

**/// Network SouthEast**

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**ALTERATIONS TO SIGNALLING  
AND PERMANENT WAY**

between

**MITRE BRIDGE JUNCTION  
CLAPHAM JUNCTION  
and  
LONGHEDGE JUNCTION**

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**FROM 4 OCTOBER 1992  
until further notice**

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**DRIVERS TO KEEP A GOOD LOOK-OUT FOR HANDSIGNALS**

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This notice must be retained until the end of the special working.  
Culvert Road Junction will be abolished and the Kensington Lines will be extended to Longhedge Junction. North Pole and Kensington Olympia signalboxes will be abolished and these areas will be controlled by Victoria (VC).

Between Mitre Bridge Junction and Longhedge Junction all present signals and signalling systems, between the limiting signals as shown below, will be abolished.

The operation of trains, via the Up and Down West London / Kensington Lines, under the provision of Temporary Block Working by Ticket (Track Circuit Block Regulation 11.7 and Rule Book, Section D, clause 4.1.3 and Section B, clause 8.6) is authorised as follows:

2200-0600 or until the last train has cleared the affected section.  
each week from Sunday/Monday to Thursday/Friday  
commencing 4 October until further notice.

Up line signals WN 141 (Up Branch Line) / WN 150 (Down High Level) and  
signal VS 78 (renumbered from VS 72).

Down Line signal VS 63 and WN 151.

Signals VS 66, VS 78 and WN 151 will normally show two red aspects.

Signals VS 78 and WN 151 are preceded by fixed reflective distant boards complete with AWS.

Supplementary Special Instructions, Special Working Instructions and other modified working arrangements affecting all staff involved are shown in this notice. Staff must ensure that they familiarise themselves with instructions which affect them.

# SIGNALLING RECORD SOCIETY

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Supplementary Special Instructions/Modified Rules and  
Regulations to:-

**PERSONS IN CHARGE OF THE WORKING,  
SIGNALMEN at VICTORIA {PANELS 2A and 7} and WILLESDEN  
ALL TRAINMEN REQUIRED TO WORK OVER THE LINE DURING  
THIS PERIOD.  
COMPETENT PERSONS at EXIT SIGNALS and HANDSIGNALMEN.**

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**MODIFICATION OF THE TRACK CIRCUIT BLOCK REGULATIONS  
REQUIREMENTS  
FOR THE SIGNALMEN AT WILLESDEN {WN} AND VICTORIA {VC & VS}.**

Track Circuit Block Regulation Clause 11.7 is modified as follows.

- 11.7 Renewal of signalling equipment.  
11.7.1 All present signals and signalling systems will be abolished and  
new signals and signalling systems will be installed.  
Throughout the period of this special working all new signals  
between the points specified herein will be covered.
- 11.7.2 The operation of trains under the provisions of this TRACK  
CIRCUIT BLOCK REGULATION 11.7 is authorised :  
2200 -0600 or until the last train has cleared the affected  
section.  
each week from Sunday/Monday to Thursday/Friday  
commencing 4th-October and until further notice.

A Temporary Block Working ticket must be issued to the Driver of  
each train concerned to be routed over the lines between  
Longhedge Jct. and Mitre Bridge Jct.

- 11.7.3 Temporary Block Working must be applied between signals :

**Up West London / Kensington Lines.**

WN 141 / WN 150 at Mitre Bridge Junction

and

VS 78 at Longhedge Junction [Up Kensington Line].

**Down Ludgate / Kensington / West London Lines**

VS 63 at Longhedge Jct. [Down Ludgate Line]

and

WN 151 at Mitre Bridge Junction[Down West London Line].

