BRITISH RAILWAYS

LONDON MIDLAND REGION

(WESTERN LINES)

SPECIAL NOTICE 1000 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 BIRDSWOOD AND WOODSIDE SIDINGS

IMPORTANT :—This notice to be acknowledged IMMEDIATELY on receipt to " TRAINS, CREWE " using the code:—"ARNO 1000."

The diagram, with schedule of signal route indications, which is attached to this notice shows the completion of the second stage of the resignalling of the line between Crewe and Liverpool (Lime Street), which will link up with the first stage, already completed, between Wavertree Junction and Woodside Sidings.

This work will commence at 10.0 p.m. on Saturday, 5th November, and is due to be completed by 6.0 a.m. on Monday, 7th November.

During this period, points and signals worked by the boxes concerned will be disconnected as required, 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, and the following notes are intended to supplement the information given thereon.

The existing running signals controlled by Sutton Weaver, Halton Junction, Runcorn, Ditton Junction Nos. 1 and 2 and Woodside Sidings will be taken away and replaced by multiple aspect colour light signalling (Rule 43), with continuous track circuiting, controlled from the existing boxes at Halton Junction, Runcorn, Ditton Junction No. 1 and Speke Junction, and from a new box at Ditton Junction No. 2. 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 Speke Junction and Widnes West Deviation Junction, details of which are given below.

SIGNALLING RECORD SOCIETY

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Birdswood.

This box will be abolished eventually and the area controlled from a new power box at Weaver Junction. Until this stage is reached the telephones at the up Liverpool line automatic signals WJ 102, WJ 104 and at signal WJ 4 will therefore be temporarily connected to Birdswood box. Signal WJ 4 will act temporarily as the up Liverpool home signal for Birdswood box, also temporarily controlled as Dutton up Liverpool I.B. inner distant signal, 935 yards from Dutton up Liverpool I.B. home signal. Signal WJ 102 will be controlled temporarily as Dutton up Liverpool I.B. outer distant signal, 2,170 yards from Dutton up Liverpool I.B. home signal.

The down Liverpool line signals will be unaltered at this stage.

Sutton Weaver.

This box will be abolished and the crossover road and siding connection worked by ground frames electrically released from Halton Junction.

Halton Junction.

The up and down Chester branch lines between this box and Frodsham Junction will continue to be worked in accordance with the Absolute Block Regulations.

A new colour light distant signal will be provided 600 yards in rear of the new down Chester branch line home signal (HN 19).

New dwarf shunting signals will be provided outside the up main and up Chester branch lines opposite the box, reading set back to down main line.

A new dwarf shunting signal will be provided outside the up main line on the Crewe side of the catch points in rear of HN 106 signal, reading set back along up main to dwarf shunting signal ahead; an "OFF" indicator will be provided 475 yards on the Crewe side of the new dwarf shunting signal and will work in conjunction therewith.

Runcorn.

The method of working the Folly Lane Branch will be unchanged.

The 2-arm shunting signal (yellow arm and light) reading from the down sidings will read:—

Top arm—to up main.

Bottom arm—set back to down main "Limit of Shunt."

Ditton Junction No. 1.

The up and down fast lines between this box and Widnes West Deviation Junction will continue to be worked in accordance with the Absolute Block Regulations. The up and down slow lines between this box and Widnes West Deviation Junction will continue to be worked in accordance with the Permissive Block Regulations for freight trains and the Absolute Block Regulations for passenger trains.

New colour light starting signals will be provided on the up fast and up slow lines as shown on the diagram, numbered DN (1) 81 and DN (1) 86 respectively.

A banner repeating signal will be provided 160 yards in rear of the up slow line signal DN (1) 87, and will work in conjunction therewith.

The Annett's key control on Coal Sidings ground frame from No. 2 box will be abolished and the frame will in future be electrically released

from Ditton Junction No. 1. Apart from the above, there will be no alteration in the method of working the up and down Reception lines and sidings between No. 1 and No. 2 boxes.

