BRITISH RAILWAYS

(LONDON MIDLAND REGION)

ROCK FERRY — HOOTON			
SPECIAL NOTICE 110E			
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NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING RESIGNALLING BETWEEN ROCK FERRY AND HOOTON ON SATURDAY/SUNDAY 18th/19th MAY, 1985			
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IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating OD.14, Crewe" using the code "ARNO 110E".			

SIGNALLING RECORD SOCIETY

<u>www.s-r-s.org.uk</u> DIGITAL ARCHIVE

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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

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Bromborough box will be abolished.

A new box will be brought into use at Hooton immediately on the station side of the existing box.

Track remodelling will take place at Rock Ferry to allow through running between James Street and Hooton.

The line direction will be changed betwen Rock Ferry and Hooton so that it will be down throughout from James Street to Hooton.

The line direction will be changed between Canning Street North and Rock Ferry so that it will be down from Canning Street North to Rock Ferry.

The attached diagram with list of route indications shows the resignalling which will take place.

All colour light signals will be plated with the number shown on the diagram and prefixed as follows: --

RF — Rock Ferry

PS — Port Sunlight Sidings

HN - Hooton

Signal post telephones will be provided at all colour light signals capable of displaying a red aspect.

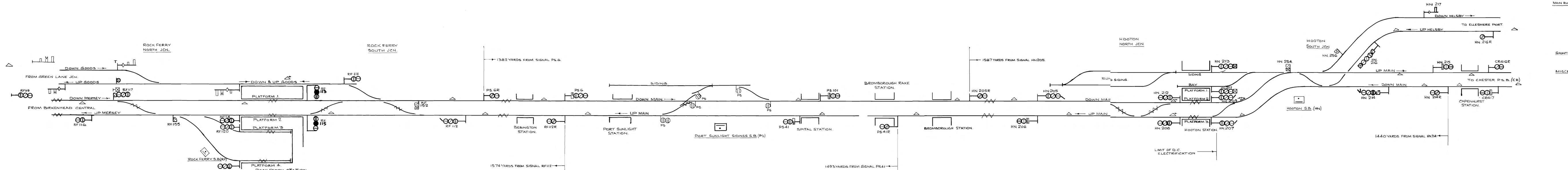
The telephones at signals PS.6, PS.101 and PS.41 will give communication with Rock Ferry box during the time Port Sunlight Sidings box is closed. Trainmen must clearly establish to which Signalman they are speaking from these signals.

A.W.S. track equipment will be provided between Rock Ferry and Hooton.

The Track Circuit Block System will apply between Rock Ferry, Port Sunlight Sidings and Hooton.

LIST OF MAIN RUNNING SIGNALS WITH MORE THAN ONE ROUTE AND OF ALL POSITION LIGHT SIGNALS

Signal No.	Aspect	Route/Junction Indicator	Route	
Rock Ferry box				
112	Main Main	pos 4	Up main "Down and up" goods	
117	Main	1	platform 1	
	Main	3	platform 3	
	R + PL	3	platform 3	
	Main	4	platform 4	
	R + PL	4	platform 4	
152	PL	M	up main	
	PL	G	"Down and up" goods	
155	PL	_	platform 3	
	PL	_	platform 4	
Hooton box				
205	Main Main	pos 4	down main up main	
207	Main	pos 1	down Helsby	
	Main	_	up main	
209	Main	pos 1	down Helsby	
	Main	—	up main	
211	Main	B	down Helsby	
	Main	M	up main	
213	Main	B	down Helsby	
	Main	M	up main	
214	Main Main Main R + PL R + PL	 pos 4 pos 5 pos 5	up main down main bay bay siding	
216	Main Main Main R + PL R + PL	U D B B	up main down main bay bay siding	
254	PL	U	up main	
	PL	D	down main	
	PL	B	bay	
	PL	SDG	siding	
256	PL	-	to signal 254	



EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX PREFIX

MAIN RUNNING SIGNALS

ROUTE INDICATOR

OR -- JUNCTION INDICATOR

GREEN ASPECT

YELLOW ASPECT

RED ASPECT.

POSITION LIGHT SIGNAL

SHOWS TWO WHITE LIGHTS INCLINED

AT 45° FOR PROCEED

HUNTING SIGNALS

POSITION LIGHT SHONT SIGNAL SHOWING

ONE RED ONE WHITE LIGHT HORIZONTALLY

FOR NORMAL INDICATION.

TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED.

ANEOUS

AWS EFFECTIVE FOR MOVES IN DIRECTION OF ARROW.

AUTOMATIC SIGNAL

SEMI-AUTOMATIC SIGNAL

.

M DENOTES DC. ELECTRIFIED LINES.

T TELEPHONE.