

LONDON & NORTH EASTERN RAILWAY

(SOUTHERN AREA)

DESCRIPTION AND RULES

FOR

WORKING OF AUTOMATIC AND SEMI-AUTOMATIC SIGNALS

Between GREENWOOD and POTTERS BAR SIGNAL BOXES.



24/1/32

(These arrangements will be brought into force shortly, due notice of which will appear in the Permanent Way Bill.)

Automatic and semi-automatic colour light three-indication signalling controlled by track circuiting is installed on the Up and Down Lines between Greenwood Signal Box and Potters Bar Signal Box. These signals give three indications—Green, Yellow and Red—which are displayed by means of lights during daylight as well as during darkness. The automatic signals are worked by the passage of trains.

The letters "U" and "D" and numerals appear on enamelled plates fixed on the signal posts. The letter "U" indicates an Up Line Signal and the letter "D" a Down Line Signal. The numerals indicate the site of the signals.

Drivers and others having to call attention to the working of these signals or detentions thereat must always quote these letters and numbers.

Except where otherwise provided, drivers must act strictly in accordance with the Company's Rules and Regulations as to the observance of these signals, and be prepared to stop clear of any obstruction they may be exhibited to protect.

The colour light signals are replaced to danger as soon as the engine passes the signal.

Drivers of trains brought to a stand at these signals provided with a telephone must, after waiting three minutes, communicate with the signaller by means of the telephone provided at the signals in accordance with instructions on page 23 of Appendix Supplement No. 2.

In the event of a failure of a colour light signal causing no light to be exhibited, the signal must be considered a danger signal and the driver must advise the signaller, by-means of the telephone, of the circumstances and act in accordance with instructions received.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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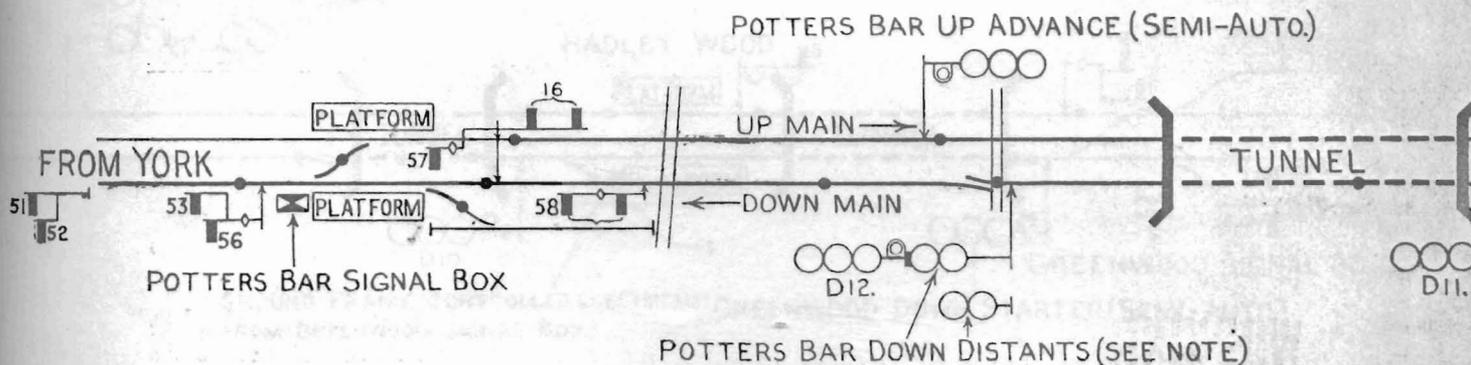
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On the Down Line the following semaphore signals have been dispensed with or moved to altered positions :—

Greenwood Down Starter and Ganwick Down Distant dispensed with.

Ganwick Down Outer Home dispensed with.

„ „ Inner Home „ „

„ „ Starter „ „

Potters Bar Down Directing Distant dispensed with.

„ „ Outer Home Signal moved forward 156 yards, and substituted by the following colour light signals :—

Greenwood Down Starter is a 3-aspect signal in existing position (with telephone to Greenwood Box).

3-aspect automatic signal (D.10) (with telephone to Potters Bar Box) is fixed south end of Hadley Wood North Tunnel.

3-aspect automatic signal (D.11) (with telephone to Potters Bar Box) is fixed at south end of Potters Bar Tunnel.

3-aspect signal (D.12) fixed north of Potters Bar Tunnel, controlled from Potters Bar Box—telephone to Potters Bar Box, with Potters Bar Down Directing Distant Signals.

On the Up Line the following semaphore signals have been dispensed with :—

Potters Bar Up Advance and Ganwick Up Distant.

