



London & North Eastern Railway
(NORTH EASTERN AREA).

O. 1817.

DESCRIPTION OF
AND
REGULATIONS IN CONNECTION
WITH THE WORKING
OF THE
COLOUR-LIGHT
SIGNALS

BETWEEN

ERYHOLME
SIGNAL-BOX

(COWTON)

AND

BLACK BANKS
SIGNAL-BOX

(DARLINGTON)

SIGNALLING RECORD SOCIETY

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London & North Eastern Railway.

(North Eastern Area).

SUPERINTENDENT'S OFFICE,

YORK, 31st January, 1928.

O. 1817.

Description of and Regulations in connection with the working of the Colour Light Signals between Eryholme and Black Banks Signal Boxes.

DESCRIPTION.

(1)—The position of the colour light signals and distinguishing letter and number is shewn on the diagram appended hereto.

(2)—Each colour light signal consists of a group of three vertical lights as shewn below; the aspect exhibited at any one time will be red, yellow or green.



The signals will light up during daylight as well as during darkness.

(3)—The indications of the colour light signals will be as follows:—

ASPECT.	INDICATION.
Red Light ...	Danger—Stop.
Yellow Light...	Caution—Be prepared to find next signal at danger.
Green Light ...	All right—Proceed.

(4)—The aspects indicated are controlled by Track Circuits suitably divided. The red, yellow or green aspect at a colour light signal will be exhibited according to the occupation of the line ahead. The red aspect will be exhibited immediately any portion of the line between a colour light signal and a point 400 yards ahead of the next signal is occupied.

(5) a—Colour light signals “ $\frac{D}{40}$ ”, “ $\frac{U}{40}$ ” and “ $\frac{U}{39}$ ” operate automatically. Each of these signals is provided with a continuous burning lamp illuminating the letter “**A**” to indicate they work automatically and to also act as a marker *i.e.*, to denote location.

b—Colour light signals “ $\frac{U}{42}$ ”, “ $\frac{U}{41}$ ” and “ $\frac{D}{41}$ ” will either operate automatically or be controlled from Croft Spa Ground Frames when the sidings or crossover road require to be used. Each of these signals is provided with a continuous burning lamp shewing a white light to act as a marker. An additional lamp is also provided which will illuminate the letter “**A**” when they are operating automatically but when any of them are controlled from Croft Spa Ground Frames owing to the sidings or crossover road requiring to be used the letter “**A**” will **not** be exhibited and in this event the particular signals controlled will shew the red aspect.

REGULATIONS.

(6)—The colour light signals must be obeyed during daylight and darkness.

(7)—The running of trains of all kinds including light engines over the Up and Down lines in the proper direction is controlled by the colour light signals. No trains other than those included under Block Bell signal 2 pause 3 are allowed to run coupled between Eryholme and Black Banks Boxes.

(8)—Each colour light signal post bears a distinguishing letter and number and drivers and firemen must be careful to use the letter and number when reporting a defective signal. Guards must also use the letter and number when recording delays on their journals, and also the time of day and extent of delay.

(9)—When a Driver finds a colour light signal at Danger which is shewing the letter “**A**” he must bring his train to a stand, and

if the danger aspect is not changed, the driver must wait one minute, give one long whistle and proceed cautiously as far as the line is clear at such a speed as to enable him to stop short of any obstruction there may be or at the next signal in advance.

(10)—When the three colour light signals “ $\frac{U}{42}$ ”, “ $\frac{U}{41}$ ” and “ $\frac{D}{41}$ ” are shewing a red aspect and the letter “A” is **not** exhibited drivers must understand the signals are being controlled from the ground frames at Croft Spa owing to the sidings or crossover road being in use and they must on bringing their trains to a stand AT ONCE communicate by telephone in the case of “ $\frac{U}{42}$ ” and “ $\frac{D}{41}$ ” and verbally in the case of “ $\frac{U}{41}$ ” with the person in charge of the Ground Frames and act in accordance with his instructions.