**MODIFICATION OF THE TRACK CIRCUIT BLOCK REGULATIONS  
REQUIREMENTS FOR THE SIGNALMEN AT WILLESDEN {WN} AND  
VICTORIA {VC & VS}.(....continued)**

- 11.7.4 A Handsignalman must be positioned at the signals WN 141 / WN 150 and VS 63 controlling entrance to the sections and communication must be available between him and the Signalman. The Handsignalman must be instructed to complete a Temporary Block Working ticket [at VS 63 no ticket to be issued for trains proceeding to the Ludgate lines] and, after giving him the necessary instructions, hand this to the Driver of each train which is required to proceed through the section. Where there is more than one locomotive, the Handsignalman is required to show the ticket to each Driver and give it to the Driver of the leading locomotive.
- 11.7.5 Before instructing the Handsignalman to issue a ticket authorising the Driver to proceed, the Signalman must be satisfied that :
- (a) the line is clear throughout the affected section under the control of this signalbox and the provisions of Track Circuit Block Regulation 3, Clause 3.5 have been observed.
  - (b) all points have been secured in accordance with the provisions of Rule Book, Section D, Clause 3.1 and, additionally, trailing points are secured by clip or scotch.
- 11.7.6. A competent person [who must also act as the Handsignalman] must be appointed at signals VS 78 and at signal WN 151 at the end of the sections and communication must be available between him and the Signalman. The competent person must be instructed to :
- (a) exhibit a hand Danger signal (which may be placed on the ground) to the Driver of each approaching train until the train has stopped and maintain one detonator on the line to which the signal applies.
  - (b) collect the Temporary Block Working ticket from the Driver of each train to arrive at this signal and advise the Signalman when this has been done, giving him the details of the Train Reporting Number shown on the ticket.
  - (c) remove the detonator from the rail.
  - (d) when authorised by the Signalman instruct the Driver to pass the signal at Danger in accordance with Section B of the Rule Book.
  - (e) advise the Signalman when the train concerned has passed complete with tail lamp 200 yards (or 200 metres) beyond this signal.

**MODIFICATION OF THE TRACK CIRCUIT BLOCK REGULATIONS  
REQUIREMENTS FOR THE SIGNALMEN AT WILLESDEN {WN} AND  
VICTORIA {VC & VS}....continued)**

11.7.7 The Signaller must arrange to maintain at Danger signals VS 63, WN 141 and WN 150 at the entrance to the section in which Temporary Block Working applies.

The Signaller must not authorise any train to pass signals WN 151 or VS 78 at the end of the section until he has been advised by the person at that signal that he has recovered from the Driver the Temporary Block Working ticket for the train concerned.

11.7.8 A Temporary Block Working ticket must not be issued if a movement is required to enter the section to assist a disabled train or to clear a portion of a divided train, but a clear understanding must be reached with the Driver as to its position and what is required.

11.7.9 Before the commencement of the working the Signaller at panel 2A must make an entry in his Occurrence Book, when he has been so informed, that all the points as specified on his panel have been secured in the relevant position for the operation of trains as defined in this modified regulation.

The Signaller at panel 2A must then so inform the Signaller at panel 7 who must also make an appropriate entry in his Occurrence Book.

After the above have been carried out the working as specified in this modified Regulation 11.7 may be commenced with Signalling by Telephone, Regulation 3.5 being carried out between Victoria panel 7 and Willesden signal box.

The Signaller at panel 2A must not allow any points to be released except :

- i] with permission of the Signaller operating panel 7 or
- ii] when the Signaller operating panel 7 informs the Signaller that the special working has finished for that period.

Before giving the 'Train Out of Section' signal to the box in rear the Signaller must be assured that the ticket conveyed by the Driver of the previous train through that section has been received by the person at the end of the section (as shown in Clause 11.7.6 of this instruction) and the train has passed 200 metres beyond signal VS 78 or WN 151 as applicable.

**MODIFICATION OF THE TRACK CIRCUIT BLOCK REGULATIONS  
REQUIREMENTS FOR THE SIGNALMEN AT WILLESDEN {WN} AND  
VICTORIA {VC & VS}....continued)**

- 11.7.10 The Signalman must record the time that the Handsignalman is authorised to issue a ticket for the train to enter the section and the time confirmation is received from the competent person that the train concerned, complete with tail lamp, has passed clear of the section.
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**MODIFICATION OF THE RULE BOOK AND TRACK CIRCUIT BLOCK  
REGULATIONS REQUIREMENTS  
FOR THE SIGNALMEN AT VICTORIA {VS}.**

**1. Signal Lamp Proving.**

- 1.1 Signals VS 66, VS 70 and VS 78 are not "lamp proved". To overcome this signals VS 66 and VS 78 are fitted with two red aspects. Signal VS 70 will be fitted with a local alarm with a cancellation plunger at the signal should the aspect fail.

