

LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(WESTERN AND CENTRAL DIVISIONS)

SPECIAL NOTICE

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE, AND MUST NOT BE GIVEN TO THE PUBLIC

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIGNALS WIGAN (NW) AND WIGAN (WALLGATE) STATIONS.

STAGE I.

The diagram attached to this notice should be retained for reference until the whole of the signalling shown thereon has been brought into use. Notices of the carrying out of the various stages of the work will be issued as these are brought into use, but no further issue of the diagram will be made.

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to "TRAINS F. B. CREWE" using the code:—
"DERWENT 1100. G."

WIGAN (Wallgate).—Commencing at 6.0 p.m. on Saturday, July 26, Wallgate No. 5 signal box will be closed and all points and signals disconnected, and commencing at 4.30 a.m. on Sunday, July 27, Wallgate Nos. 2, 3 and 4 signal boxes will also be closed and all points and signals worked from these signal boxes will be disconnected. Drivers will be handsignalled and block working suspended as necessary until the new signalling shown in Stage 1 on the attached diagram is brought into use.

A new signal box named Wigan Wallgate will be brought into use situated as shown on the diagram and will perform the work at present done by Wallgate Nos. 2, 3, 4 and 5 signal boxes with the following exceptions:—

The connection between the down sidings and down through line formerly worked from Wallgate No. 2 signal box will in future be worked from a new ground frame named "Down Sidings Frame," electrically released from Wallgate signal box.

The connection between the up sidings and up Wallgate line and the slip connection from the crossover road between the up Wallgate line and the down platform line to the up sidings formerly worked from Wallgate No. 2 signal box will in future be worked from a new ground frame named "Goods Yard Frame" electrically released from Wallgate signal box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The siding points in the up Liverpool line formerly worked from Wallgate No. 4 signal box will in future be worked from a new ground frame named "Miry Lane Frame" electrically released from Wallgate signal box.

Bell and telephone communication will be provided between each of the ground frames and Wallgate signal box.

A new facing connection from the down Southport line to the Leco and Carriage Sidings will be brought into use about 150 yards on the Southport side of Wallgate signal box and will be worked from that signal box.

The existing mechanical semaphore signals on the running lines will be dispensed with and multiple aspect colour light signals introduced in approximately the same positions as the existing semaphore signals with the following exceptions:—

Wallgate No. 2 signal box.

The down line semaphore distant signals will remain unchanged and become the down distant signals for the new Wallgate signal box.

Wallgate No. 3 signal box.

The down inner home signals to Liverpool and Southport with lower distant signals for Nos. 4 and 5 signal boxes will be taken away.

Wallgate No. 4 signal box.

The up home signal with lower splitting distant signals for No. 3 signal box will be superseded by a colour light signal 260 yards further out and will become the up outer home signal for Wallgate signal box.

The up Liverpool line distant signal will be superseded by a colour light signal fixed approximately 475 yards further out.

Wallgate No. 5 signal box.

The up home signal with lower splitting inner distant signals for No. 3 signal box will be superseded by a colour light signal fixed 140 yards further out and will become the up home 1 signal for Wallgate signal box.

The down Southport line home signal with lower outer distant signal for Douglas Bank signal box will be superseded by a colour light signal 50 yards nearer Southport and will become the down home 3 signal for Wallgate signal box.

The following dwarf shunting signals will be taken away:—

Wallgate No. 2 signal box.

- Up sidings to dead end.
- Up main and sidings to down through line.
- Up main and sidings to down platform line.
- Down sidings to down through line.

Wallgate No. 4 signal box.

- Up sidings to up main.

The two armed dwarf shunting signal at Wallgate No. 5 signal box applicable to setting back movements from the up main line will be moved 40 yards nearer the station and worked from Wallgate signal box.

The reading of certain of the dwarf shunting signals at present worked from Wallgate Nos. 2, 3, 4 and 5 signal boxes will be altered and will in future be worked from the new Wallgate signal box or from a ground frame. Each of these signals is numbered on the diagram and below is shown whether worked from the new signal box or ground frame together with the future reading of the signals:—

Wallgate Signal Box.

