

For the information of Railway Staff only.

Area Manager Goss



Eastern Region

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

SUNDAY 3 SEPTEMBER 1972

between

**BOUNDS GREEN - GORDON HILL -
HERTFORD NORTH**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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BETWEEN BOUNDS GREEN AND HERTFORD NORTH – RESIGNALLING

On and from Sunday, 3 September, the portion of the Hertford Loop line from Bounds Green to Hertford North will be resignalled.

The existing semaphore signalling will be replaced by new colour light signals with full track circuiting. Disc signals will be replaced by ground position light signals. The signal boxes at Palmers Green, Winchmore Hill, Grange Park, Enfield Chase, Crews Hill and Cuffley will be abolished. Bayford block hut will be converted to a five lever ground frame.

The new signalling will be controlled from route setting/switch panels in Gordon Hill and Hertford North signal boxes.

The track circuit block regulations will apply to the lines between Bounds Green, Gordon Hill and Hertford North signal boxes.

Alterations to Existing Signalling.

BG23 Bounds Green Down Home signal will be equipped with an intensified light with a 3-aspect colour-light unit fitted on the same post.

HD904 will be prefixed G and become a 3-aspect automatic signal.

HD901 will become a 3-aspect automatic signal.

Ground Frames**Palmers Green**

A new five-lever ground frame controlling the trailing Main to Main connection will be provided, released by Bounds Green Signal box. A telephone will be provided communicating with the Signal box.

Grange Park

An 11-lever ground frame controlling the trailing Main to Main connection, and the connections to Enfield Goods Branch and Down Sidings will be provided, released by Gordon Hill Signal box. A telephone will be provided communicating with the Signal box.

Enfield Chase

A seven-lever ground frame controlling the Main to Main connection and the connection to the Down Sidings will be provided, released by Gordon Hill Signal box. A telephone will be provided communicating with the Signal box.

Cuffley 'A'

A six-lever ground frame controlling the trailing Main to Main connection and the trailing connection to the Up Siding (South of the former Cuffley Signal box) will be provided released by Gordon Hill Signal box. A telephone will be provided communicating with the Signal box.

Cuffley 'B'

A seven-lever ground frame controlling the trailing Main to Main connection (North of the former Cuffley Signal box) will be provided released by Gordon Hill Signal box. A telephone will communicate with the Signal box.

Bayford 'A'

A three-lever ground frame controlling the trailing connection from Bayford Up Siding (South end) will be provided, the points will be padlocked normal, released by a key kept in Hertford North station staff room. A telephone will be provided communicating with Hertford North Signal box.

Bayford 'B'

A five-lever ground frame controlling the connection Down Main to Up Siding will be provided, the points will be padlocked normal, released by a key kept in Hertford North station staff room. A telephone will be provided communicating with Hertford North Signal box.

Catch Points

The following catch points will be provided:—

Line	Location	Gradient
Down	893 yards before reaching G875	1 in 220
Down	760 yards before reaching G879	1 in 220

Catch Points – continued

Line	Location	Gradient
Down	915 yards before reaching G881	1 in 180
Up	628 yards before reaching G904	1 in 198
Up	690 yards before reaching G902	1 in 198
Up	697 yards before reaching G900	1 in 198
Up	678 yards before reaching G896	1 in 198
Up	872 yards before reaching G894	1 in 160

Automatic Warning System

A.W.S. equipment will be provided for all Main Line signals.

DESCRIPTION OF SIGNALS

B = Bounds Green

G = Gordon Hill

HD = Hertford North

The numbers of semaphore signals are quoted for reference purposes only.

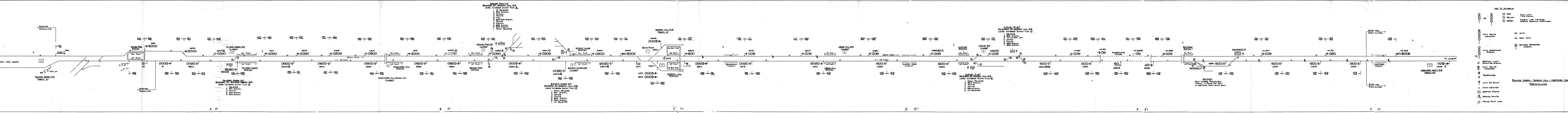
No.	Location	Aspect M = Main S = Sub	Route & Jn. Indication	Application to or towards
Down Direction Running Signals				
BG23	Down Home (existing signal)	M	—	B22
B22	Down Main	M	—	G835
G835	Down Main	M	—	G837
G837	Down Main Semi Auto	M	—	G841
G841	Down Main Auto	M	—	G843
G843	Down Main Auto	M	—	G845
G845	Down Main Auto	M	—	G847
G847	Down Main Auto	M	—	G851
G851	Down Main	M	—	G853
G853	Down Main Semi Auto	M	—	G855
G855	Down Main Semi Auto	M S	—	G861 Enfield Sidings
G861	Down Main Semi Auto	M	—	G863
G863	Down Main Auto	M	—	G865
G865	Down Main	M M M S	— 'D' 'U' X	G869 Down Bay Plat. Up Bay Plat. Up Main LOS.
G869	Down Main	M	—	G875
G875	Down Main Auto	M	—	G879

