

PRIVATE and not for Publication

B R I T I S H R A I L W A Y S

(LONDON MIDLAND REGION)

JAMES STREET

SIGNAL BOX

SPECIAL NOTICE 500 G

NOTICE TO DRIVERS, GUARDS, SIGNALMEN
AND OTHERS CONCERNED RESPECTING:

- (1) PROVISION OF A NEW LINK LINE BETWEEN SANDHILLS AND LIVERPOOL CENTRAL LOW LEVEL.
- (2) PROVISION OF A NEW LOOP LINE BETWEEN MANN ISLAND JUNCTION, JAMES STREET, MOORFIELDS, LIME STREET, CENTRAL DEEP LEVEL AND JAMES STREET.

IMPORTANT - This Notice to be acknowledged immediately on receipt to Operating OD.14 Crewe, using code "ARNO 500 G".

Crewe
May, 1977.

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

The diagrams show the resignalling consequent upon the bringing into use of a new signal box named JAMES STREET, located above platforms 2 and 3 at James Street Station on the Loop line.

The work shown in this notice will be carried out in stages as detailed below and during these stages, points and signals worked from the boxes concerned will be disconnected and Drivers hand-signalled as necessary. On completion of each stage the signalling will be as shown on the appropriate diagram. The following notes supplement the information shown on the diagrams.

Further details of the working during these stages also details of maximum permissible speeds will be found in the appropriate Weekly Notice of Engineering Work.

Sunday 1 May - Link Line

Liverpool Exchange Station will be permanently closed and Liverpool Exchange Nos. 1 and 2 boxes abolished.

At approximately 35 $\frac{1}{4}$ m.p., situated between Sandhills and Liverpool Exchange, the down and up lines will be realigned to connect with a new line, known as the Link line, which will serve new stations at Moorfields (Low Level) and Central (Low Level).

All signals on the Link line together with signals in the Sandhills area worked from Liverpool Exchange No.1 box will be worked from the new James Street box. The distant signal for Kirkdale East box, from the Sandhills direction, will additionally be capable of displaying a red aspect and will be provided with a position light shunting signal beneath it and will become signal JS.91.

Train stops will be provided at all tunnel stop signals also at signal JS.74.

All James Street box stop signals will be provided with telephone communication with the box.

The direction of lines will now be "down" throughout from Central (Low Level) to Southport and "down" throughout from Sandhills to Kirkby.

The Track Circuit Block System will apply throughout the James Street box area also between James Street and Bootle Junction and between James Street and Kirkdale East boxes.

Sunday 8 May - Loop Line

A new Loop line will be brought into use, leaving the up line at Mann Island Junction, to serve a new No. 1 platform at James Street, new platforms at Moorfields (Deep Level), Lime Street and Central (Deep Level) and then returning to the existing down platform at James Street. The connection from the existing reversing siding to the down platform will be taken away and the reversing siding will become the stock interchange/holding line giving access to the down main (Link) line.

The existing signal boxes at James Street and Hamilton Square will be abolished.

The existing facing connection from the down main line to the down Wirral line at Hamilton Square will be taken out of use and a new flyunder connection provided on the James Street side of Hamilton Square as shown on the diagram.

Automatic signal S.2. on the down main line between James Street and Hamilton Square will become signal JS.18.

Automatic signal S.7. on the up Wirral line between Birkenhead Park and Hamilton Square will become signal JS.1.

Automatic signals S.4 on the down Wirral line between Hamilton Square and Birkenhead Park and S.5. on the up main line between Hamilton Square and James Street will be taken away.

Birkenhead Park signal H.22. on the up Wirral line will be taken away and signal E.23. in rear of it will no longer display a yellow aspect.

Train stops will be provided at all James Street stop signals.

All James Street stop signals will be provided with telephone communication with the box.