<i>Signal No.</i>	<i>Route.</i>	<i>Signal No.</i>	<i>Route.</i>
1	To signal 3/4/5.	53	{To engine shed, carriage siding
2	To signal 3/4/5.	55	{or down Southport.
3	To down Liverpool.	57	To up sidings.
4	To down Southport.	58	To up Southport.
5	To up sidings.	61	To carriage siding.
6	To down Liverpool.	62	Loco. shed to up Southport.
7	To down Southport.	64	Loco. shed to up sidings.
11	To up through or up platform.	66	Carriage siding to down siding.
13	To down Liverpool via X.	67	Carriage siding to up Southport.
14	To down Southport via X.	68	Carriage siding to up sidings.
18	To up platform or bay.	69	To up siding.
19	To down platform or down through.	71	To siding 2 or up Southport.
20	To down Liverpool.	73	To down Liverpool.
21	To down Southport.	75	Down Liverpool to siding or signal 25.
25	Set back down Liverpool.	117	To down platform or down through.
39	Set back down Southport.	118	To up platform or up through.
40	To signal 39.	123	To goods yard.
41	To engine shed.	124	To up main.
42	Loco shed to down siding.	125	To goods yard.
51	To engine shed, carriage siding or down Southport.	126	To up main.

Goods Yard Ground Frame.

- A To down through or down platform.
- B To up main.

Down Sidings Ground Frame.

- C To down sidings.

Douglas Bank.

The up starting signal with lower outer distant signal for Wallgate No. 3 signal box will be taken away.

General.

The Absolute Block Regulations will apply on the up and down lines between Wallgate No. 1 signal box and the new Wallgate signal box.

Rules 96 to 98 (Station Yard Working) will be authorised on the up and down platform and up and down through lines at Wallgate Station.

The signals at which \diamond and \odot signs are provided are indicated on the diagram.

Telephones are provided at certain signals (indicated on diagram) and "T" signs will be fixed on the signals. These telephones must be used in accordance with the instructions shewn on Page 9 of Supplement No. 2 to the General Appendix.

The following signals may be placed to danger before the whole of the train has passed:—

Wallgate signal box.

- Bay departure signals.
- Down starter to Southport.
- Up outer home from Liverpool.
- Up home 1 from Southport.

J. H. ROBINSON,

*Divisional Superintendent of Operation,
Manchester.*

S. E. PARKHOUSE,

*Divisional Superintendent of Operation,
Crewe.*

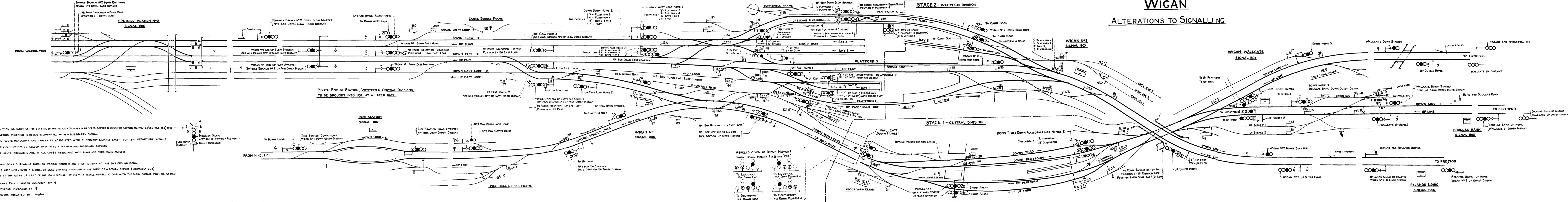
Crewe,

July 11th, 1941.

(CFX 3501.)

WIGAN

ALTERATIONS TO SIGNALLING



NOTE :-
 A JUNCTION INDICATOR exhibits a line of white lights when a proceed aspect is given for a diverging route (see rule 35e) thus
 A JUNCTION INDICATOR is never illuminated with a subsidiary signal
 SMALL ROUTE INDICATORS are generally associated with subsidiary signals except for BAY DEPARTURE SIGNALS where they may be associated with both the main and subsidiary aspects
 LARGE ROUTE INDICATORS are in all cases associated with main and subsidiary aspects

CERTAIN SIGNALS reading through facing connections from a running line to a ground signal, into a siding, or dead end are provided in the form of a small aspect (normally out) fixed to the right or left of the main signal. When this small aspect is displayed the main signal will be at red

FIREMANS CALL PLUNGER indicated by 4
 TELEPHONES indicated by 2
 DERAILERS indicated by 1

