6	MAIN			DOWN WAPPING GOODS
		SUB			DOWN WAPPING GOODS
		SUB+C			DOWN WAPPING GOODS
	VJ 28	MAIN			UP WAPPING GOODS
		MAIN		POS#4	UP GOODS
		SUB+C			UP WAPPING GOODS
		SUB+C		POS#4	UP GOODS
		SUB	SDG.		UP & DN. THRO' SDG.

WATERLOO TUNNEL MOUTH (TM)

	TM 3	MAIN			UP WATERLOO
		MAIN		POS#4	UP & DN. WATERLOO
		SUB	GDS.		UP GOODS
	TM 3 3 ASPECT SEARCHLIGHT GROUND REPEATER	MAIN			UP WATERLOO OR UP & DN. WATERLOO
		SUB	GDS.		UP GOODS
	TM 23	MAIN			DOWN WATERLOO
		SUB			DOWN WATERLOO
		SUB	XUW		UP WATERLOO
	TM 24	MAIN			UP & DN. WATERLOO
		SUB			UP & DN. WATERLOO

OLIVE MOUNT JCN. (OM)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	OM4	MAIN			DOWN SLOW
		MAIN		POSN 4.	DOWN WAPPING GOODS

EDGE LANE JCN. (EL)

	EL6	MAIN			UP BOOTLE
		MAIN		POSN 1.	UP GOODS

ENGINE SHED JCN. (ES)

	ES2	MAIN			DOWN CIRCULAR GOODS
		SUB+C			DOWN CIRCULAR GOODS
	ES3	MAIN			DOWN CIRCULAR GOODS
		SUB			DOWN CIRCULAR GOODS
	ES6	SUB+C			DOWN CIRCULAR GOODS
		MAIN			DOWN CIRCULAR GOODS
		SUB			DOWN CIRCULAR GOODS
	ES5	SUB+C			DOWN CIRCULAR GOODS
		MAIN			UP GOODS
		SUB	SDG.		RATHBONE RD. SIDINGS
	ES7	SUB+C			UP GOODS
		MAIN			DOWN CIRCULAR GOODS
		SUB			DOWN CIRCULAR GOODS
	ES26	SUB+C			DOWN CIRCULAR GOODS
		MAIN			DOWN GOODS
		MAIN		POSN 1.	UP CIRCULAR GOODS
		SUB+C			DOWN GOODS
		SUB+C		POSN 1.	UP CIRCULAR GOODS
		SUB	MPD		MOTIVE POWER DEPOT

PICTON ROAD JCN. (PR)

	PR2	MAIN			DOWN WATERLOO
		SUB			DOWN WATERLOO
	PR35	MAIN			UP WATERLOO GOODS
		SUB+C			UP WATERLOO GOODS
		SUB	AUX.		AUXILIARY UP GOODS
		SUB	SDG.		SIDINGS

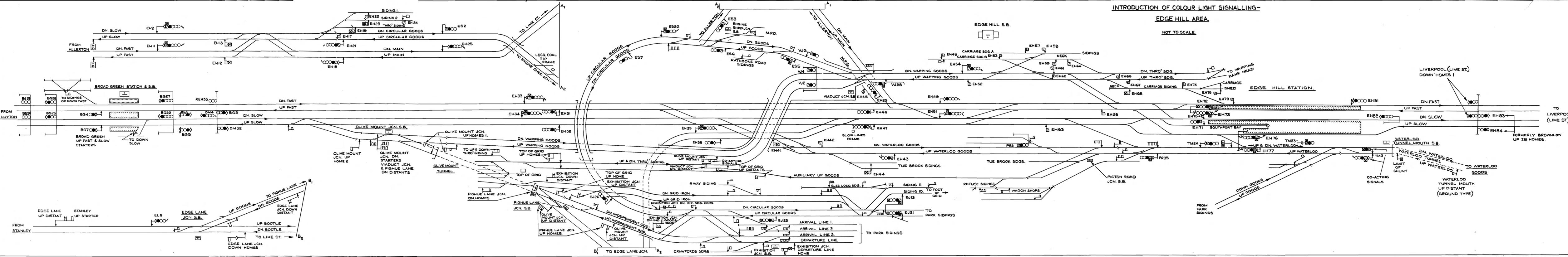
EXHIBITION JUNCTION (EJ)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDE.	JUNCTION INDE.	ROUTE
	EJ13 & EJ21	MAIN	C		UP CIRCULAR GOODS
		SUB	C		UP CIRCULAR GOODS
		SUB+C	C		UP CIRCULAR GOODS
		MAIN	G		UP GRID IRON
		SUB	SDG.		ELEC. LOC. SIDINGS
		SUB+C	G		UP GRID IRON
	EJ23	MAIN	C		UP CIRCULAR GOODS
		MAIN	I		UP IND. GOODS
		SUB	C		UP CIRCULAR GOODS
		SUB+C	C		UP CIRCULAR GOODS
		SUB+C	I		UP IND. GOODS
	EJ26	MAIN			UP CIRCULAR GOODS
		SUB+C			UP CIRCULAR GOODS
	EXHIBITION JUNCTION DOWN CIRCULAR GOODS HOME	MAIN ARM			DOWN CIRCULAR GOODS
		SMALL ARM	A		ARRIVAL LINES 1-3
		SMALL ARM	I		ARRIVAL LINE 1.
	EXHIBITION JUNCTION DEPARTURE LINE HOME	MAIN ARM	I		UP IND. GOODS
		MAIN ARM	C		UP CIRCULAR GOODS
		SMALL ARM			CRAWFORDS SIDINGS

INTRODUCTION OF COLOUR LIGHT SIGNALLING-

EDGE HILL AREA.

NOT TO SCALE.



SIGNAL PREFIXES

- EH - EDGE HILL
- PR - PICTON ROAD JUNCTION
- ES - ENGINE SHED JUNCTION
- OM - OLIVE MOUNT JUNCTION
- TM - WATERLOO TUNNEL MOUTH
- EJ - EXHIBITION JUNCTION
- VJ - VIADUCT JUNCTION
- EL - EDGE LANE
- BG - BROAD GREEN

SIGNAL NUMBERING ON PLAN CORRESPONDS WITH PLATED NUMBERING OF SIGNALS ON SITE

EXPLANATION OF SIGNAL INDICATIONS

MAIN RUNNING SIGNALS

- ← JUNCTION INDICATOR (RULE 35c)
- ← ROUTE INDICATOR MAIN SIGNAL
- ← 4 ASPECT SIGNAL
- ← RED ASPECT
- ← POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN ILLUMINATED LETTER 'C' (CALLING ON: RULE 44) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING RULE 47)
- ← ROUTE INDICATOR FOR SUBSIDIARY SIGNAL

POSITION LIGHT SHUNTING SIGNAL

(RULE 47)

- ◻ SHOWING 1 RED & 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION
- ◻ SHOWING 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION
- ◻ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR

◻ STOP & AWAIT INSTRUCTIONS BOARD

SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS