

BRITISH RAILWAYS

London Midland Region

(WESTERN LINES)

SPECIAL NOTICE 200 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 VERDIN'S
SIDINGS AND NORTON CROSSING.**

**IMPORTANT :—This notice to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE," using the code :—
" ARNO 200 G."**

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

The work will commence at 10.0 p.m. on Saturday, 11th March, and is due to be completed by 6.0 a.m. on Monday, 13th March.

During this period, points and signals worked by the boxes concerned will be disconnected as required and Drivers will be handsignalled 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.

The existing running signals controlled by Hartford Station, Hartford Junction, Acton Bridge, Weaver Junction, Preston Brook Goods and Norton Crossing boxes will be taken away and replaced by multiple aspect colour light signalling (Rule 43), with continuous track circuiting, controlled from the existing boxes at Hartford Junction, Acton Bridge, Norton Crossing and a new power box at Weaver Junction. The existing running signals at Birdswood will also be taken away except for the up Liverpool line signals on the Halton Junction side of the box which will be transferred to the new box at Weaver Junction. The Liverpool lines will also be continuously track circuited between Weaver Junction and Halton Junction, and Rule 43 will apply.

Certain signalling alterations will also take place at Verdin's Sidings and on the branch lines at Hartford Junction, details of which are given below.

The readings of dwarf shunting signals are shown on the diagram.

SIGNALLING RECORD SOCIETY

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Verdin's Sidings.

The Absolute Block Regulations on the up and down main lines and the Permissive Block Regulations on the up and down goods lines between this box and Winsford Junction will continue to apply until further notice.

The down main home signal will be capable of displaying a double yellow aspect.

Signal VS 5 will act as down main starting signal.

Signal VS 102 will be controlled as up home 1 signal until further notice.

Hartford Station.

The box will be abolished, and the main line crossover worked by ground frame electrically released from Hartford Junction.

The up goods loop will be controlled from Hartford Junction throughout.

Hartford Junction

The Absolute Block Regulations will continue to apply on the up and down branch lines between this box and Hartford Junction (C.L.C.).

The up branch starting signal will also be controlled as up branch distant signal for Hartford Junction (C.L.C.) 455 yards from Hartford Junction (C.L.C.) up branch semaphore home signal.

The down branch distant signal below Hartford Junction (C.L.C.) down branch starting signal will be 515 yards from HJ 47 signal (down branch home).

A lower arm will be provided on the tall siding signal reading from the departure road and will read to new down branch "Limit of Shunt."

Acton Bridge.

Referring to page 296 of the Crewe and North Sectional Appendix ; it will no longer be necessary for Guards to advise the Signaller that their trains have arrived in the up slow platform.

Weaver Junction

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

The main line crossover in advance of WJ 16 signal will be worked by the new "Weaver" ground frame, electrically released from this box.

The crossover between the down fast and up Warrington lines in advance of WJ 9 signal will be worked by the new "Birdswood" ground frame, electrically released from this box.

Birdswood.

This box will be abolished.

Preston Brook Goods.

The box and the up siding will be abolished.

Norton Crossing.

The Absolute Block Regulations will continue to apply on the up and down main lines between this box and Acton Grange Junction.

New colour light down starting, up home, and up inner and outer distant signals will be provided.

GENERAL.

The modifications of certain standard Rules applicable to the section between Birdswood and Wavertree Junction, as already published in the Supplementary Operating Instructions, will also apply on the up and down main, fast, slow and goods lines between Verdin's Sidings and Norton Crossing and between Weaver Junction and Halton Junction.

Crewe,
February, 1961.

Line Traffic Officer
(Operating).

**INTRODUCTION OF
BETWEEN VERDINS
SCHEDULE OF MA
TO ALTERNATIVE F
ASPECTS.**

HARTFO

SIGNAL PROFILE	SIGNAL NUMBER	ASP
	HJ 1	MA MA MA SUB
	HJ G	MA MA MA SUB
	HJ 47	MA MA SU
	HJ 50	MA SU
	HJ 52	MA MA

1

**INTRODUCTION OF COLOUR LIGHT SIGNALLING.
 BETWEEN VERDINS SIDINGS & NORTON CROSSING.
 SCHEDULE OF MAIN RUNNING SIGNALS READING
 TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY
 ASPECTS.**

HARTFORD JUNCTION (HJ)