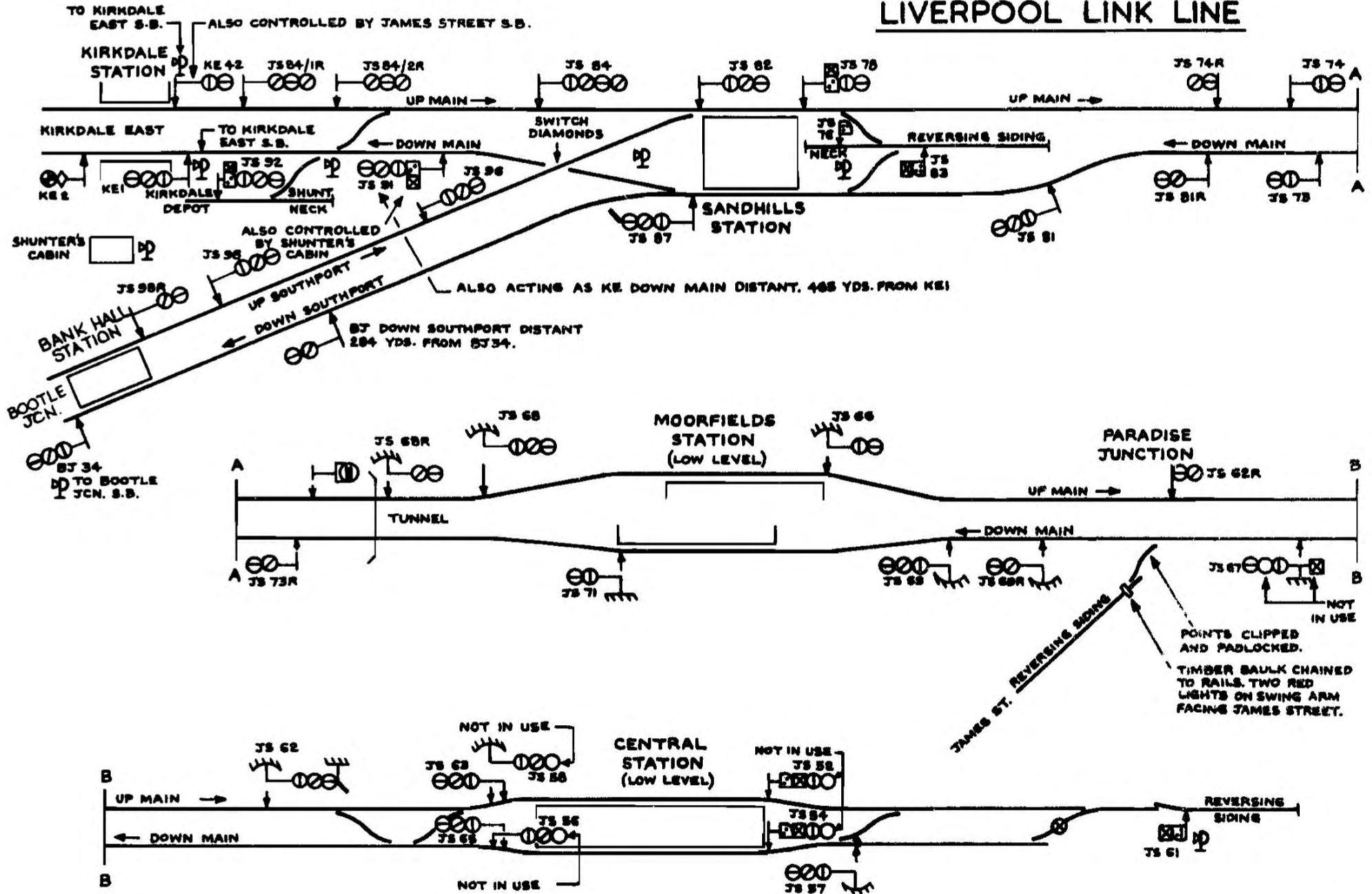
The Track Circuit Block System will apply throughout the James Street box area also between James Street and Birkenhead Central and between James Street and Birkenhead Park boxes.