The dwarf shunting signals reading from down Reception, Siding 8 and Siding 7 will continue to read to up main or up slow or siding.

The 2-arm dwarf shunting signal outside the down Reception line near the box will continue to read:—

Top arm—set back to down slow " Limit of Shunt."

Bottom arm—to siding.

The 2-arm dwarf shunting signal outside the lead from up Reception to up slow opposite the box will continue to read:—

Top arm—to down Reception or sidings 7 or 8.

Bottom arm—set back to up Reception.
(Also controlled from No. 2 box.)

The dwarf shunting signal outside the up slow line opposite the box will continue to read to the 2-arm dwarf shunting signal outside the lead from up Reception to up slow.

Ditton Junction No. 2.

A new signal box will be brought into use on the up side of the line, as shown on the diagram.

The colour light signals up fast DN(2) 10, up slow DN(2) 6 and the dwarf shunting signals reading set back from down fast opposite the box, will also be controlled from No. 1 box.

The mechanical release on the ground frame working the connection from up Reception line to sidings will be converted to electrical release.

The dwarf shunting signal (yellow arm and light) at the points in the lead from up Reception to the neck will read to down fast or down slow

The 2-arm dwarf shunting signal opposite the Sidings ground frame will continue to read set back from up Reception:—

Top arm—to Sidings (controlled from ground frame).

Bottom arm—towards the neck (to dwarf shunting signal ahead).

The 2-arm tall siding signal at the lead from down Reception or down sidings to down slow will continue to read:—

Top arm—along down siding.

Bottom arm—to down slow or down fast.

The signals reading from down Reception and sidings 4, 5, 6 and 7 will continue to read to the 2-arm tall siding signal ahead.

The new emergency crossover roads in the slow and fast lines at Halebank will be worked by ground frames electrically released from No. 2 box.

Woodside Sidings.

The box will be abolished and the connection from down slow to sidings worked by ground frame electrically released from Ditton Junction No. 2.

Speke Junction.

Signals SE 22/10 will be converted to 4-aspect colour light signals.

The existing down fast and slow inner distant colour light signals will be converted to automatic signals SE 101/103 and will be capable of displaying red aspects.

Widnes West Deviation Junction.

New colour light down fast and slow starting signals will be provided. No other alterations will be made.

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.

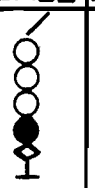
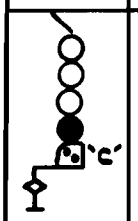
The modification of certain standard Rules applicable to the section between Wavertree Junction and Woodside Sidings (exclusive), as already published in the Supplementary Operating Instructions, will also apply on the up and down main, fast, slow and goods lines between Birdswood and Speke Junction.

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

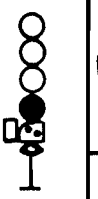
Crewe,
October, 1960.

BIRDSWOOD – HALTON JUNCTION– RUNCORN
DITTON JUNCTION Nos. 1&2– WIDNES WEST
DEVIATION JUNCTION.
INTRODUCTION OF COLOUR LIGHT SIGNALLING
SCHEDULE REFERRING TO ATTACHED
SIGNALLING PLAN.

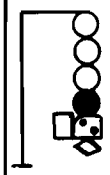
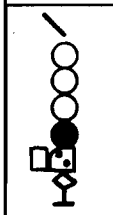
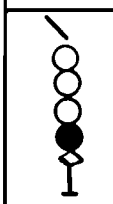
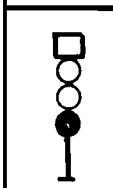
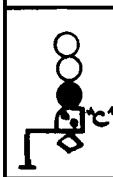
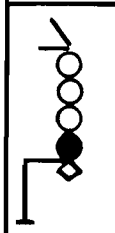
HALTON JUNCTION (HN) — 1.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	HN 1.	MAIN	——	——	UP MAIN
		MAIN	——	POS. 4.	UP BRANCH
	HN 25	MAIN	——	——	DOWN MAIN
		MAIN	——	POS. 1.	DOWN GOODS
		SUB+C	——	POS. 1.	DOWN GOODS

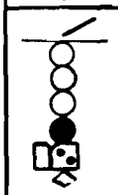
RUNCORN (RN.)