(11)—Should a colour light signal be observed to be working unsatisfactorily the provisions of General Rule 74 must be complied with. Whenever a driver has passed a colour light signal at Danger and he has any reason to believe that the danger aspect has not been changed owing to signal failure he must stop and so inform the signaller at Eryholme or Black Banks as the case may be.

(12)—The colour light signals do not relieve the staff engaged in the signalling and working of trains, or men employed on the line, of the responsibility for seeing that the instructions contained in the Company’s Book of Rules and Regulations, Block Telegraph Regulations, Appendices or other notices regarding the safe and proper working of trains, signals, etc., are carried out, except such rule or portion of rule as may be modified or rendered inapplicable by any of the instructions herein contained.

Telephone Communication.

(13)—Telephone Communication is provided at the under-mentioned semaphore signals for the purpose of communication between trainmen and the signalmen.

Eryholme Down Main Advanced Starting.	}	In connection with Eryholme Box.
Eryholme Up Home—Main.		
Eryholme Up Home—To Branch.		
Black Banks Down Outer Home—Main.	}	In connection with Black Banks Box.
Black Banks Down Outer Home—Main to Independent.		

(14)—Drivers of all trains brought to a stand at these signals must at once communicate the fact to the signalman. If detained three minutes the driver or fireman must again inform the signalman that the train is waiting, and must continue to do so at intervals of three minutes. If the driver is unable to obtain the signalman's attention he must send his fireman to the relative Signal Box, who must act on the instructions of the signalman there.

(15)—Telephone Communication is also provided at the under-mentioned colour light signals for the purpose of communication between trainmen and the person in charge of the Ground Frames at Croft Spa.

UP Line ... Colour Light Signal—^U₄₂.

DOWN Line ... Colour Light Signal—^D₄₁.

These telephones are only to be used when the letter "A" is NOT exhibited at these signals.

SINGLE LINE WORKING DURING REPAIRS OR OBSTRUCTION.

(16)—Should it be necessary, during repairs or owing to an obstruction of any kind to work the traffic in both directions over a single line between:—

- (a) Black Banks and Croft Spa,
- (b) Croft Spa and Eryholme,
- (c) Black Banks and Eryholme,

this must be done under the control of a pilotman in accordance with General Rules 227-239, with the following modifications and additions:—

(17)—When the single line working is over either section (a) or (b) a competent man must be appointed at the Up Side Ground Frame at Croft Spa to operate the Crossover road as required. The levers controlling colour light signals "^D₄₁", "^U₄₂", and "^U₄₁" must be operated to maintain these three signals at the Red aspect during the whole of the time single line working is in operation.

(18)—Hand-signalmen must be appointed as under:—

- (i) When single line working is in operation between Black Banks and Croft Spa or between Croft Spa and Eryholme one at Croft Spa to assist the man in charge at the Ground Frame and secure the crossover and siding points as necessary.
- (ii) When the single line working is over the down line between Croft Spa and Black Banks one each at Signals " $\frac{D}{41}$ " and " $\frac{D}{40}$ ".

The hand-signalman at signal " $\frac{D}{40}$ " must act in accordance with the instructions to be observed by hand-signalmen at distant signals during single line working. When signal " $\frac{D}{40}$ " is shewing a Red aspect the hand-signalman must not allow a train to proceed until it has stood at the signal one minute, and he has verbally instructed the driver to be prepared to stop short of any obstruction there may be. Before proceeding the driver must give one long whistle.

The hand-signalman at signal " $\frac{D}{41}$ " must not allow a train to pass that signal unless the pilotman is at that signal and his permission has been obtained.