Note: Signal VS 70 has lamp proving to Wimbledon [Clapham Junction interlocking] allowing routes to be set to signal VS 70.

- 1.2 Should one of the aspects fail for signals VS 66 or VS 78 or the alarm be raised at signal VS 70 the Handsignalman will immediately inform the Signalman.

**2. Trains via South West lines, Ludgate lines and Longhedge Junction.**

For the duration of the work, except when Engineer's Possessions apply, routes via the South West Division lines, Ludgate lines, Longhedge Junction, Factory Junction and the Chatham lines will be available 24 hours per day in both directions under the following conditions :

- i] Track Circuit Block Regulation 11.7 will not apply.

- ii] The following signals will each have a handsignalman :  
Down Line signals VS 63 and VS 69.

Working by Regulation 3.5 will apply between signal VS 69 and Wimbledon as track circuits will be disconnected. [The instruction headed 'Working of freight trains on the Down Ludgate line' as shown in the '**Special Instructions to Signalmen at Victoria Box**' will apply.]

Up Line signals VS 70 and VS 66.

**MODIFICATION OF THE RULE BOOK AND TRACK CIRCUIT BLOCK REGULATIONS REQUIREMENTS FOR THE SIGNALMEN AT VICTORIA {VS}. (continued)**

- 2.2 SETTING OF ROUTES: All track circuits and points in the Longhedge Junction area will be disconnected.
- 2.2.1 Competent points operators will be appointed as necessary, and an Operations Department Supervisor (ODS) will be on duty to co-ordinate their activities and liaise with the Signalman.
- 2.2.2 When the Signalman requires a route to be set he must advise the ODS. The ODS will then instruct the points operators to set and secure the points in that route. The points operators must advise the ODS when the points have been correctly secured. When the ODS has ensured that the route has been correctly set and secured he must advise the Signalman.
- When the Signalman has been advised that the route is correctly set and secured, and all other requirements have been met, he may authorise the Handsignalman positioned at the signal concerned to authorise the Driver to pass the signal at Danger.
- 2.2.3 The Handsignalman is not required to ensure that the route is correctly set and the Rule Book, Section B, Clause 8.5 is amended accordingly.
- 2.2.4 The ODS will advise the Signalman when the train has passed clear of the junction and the points are available for use thus permitting other routes to be set.

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**ADDITIONAL INSTRUCTION FOR THE SIGNALMEN AT WILLESDEN SIGNALBOX**

Only one handsignalman will be provided to issue tickets to permit trains to enter the affected portion of line from signals WN 141 and WN 150. The Signalman is responsible for ensuring that the points at Mitre Bridge Junction (396 and 397) are set correctly for intended movements. When a movement has been authorised to enter the affected portion of line the Signalman must, as soon as possible, inform the Handsignalman if he is required to move to the other signal. He must also inform the Handsignalman of any other train movements taking place at this time.

Signal WN 151 will normally show two red aspects. If one of these should fail the Handsignalman will inform the Signalman immediately.

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**INSTRUCTIONS TO THE OPERATIONS DEPARTMENT SUPERVISOR  
APPOINTED TO CONTROL THE WORKING AT  
LONGHEDGE JUNCTION**