GENERAL

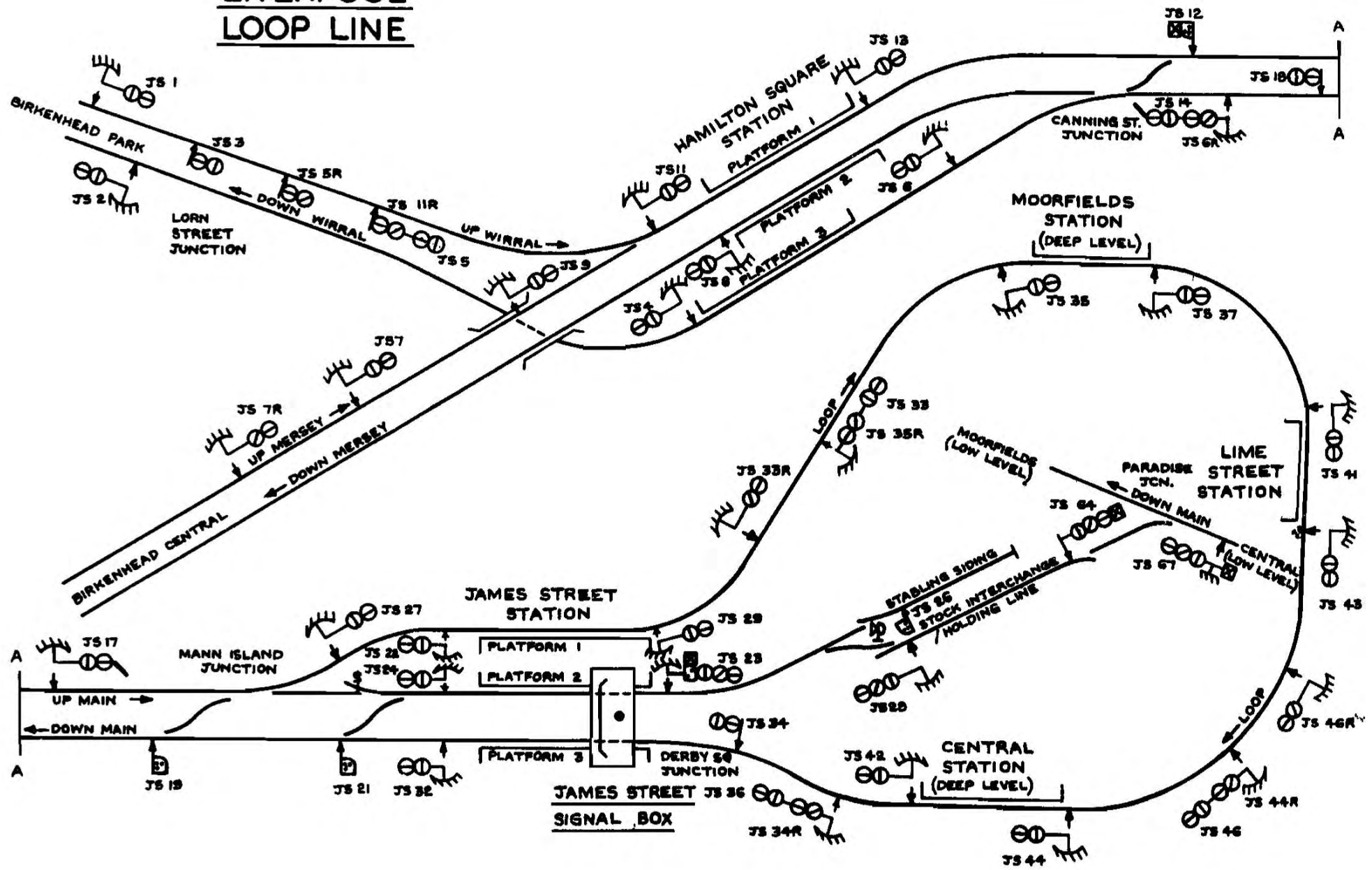
All stop signals and all position light ground signals controlled by James Street box will be plated as shown on the diagrams.

Tunnel Emergency Communication (T.E.C.) wires will be provided in all tunnel sections on the Loop, Link and Mersey lines except in Hinderton Field and Green Lane tunnels to enable the Driver to communicate with the Signalman at James Street box, or with the Electric Controller in case of emergency and are worked in accordance with the instructions shown in the book of "Working Instructions for D.C. Electrified lines in the Liverpool area".

LIVERPOOL LINK LINE



LIVERPOOL LOOP LINE



LIVERPOOL LINK & LOOP MULTIPLE ASPECT SIGNALLING
 LIST OF RUNNING SIGNALS WITH MORE THAN ONE INDICATION AND
 OF ALL GROUND SHUNTING SIGNALS

LINK				JAMES STREET (JS)				LOOP
SIGNAL No	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	
JS 52	MAIN ²			JS 12	SHUNT DW		DOWN WIRRAL	
	R-SUB	SDG	REVERSING SIDING		SHUNT			DOWN MERSEY
JS 54	MAIN ²			JS 14	MAIN		DOWN WIRRAL	
	R-SUB	SDG	REVERSING SIDING ^(VIA X)		MAIN POS.4			DOWN MERSEY
JS 61	SHUNT		DOWN MAIN (VIA X)	JS 17	MAIN		LOOP	
	SHUNT	U	UP MAIN		MAIN POS.4			PLATFORM 2
JS 62	MAIN		UP MAIN	JS 19	SHUNT		LOOP	
	MAIN	POS.4	DOWN MAIN		SHUNT			PLATFORM 2
JS 67				JS 21	SHUNT		PLATFORM 2	
	MAIN		DOWN MAIN	JS 23	R-SUB SDG		STABLING SIDING	
JS 76	SHUNT		REVERSING SIDING	JS 26	SHUNT		PLATFORM 2	
JS 78	MAIN		UP MAIN		JS 64	MAIN U		UP MAIN
JS 83	R-SUB	SDG	REVERSING SIDING	JS 67	MAIN D		DOWN MAIN	
	SHUNT		DOWN MAIN		MAIN H			STOCK I/H LINE
JS 87	SHUNT	NCK	NECK	MAIN			DOWN MAIN	
	MAIN		DOWN SOUTHPORT					
JS 91 ¹	MAIN POS.4		DOWN MAIN					
	R-SUB SDG		KIRKDALE DEPOT					
JS 92	MAIN		DOWN MAIN					
	R-SUB NCK		SHUNT NECK					

