

BRITISH RAILWAYS
LONDON MIDLAND REGION

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING
RESIGNALLING BETWEEN CHESTER NO.2 AND CHESTER NOS. 5 AND 6 ON 22 MARCH 1981

The running lines between Chester No.2 and Chester Nos. 5 and 6 boxes will be remodelled and the revised layout in the vicinity of Chester No. 3A and No.4 signal boxes is depicted on the attached diagram.

The up main line from Chester No.6 to Chester No.4 will be renamed up fast line. The down slow line from Chester No.4 to Chester No.6 will become the "up and down" slow line and the down Birkenhead line from Chester No.4 to Chester No. 3A will be used in the up direction by up trains from the "up and down" slow line from Chester No.6.

Access to the up fast line at Chester No.3A box will no longer be available. A stop block will be placed over this line and it will become an Engineer's siding with a standage of 220 yards served from the Chester No.2 end.

Through siding 1 between Chester No.3A and Chester No.2 will be renamed reception line.

Permissive Working will be withdrawn from the following sections:-

Chester No.3A	to	Chester No.2	up goods line
Chester No.3A	to	Chester No.4	down Birkenhead line
Chester No.4	to	Chester No.3A	up Birkenhead line
Chester No.4	to	Chester No.5	down Birkenhead line
Chester No.5	to	Chester No.4	up Birkenhead line

Description of signals depicted on the attached diagram

Colour light signals

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Route</u>
CR4 153* and	Main	7	"Up and down" platform 7
CR4 158*	R + sub	7	"Up and down" platform 7
	Main	G	up goods
CR4 71*	Main	7	"up and down" platform 7
	R + sub	7	"up and down" platform 7
	Main	G	up goods
	R + sub	SDG	Macaroni siding
E*	Shunt	7	"up and down" platform 7

* Also controlled by Chester No.3A box.

Signals CR2.2, CR2.11, CR2.58 and CR4.149 will remain unaltered. .

SIGNALLING RECORD SOCIETY

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DIGITAL ARCHIVE

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Semaphore signals

- A - unaltered except for the recovery of the subsidiary signal beneath it.
- B - unaltered except for the recovery of the subsidiary signal applying to movements to the down Birkenhead line.
- C - unaltered except that the main and subsidiary signals applying to movements to the down Birkenhead line will be recovered.
- D - unaltered

All shunting signals not described above together with the signals applying to movements from the Crow & A One Sidings, Diesel Depot and Field Sidings will remain unaltered.

A telephone giving communication with Chester No.4 box will be provided at Signals CR 4.153, CR 4.158 and CR 4.71.

Description of signal alterations NOT depicted on the attached diagram

Chester No.5

The calling-on signal beneath the up Birkenhead starting signal will be taken away.

Chester No.6

Signal CR 6.13, up slow line 325 yards before reaching the box, will be renumbered CR 6.8 and it will apply without a junction indicator to movements to the "up and down" slow line.

Signal CR 6.6, up fast line 325 yards before reaching the box, will apply with position 1 junction indicator to movements to the "up and down" slow line.

The position light shunting signals situated 325 yards on the Saltney Jn. side of the box which apply to set back movements will apply as follows:-

down slow line signal	FK -	up fork
	US -	"up and down" slow
	UF -	up fast
	SDG -	sidings
down fast line signal	FK -	up fork
	US -	"up and down" slow
	UF -	up fast

IMPORTANT This notice to be acknowledged immediately on receipt to Operating OD.14 Crewe using Code ARNO 350.G.

Crewe
March, 1981

J.M. GREGORY
CHIEF OPERATING MANAGER

CHESTER No. 3A AND CHESTER No. 4 REMODELLING