- 1 Track Circuit Block Regulation 11.7 will not apply for movements to and from the Ludgate Lines at Longhedge Junction.
  - 2 The following signals will each have a Handsignalman :  
Down Ludgate Line signals VS 63 and VS 69.  
Up Ludgate Line signals VS 70 and VS 66.  
Up Kensington Line signal VS 78.  
All track circuits and points in the Longhedge Junction area will be disconnected
  - 3 Setting of routes
    - 3.1 Competent points operator[s] will be appointed as necessary.
    - 3.2 The Operations Department Supervisor (ODS) will be on duty to co-ordinate their activities and liaise with the Signalman.
    - 3.3. When the Signalman requires a route to be set he will advise the ODS. The ODS must then instruct the points operators to set and secure the points in that route. The points operators must be instructed to advise the ODS when the points have been correctly secured. When the ODS has assured himself that the route has been correctly set and secured he must advise the Signalman.
    - 3.4. When the Signalman has been advised that the route is correctly set and secured he will instruct the Handsignalman positioned at the signal concerned to authorise the Driver to pass the signal at Danger.
    - 3.5. The Handsignalman is not required to ensure that the route is correctly set and the Rule Book, Section B, Clause 8.5 is amended accordingly.
    - 3.6. The ODS must advise the Signalman when the train has passed clear of the junction and the points are available for use thus permitting other routes to be set.
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**MODIFICATION OF THE RULE BOOK REQUIREMENTS  
FOR THE HANDSIGNALMEN APPOINTED AT  
SIGNAL VS 63**

The Rule Book, Section B clause 8.6.3 is modified as follows :

Trains proceeding from signal VS 63 to the Down Ludgate line must not be issued with a Temporary Block Working ticket.

It will not be necessary to inform the Guard of the limits of the Temporary Block Working.

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**INSTRUCTIONS TO THE HANDSIGNALMAN  
APPOINTED AT SIGNAL VS 66**

The signal will normally show two red aspects. If one of these should fail the Signalman must be informed immediately.

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**INSTRUCTIONS TO THE HANDSIGNALMAN  
APPOINTED AT SIGNAL VS 70**

Should one of the filaments in the red aspect fail an audible alarm will sound that can be cancelled by means of a plunger positioned at the signal.

The Signalman must be immediately informed on each occasion that the alarm sounds.

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**MODIFICATION OF THE RULE BOOK REQUIREMENTS  
FOR THE HANDSIGNALMAN APPOINTED AT  
SIGNAL VS 141 and 151**

The Handsignalman must position himself at the signal as nominated by the Signalman.

It will not be necessary to inform the Guard of the limits of the Temporary Block Working.

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**INSTRUCTIONS TO THE COMPETENT PERSON/HANDSIGNALMAN  
APPOINTED AT SIGNALS VS 78 and WN 151**

The Competent Person/Handsignalman must position himself at the signal at which he is appointed at the exit from the section where Temporary Block Working will apply and :

- (a) exhibit a hand Danger signal (which may be placed on the ground) to the Driver of each approaching train and maintain one detonator on the line to which the signal applies until the train has stopped.
- (b) collect the Temporary Block Working ticket from the Driver of each train to arrive at this signal and advise the Signalman when this has been done, giving him the details of the Train Reporting Number shown on the ticket.
- (c) remove the detonator from the rail
- (d) when authorised by the Signalman instruct the Driver to pass the signal at Danger in accordance with Section B of the Rule Book.
- (e) advise the Signalman when the train concerned has passed complete with tail lamp 200 yards (or 200 metres) beyond this signal.

The signal will normally show two red aspects. If one of these should fail the Signalman must be informed immediately.

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## **MODIFICATION OF THE RULE BOOK REQUIREMENTS FOR DRIVERS**

The Rule Book, Section B, clause 8.6.3 is modified as follows :

Trains proceeding to the Ludgate lines from signal VS 63 will not be issued with a Temporary Block Working ticket.

Temporary Block Working will be in operation for the working of trains as shown :  
2200 - 0600 [or until the last train has cleared the affected section].  
each week from Sunday/Monday to Thursday/Friday  
commencing 4th October and until further notice.