DESCRIPTION OF SIGNALS – continued

No.	Location	Aspect M = Main S = Sub	Route & Jn. Indication	Application to or towards
Down Direction Running Signals – continued				
G879	Down Main Auto	M	–	G881
G881	Down Main Auto	M	–	G883
G883	Down Main Semi Auto	M	–	G885
G885	Down Main Semi Auto	M	–	HD887
HD887	Down Main Auto	M	–	HD891
HD891	Down Main Auto	M	–	HD895
HD895R	Down Main Auto Distant	M	–	HD895
HD895	Down Main Auto	M	–	HD897
HD897	Down Main Auto	M	–	HD901
HD901	Down Main Auto	M	–	HD909 (existing signal)
Up Direction Running Signals				
HD912 (existing signal)	Up Main	M S	– –	G904 Up Sidings
G904	Up Main Auto	M	–	G902
G902	Up Main Auto	M	–	G900
G900	Up Main Auto	M	–	G896
G896	Up Main Auto	M	–	G894
G894	Up Main Auto	M	–	G890
G890R	Up Main Auto Distant	M	–	G890
G890	Up Main Auto	M	–	G886
G886	Up Main Semi Auto	M	–	G884
G884	Up Main Auto	M	–	G882
G882	Up Main Auto	M	–	G880
G880	Up Main Auto	M	–	G878
G878	Up Main Auto	M	–	G874
G874	Up Main	M	–	G870
G870	Up Main	M	–	G864
G868	Down Bay	M	–	G864
G872	Up Bay	M	–	G864
G864	Up Main Semi Auto	M	–	G862
G862	Up Main Semi Auto	M	–	G856
G856	Up Main	M	–	G854
B854	Up Main Auto	M	–	B852
B852	Up Main Auto	M	–	B850
B850	Up Main Auto	M	–	B844
B844	Up Main Auto	M	–	B842
B842	Up Main Semi Auto	M	–	B840
B840	Up Main Semi Auto	M	–	B836
B836	Up Main Auto	M	–	B1
B1	Up Main	M	–	B2 (Semaphore) (existing signal)

DESCRIPTION OF SIGNALS – continued**Ground Position Light Signals**

No.	Location	Route Indication	Application to or towards
8 (Ground Frame released)	Grange Park	–	To Enfield Sidings
3 (Ground Frame released)	Grange Park Enfield Sidings	–	To Up Main
G201	Gordon Hill Up Main	D M X U	Down Bay Down Main Up Main Up Bay
G202	Gordon Hill Down Main	–	To Up Main



GRANGE PARK G.F.
 RELEASED BY GORDON HILL S.B.
 LEVER NUMBERS SHOWN THUS: (A)

- 1 UP RELEASE
- 2 850 SIGNAL
- 3 SIGNAL
- 4 POINTS
- 5 P.M.L.
- 6 850 SUB SIGNAL
- 7 POINTS
- 8 SIGNAL
- 9 852 SIGNAL
- 10 853 SIGNAL
- 11 DOWN RELEASE

CUFFLEY 'D' G.F.
 RELEASED BY GORDON HILL S.B.
 LEVER NUMBERS SHOWN THUS: (C)

- 1 RELEASE
- 2 880 SIGNAL
- 3 FACING POINT LOCK
- 4 POINTS
- 5 POINTS
- 6 885 SIGNAL
- 7 886 SIGNAL

ENFIELD CHASE G.F.
 RELEASED BY GORDON HILL S.B.
 LEVER NUMBERS SHOWN THUS: (B)

- 1 DOWN RELEASE
- 2 861 SIGNAL
- 3 POINTS
- 4 POINTS
- 5 862 SIGNAL
- 6 864 SIGNAL
- 7 UP RELEASE

PALMERS GREEN G.F.
 RELEASED BY BOUND'S GREEN S.B.
 LEVER NUMBERS SHOWN THUS: (E)

- 1 RELEASE
- 2 857 SIGNAL
- 3 POINTS
- 4 840 SIGNAL
- 5 842 SIGNAL

CUFFLEY 'A' G.F.
 RELEASED BY GORDON HILL S.B.
 LEVER NUMBERS SHOWN THUS: (H)

- 1 DOWN RELEASE
- 2 883 SIGNAL
- 3 POINTS
- 4 POINTS
- 5 886 SIGNAL
- 6 UP RELEASE

KEY TO SYMBOLS

- ⊖ RED MULTI-UNIT TYPE SIGNAL
- ⊙ YELLOW DOUBLE LINE INDICATES ASPECTS NORMALLY DISPLAYED
- ⊕ GREEN

- ⊞ WITH ROUTE INDICATOR
- ⊞ WITH SUBSIDIARY SIGNAL
- ⊞ POSITION LIGHT SHUNTING SIGNAL
- ⊞ WITH ROUTE INDICATOR
- ⊞ TELEPHONES
- ⊞ LIMIT OF SHUNT
- ⊞ A.W.S. INDICATOR
- ⊞ GROUND FRAME
- ⊞ SPRING POINTS
- ⊞ FACING POINT LOCK

- ⊞ AUTO
- ⊞ SEMI AUTO
- ⊞ BANNER REPEATER SIGNAL

BOUND'S GREEN - GORDON HILL - HERTFORD NORTH
 RESIGNALLING

A A1

B B1

C C1

D D1

E E1

F F1