

BRITISH RAILWAYS
LONDON MIDLAND REGION

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHER CONCERNED RESPECTING RESIGNALLING
BETWEEN CHESTER NO.6 AND SALTNEY JUNCTION

The running lines between the 180 $\frac{1}{4}$ m.p. and Chester No.6 signal box will be remodelled as shown on the attached diagrams to create four running lines between these points. The connections in the vicinity of the 180 $\frac{1}{4}$ m.p. will be known as Roodee Junction and they will be controlled from Chester No.6 box.

All main colour light signals will be plated as shown on the attached diagram and all stop signals for Chester No.6 will be provided with telephones giving communication with the box.

A description of signals and other symbols used on the diagrams is also attached. The work will be carried out in two stages as shown below :-

STAGE 1 - Saturday, 3 May to Tuesday, 6 May

The up fast line from Roodee Junction to Chester No.6 will be brought into use and the existing up and down main lines between Roodee Junction and Chester No.6 will be renamed up and down slow lines.

The down fork line from Chester No.5 to Chester No.6 will be brought back into use.

STAGE 2 - Sunday, 11 May to Monday, 12 May

The down fast line from Chester No.6 to Roodee Junction will be brought into use.

IMPORTANT : This notice to be acknowledged immediately on receipt to Operating OD14 Crewe using Code ARNO 450G.

CREWE
May 1980

J. M. GREGORY
CHIEF OPERATING MANAGER

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

Description of signals and other symbols depicted
on attached diagrams

Colour Light Signals

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Route</u>
CR6.5	Main	-	Up fast
	Main	Position 1	Up slow
CR6.6	Main	-	Up main
	Main	Position 1	Out of use until further notice
	Main	Position 2	Up fork
CR6.13	Main	-	Out of use until further notice
	Main	Position 1	Up fork
	Main	Position 4	Up main
CR6.41	Main	-	Down fast
	Main	Position 1	Down slow
	R + sub	XUF	Up fast limit of shunt
	R + sub	XUS	Up slow limit of shunt
	R + sub	-	Down fast or down slow
CR6.69	Main	-	Down main
CR6.70	Main	-	Down fast
	R + sub	-	Down fast or down slow
	Main	Position 1	Down slow
CR6.75	Main	-	Down main
CR6.78	Main	-	Down slow
	R + sub	-	Down slow
B	Shunt	FK	Up fork
	Shunt	M	Up main
	Shunt	SDG	Sidings
C	Shunt	FK	Up fork
	Shunt	M	Up main

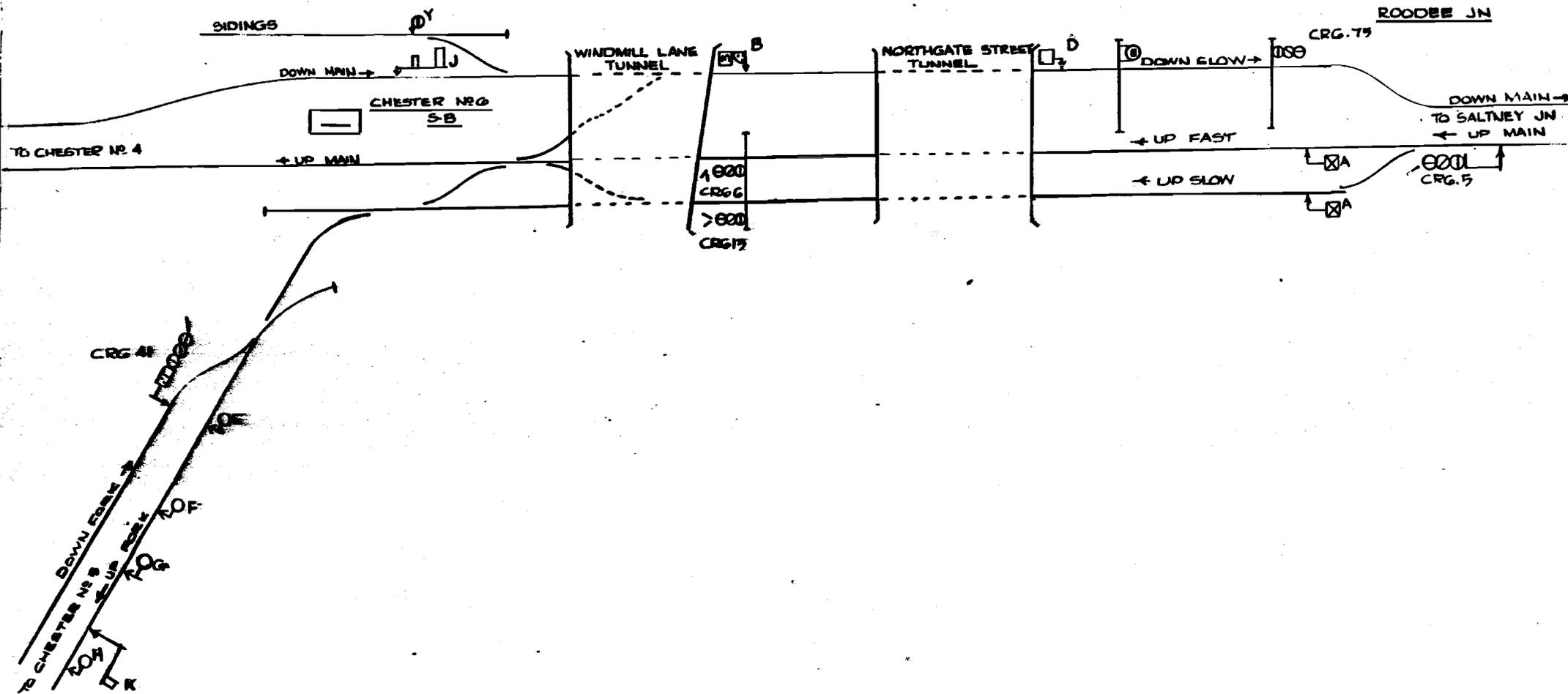
Semaphore Signals

- J - home 1 signal with subsidiary signal beneath it for Chester No.6
- K - home signal for Chester No.5
- Y - yellow arm shunting signal applying to movements from the sidings

Other Symbols

- A - "Limit of shunt" indicators situated 720 yards on the Saltney Junction side of signals CR6.6 and CR6.13.
- D - "Set back" indicator facing Saltney Junction situated 341 yards on the Saltney Junction side of signal B operated by a plunger at this signal.
- E, F, G - and H White lights facing Chester No. 5 mounted 3 feet above rail level situated 131 yards, 179 yards, 269 yards and 339 yards respectively from Chester No. 6 box. These white lights will be provided to assist Trainmen working propelled movements over the down fork line. Illumination of a white light will indicate that a subsidiary aspect of signal CR6.41 is showing a proceed aspect and that the line for which the points are set is clear to the Limit of shunt indicator at Roodee Junction. If the Driver or Guard of a propelled movement over the down fork line observes that a white light is not illuminated he must immediately bring the movement to a stand.

CHESTER NPG - ROODEE JUNCTION: REMODELLING STAGE I



CHESTER No 6 - ROODEE JUNCTION REMODELLING: STAGE 2.