Between signals :


























### **Up West London / Kensington Lines.**

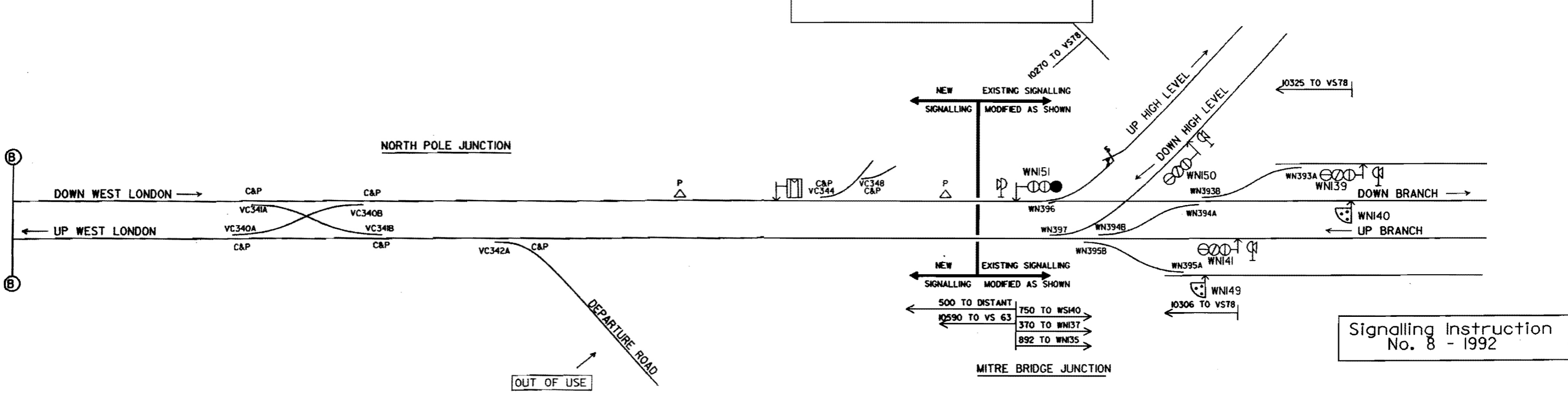
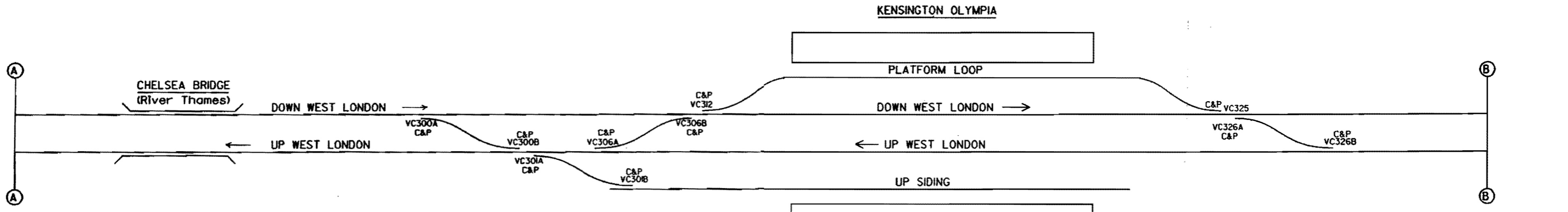
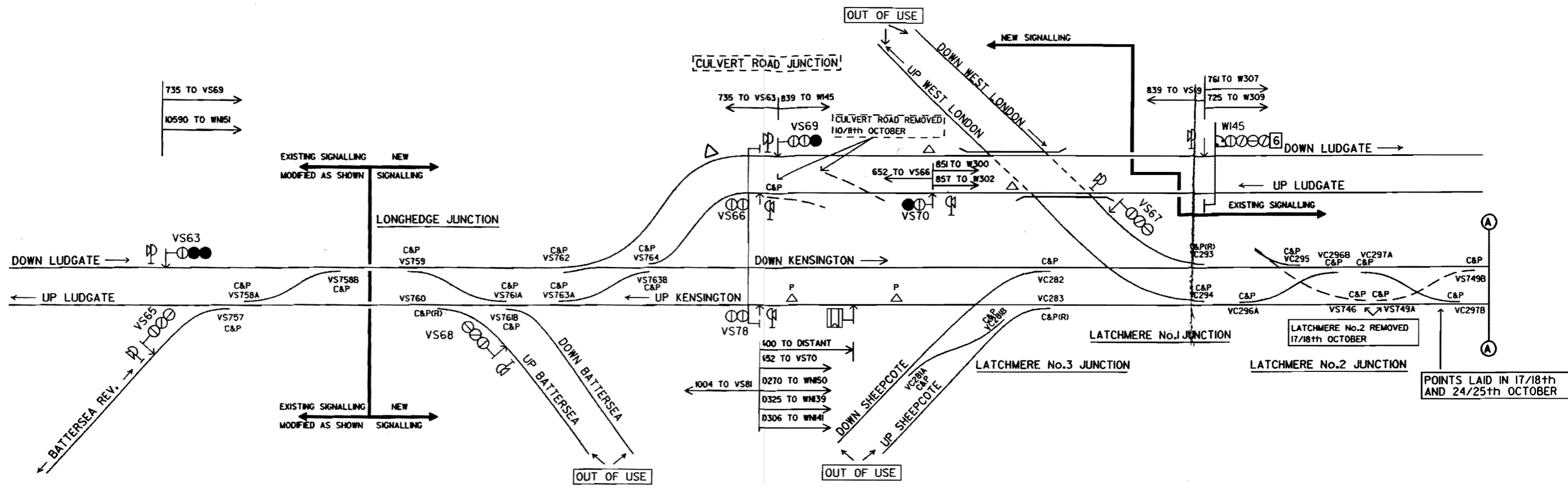
WN 141 [Low Level], WN 150 [High Level] at Mitre Bridge Jct.  
and  
VS 78 at Longhedge Junction [Up Kensington line].