- (iii) When the single line working is over the Up line between Croft Spa and Eryholme one at signal " $\frac{U}{42}$ ". The hand-signalman must not allow a train to proceed until it has stood at signal " $\frac{U}{42}$ " one minute, and he has verbally instructed the driver to be prepared to stop short of any obstruction there may be and also that he must not pass signal " $\frac{U}{41}$ " until he is instructed to do so by the pilotman. Before proceeding from signal " $\frac{U}{42}$ " the driver must give one long whistle.
- (iv) When single line working is in operation between Black Banks and Croft Spa or between Croft Spa and Eryholme, one hand-signalman must be appointed at signal " $\frac{U}{41}$ " who must not permit drivers to pass this signal until authorised to do so by the man at the Ground Frame when single line working is in operation between Black Banks and Croft Spa and by the Pilotman when the single line working is between Croft Spa and Eryholme,

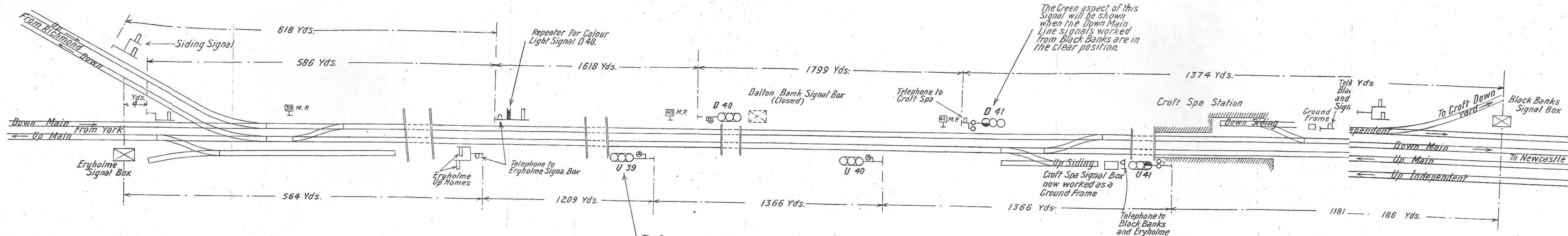
(19).—Drivers of trains passing over the single line in the proper direction must observe the colour light and semaphore signals. Drivers of trains passing over the single line in the wrong direction must disregard the colour light signals and such trains will be worked in accordance with General Rule 231 (b).

(20).—When the single line working is on the Down line between Croft Spa and Black Banks all trains must be stopped at Eryholme and the driver instructed in accordance with General Rule 227(d); should the single line working be on the Up line between Croft Spa and Eryholme, trains must be similarly dealt with at Black Banks.

C. M. JENKIN JONES,

(O. 8254).

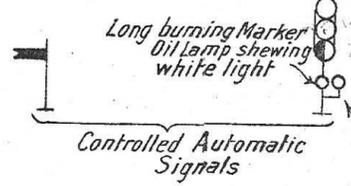
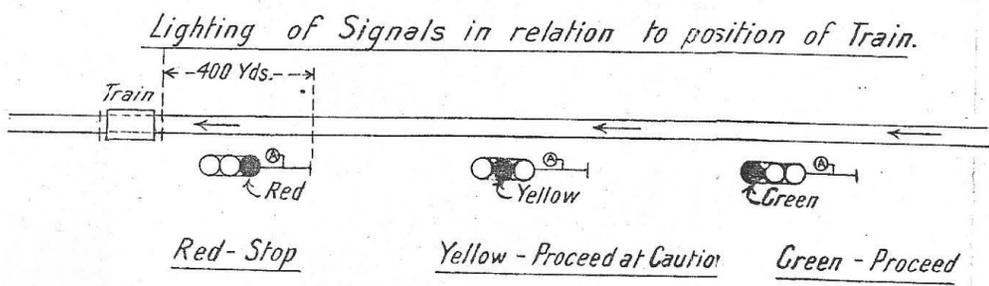
Superintendent.



The Green aspect of this Signal will be shown when the Down Main Line signals worked from Black Banks are in the clear position.

The Green aspect of this Signal will be shown when the Up Main Line signals worked from Eryholme are in the clear position.

Repeaters for Colour Light Signal U 42.



When Croft Spa Ground Frame is not being worked, signals D.41, U 41 and U 42. work automatically. When working automatically they will shew an illuminated 'A'.

L. & N. E. R. (N. E. AREA)
 ME Signal Box TO BLACK BANKS Signal Box
 Installation of Colour Light Signalling
 Diagram showing Location of Signals etc.
 Not to Scale.