	RN. 10	MAIN	——	——	DOWN MAIN
		SUB	"SDG"	——	DOWN SIDINGS

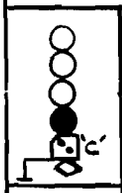
DITTON JUNCTION No. 1. DN. (1). 2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	DN (1) 10	MAIN	——	——	DOWN SLOW
		SUB	'SDG'.	——	DN. RECEPTION OR SIDINGS
	DN(1) 14	MAIN	——	——	DOWN FAST
		MAIN	——	POS. 1.	DOWN SLOW
		SUB	'SDG'	——	DN. RECEPTION OR SIDINGS.
	DN.(1) 16	MAIN	——	——	DOWN FAST
		MAIN	——	POS. 1.	DOWN SLOW
	DN(1) 74	MAIN	——	——	UP MAIN
		MAIN	——	POS. 1.	UP FAST
	DN(1) 76	MAIN	M	——	UP MAIN
		MAIN	S	——	UP SLOW
	DN(1) 79	MAIN	M	——	UP MAIN
		MAIN	F	——	UP FAST
	DN(1) 86 UP SLOW STARTING.	MAIN	——	——	UP SLOW
		SUB+C	——	——	UP SLOW
	DN.(1) 87	MAIN	——	——	UP SLOW
		MAIN	——	POS. 1.	UP MAIN
		MAIN	——	POS. 2.	UP FAST

DITTON JUNCTION Nº.2 DN.(2). 3

SIGNAL PROFILE	SIG. Nº OR NAME	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	DN(2) 6	MAIN	——	——	UP SLOW
		SUB	'SDG'	——	UP RECEPTION
	DN.(2) 10	MAIN	——	——	UP FAST
		MAIN	——	POS. 4.	UP SLOW
		SUB	'SDG'	——	UP RECEPTION
	DN.(2)30	MAIN	——	——	DOWN SLOW
		MAIN	——	POS. 4.	DOWN FAST

WIDNES WEST DEVIATION JUNCTION (WS)

	DOWN SLOW STARTING.	MAIN	——	——	DOWN SLOW
		SUB+C	——	——	DOWN SLOW

HALTON JCN. — DITTON JCN. No. 2

INTRODUCTION OF COLOUR-LIGHT SIGNALLING.

NOT TO SCALE.

SIGNAL PLATE PREFIXES

W.J. WEAVER JCN.
H.N. HALTON JCN.
R.N. RUNCORN
W.S. WIDNES WEST DEVIATION JCN.
DN(1). DITTON JCN. No. 1.
DN(2). DITTON JCN. No. 2.
SE. SPEKE JCN.

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

EXPLANATION OF SIGNAL INDICATIONS.

MAIN RUNNING SIGNALS.

- JCN. INDICATOR (RULE 35 c)
- 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 WITH NO ILLUMINATED LETTER (SHUNT: RULE 47.)
- ROUTE INDICATOR FOR SUBSIDIARY SIGNAL.
- ROUTE INDICATOR FOR MAIN ASPECT.
- 3 ASPECT SIGNAL
- RED ASPECT.

SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS THE NUMBERS OF WHICH ARE SHOWN THUS: HN. 25.

GENERAL SYMBOLS.

- SINGLE STROKE BELL
- LOUD SOUNDING BELL.
- TELEPHONE
- SEMI AUTOMATIC SIGNAL
- AUTOMATIC SIGNAL
- BANNER REPEATING SIGNAL
- "STOP & AWAIT INSTRUCTIONS" BOARD (EXCEPT WHERE OTHERWISE SPECIFIED.)
- FIREMANS CALL PLUNGER.