### **Down Ludgate / Kensington / West London lines**

VS 63 at Longhedge Jct. [Down Ludgate line]  
and  
WN 151 at Mitre Bridge Jct.[West London line].

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- ① - GREEN ASPECT      ⊖ - RED ASPECT
  - - YELLOW ASPECT      ⊗ - FLASHING YELLOW ASPECT
- } The Rule Book  
Section C, Clause 3.1
-  - REFLECTORISED DISTANT BOARD The Rule Book, Section C, Clause 4.1.1
  -  - JUNCTION INDICATORS
  -  - ROUTE INDICATOR (Numeral indicates number of routes).
  -  - POSITION LIGHT SIGNAL Associated with main aspect
  -  - POSITION LIGHT SIGNAL Not associated with main aspect
  -  Y - As above but with YELLOW light instead of RED light.
- } The Rule Book  
Section C,  
Clause 3.3
- } The Rule Book  
Section C,  
Clause 3.2
-  } LIMIT OF SHUNT INDICATOR The Rule Book, Section C, Clause 5.3
  -  - BANNER REPEATER SIGNAL The Rule Book, Section C, Clause 5.1
  -  - AUTOMATIC SIGNAL The Rule Book, Section C, Clause 2.4
  -  - SEMI-AUTOMATIC SIGNAL The Rule Book, Section C, Clause 2.5
  -  - AWS INDUCTOR
  -  - AWS INDUCTOR-PERMANENT MAGNET
  -  - AWS INDUCTOR-OPERATIVE IN BOTH DIRECTIONS
  -  - AWS INDUCTOR-SUPPRESSED FOR MOVES IN DIRECTION OF ARROW
  -  - TELEPHONE
  -  - SIGNAL BOX
  -  - GROUND FRAME
  - R.B.C. - RETURN BELL COMMUNICATION PLUNGER
  - T.R.T.S. - TRAIN READY TO START PLUNGER
  -  - PLATFORM STARTING SIGNAL "OFF" INDICATOR
  -  - "DIAMOND" SIGN -The Rule Book, Section K, Clause 2.1.4 & 3.2
  -  - NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS
  - § - SPRING TRAILING POINTS
  - C&P - CLIPPED AND PADLOCKED
  - H.P. - HAND OPERATED POINTS
  - T.A.C. - TRAIN ARRIVED COMPLETE PLUNGER
- } The Rule Book  
Appendix B.
- R - When shown as a suffix, with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number
  -  - SUPPORTED STRUCTURE
  -  - WARNING INDICATOR FOR PERMANENT SPEED RESTRICTION
  -  - "STOP" BOARD (worded as shown on diagram)
  -  - RIGHT AWAY INDICATOR
  -  - CLOSE DOOR INDICATOR
- All distances in yards



Signalling Instruction  
No. 8 - 1992