<u>SIGNAL PROFILE</u>	<u>SIGNAL NUMBER</u>	<u>ASPECT</u>	<u>ROUTE INDS.</u>	<u>JUNCTION INDS.</u>	<u>ROUTE</u>
	HJ1	MAIN	—	—	UP MAIN
		MAIN	—	POSN. 1	UP GOODS LOOP
		MAIN	—	POSN. 2	UP BRANCH
		SUB+C	—	POSN. 1	UP GOODS LOOP
	HJ6	MAIN	—	—	UP MAIN
		MAIN	—	POSN. 1	UP GOODS LOOP
		MAIN	—	POSN. 2	UP BRANCH
		SUB+C	—	POSN. 1	UP GOODS LOOP
	HJ47	MAIN	—	—	DOWN MAIN
		MAIN	—	POSN. 1	DOWN GOODS
		SUB	'SDG'	—	TO SIDINGS
	HJ50	MAIN	—	—	DOWN GOODS
		SUB+C	—	—	DOWN GOODS
	HJ52	MAIN	—	—	DOWN MAIN
		MAIN	—	POSN. 1	DOWN GOODS

**Line Traffic Officer
(Operating).**

ACTON BRIDGE (AB)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	AB 30	MAIN	—	—	UP MAIN
		MAIN	—	POS ^N 1	UP SLOW
	AB 31	MAIN	—	—	UP FAST
		MAIN	—	POS ^N 1	UP SLOW
	AB 34	MAIN	—	—	UP SLOW
		SUB	'NCK'	—	SHUNTING NECK

WEAVER

SIGNAL PROFILE	SIGNAL NUMBER	ASP
	WJ 5	MAI
		MAI
		SUB
	WJ 6	MAI
		MAI
		SUB
	WJ 9	MAI
		MAI
	WJ 10	MA
		MA
	WJ 16	MA
		MA

2

DGE (AB)

<u>JUNCTION INDS.</u>	<u>ROUTE</u>
—	UP MAIN
POS ^N .1	UP SLOW
—	UP FAST
POS ^N .1	UP SLOW
—	UP SLOW
—	SHUNTING NECK

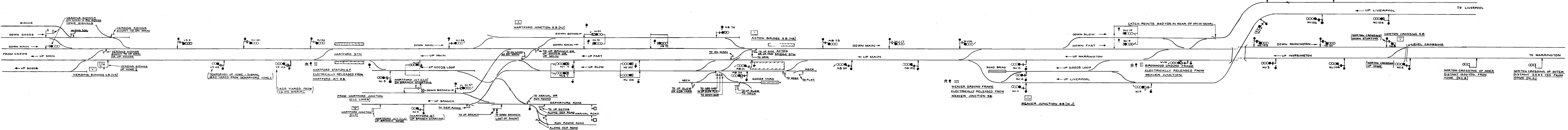
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WEAVER JUNCTION (WJ)

<u>SIGNAL PROFILE</u>	<u>SIGNAL NUMBER</u>	<u>ASPECT</u>	<u>ROUTE INDS.</u>	<u>JUNCTION INDS.</u>	<u>ROUTE</u>
	WJ 5	MAIN	—	—	UP LIVERPOOL
		MAIN	—	POS ^N .4	UP GOODS LOOP
		SUB+C	—	POS ^N .4	UP GOODS LOOP
	WJ 6	MAIN	—	—	UP WARRINGTON
		MAIN	—	POS ^N .1	UP GOODS LOOP
		SUB+C	—	POS ^N .1	UP GOODS LOOP
	WJ 9	MAIN	—	—	DN. WARRINGTON
		MAIN	—	POS ^N .1	DN. LIVERPOOL
	WJ 10	MAIN	—	—	DN. LIVERPOOL
		MAIN	—	POS ^N .4	DN. WARRINGTON
	WJ 16	MAIN	—	—	DN. FAST
		MAIN	—	POS ^N .1	DN. SLOW

**INTRODUCTION OF COLOUR LIGHT SIGNALLING
BETWEEN VERDINS SIDINGS & NORTON CROSSING**

NOT TO SCALE



SIGNAL PLATE PREFIXES
 HJ - HARTFORD JCN. WJ - WEAVER JCN
 AB - ACTON BRIDGE NC - NORTON CROSSING
 HN - HALTON JCN. VS - VERDINS SIDINGS
 SIGNAL NUMBERS ON PLAN CORRESPOND TO PLATED NUMBERS OF SIGNALS ON SITE.

EXPLANATION OF SIGNAL INDICATIONS
MAIN RUNNING SIGNALS.
 ← JUNCTION INDICATOR (RULE 35 E.)
 ← 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.

GENERAL SYMBOLS
 ☎ TELEPHONE
 Ⓜ DENOTES AUTOMATIC SIGNAL
 ⚡ SINGLE STROKE BELL
 ⌈ LIMIT OF SHUNT INDICATOR.
 □ STOP INDICATOR.

SEE ATTACHED SCHEDULE FOR DETAILS OF CERTAIN SIGNALS THE NUMBERS OF WHICH ARE SHOWN THUS :- WJ 3.