¹ ALSO CONTROLLED BY KIRKDALE DEPOT SHUNTERS CABIN
² RED ASPECT ONLY

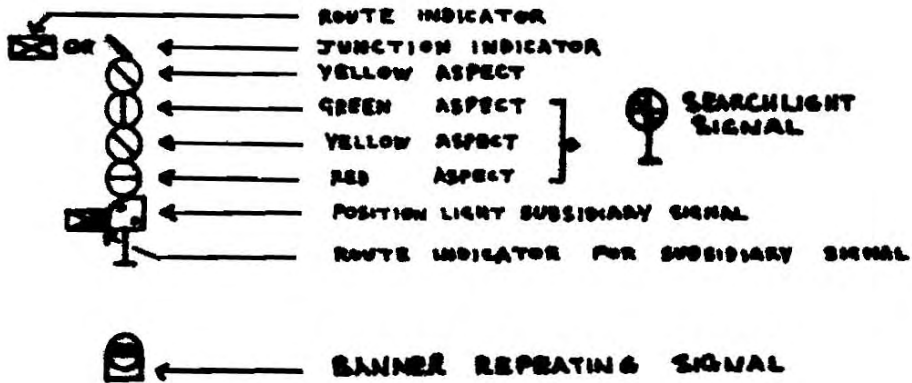
LIVERPOOL LOOP & LINK APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

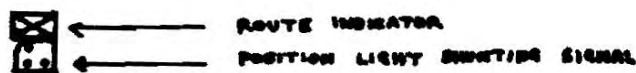
SIGNAL BOX REFERENCES

- BJ - BOOTLE JUNCTION
- KE - KIRKDALE EAST
- JS - JAMES STREET

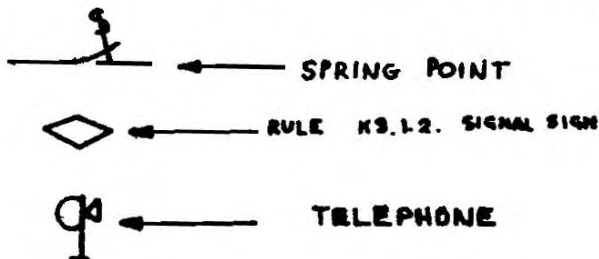
MAIN RUNNING SIGNALS



SHUNTING SIGNALS



MISCELLANEOUS



LIVERPOOL LOOP & LINK

EXPLANATION OF ASPECTS FOR RUNNING SIGNALS

2 ASPECT



GREEN

CLEAR - PROCEED



YELLOW

CAUTION

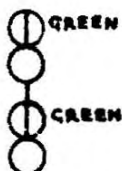
BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER



RED

DANGER - STOP

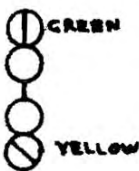
REPEATER SIGNAL BELOW STOP SIGNAL



GREEN

GREEN

CLEAR - PROCEED

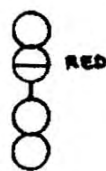


GREEN

YELLOW

CAUTION

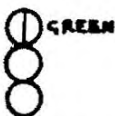
BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER



RED

DANGER - STOP

3 ASPECT



GREEN

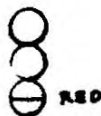
CLEAR - PROCEED



YELLOW

CAUTION

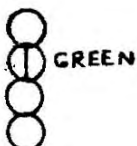
BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER



RED

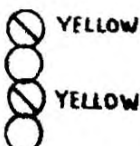
DANGER - STOP

4 ASPECT



GREEN

CLEAR - PROCEED



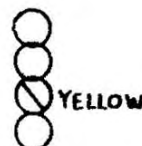
YELLOW

YELLOW

PRELIMINARY

CAUTION

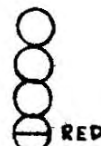
BE PREPARED TO
FIND NEXT SIGNAL
AT CAUTION



YELLOW

CAUTION

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER



RED

DANGER - STOP