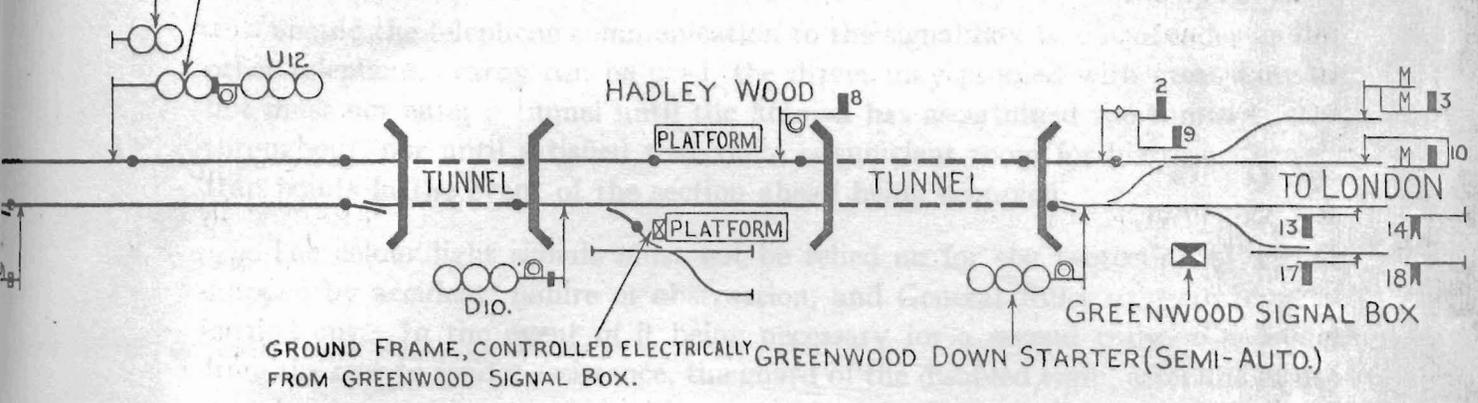
Ganwick Up Home and Greenwood Up Directing Distant,

and substituted by the following colour light signals :—

Potters Bar Up Advanced Starting is a 3-aspect signal in existing position (with telephone to Potters Bar Box).

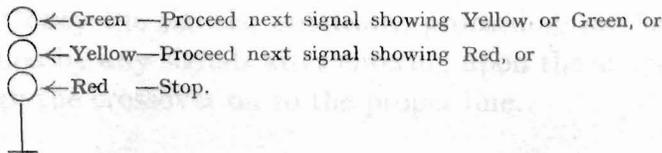
3-aspect signal (U.12) fixed south of Potters Bar Tunnel, controlled from Greenwood—telephone to Greenwood Box, with Greenwood Up Directing Distant Signals.

EENWOOD UP DISTANTS (SEE NOTE)

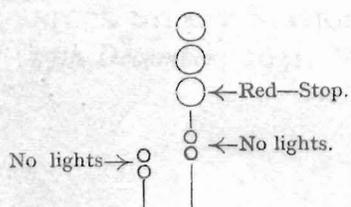
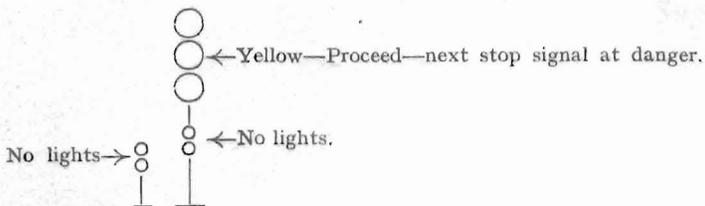
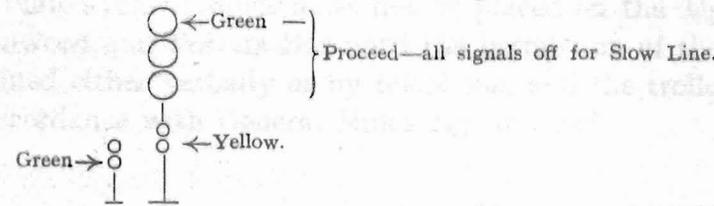
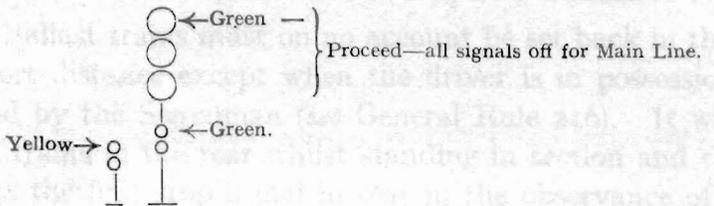


These colour light signals exhibit the aspects shown :—

3-aspect signal shows



NOTE :—Signals U.12 and D.12 show



Should the telephone communication to the signal box be out of order and no other telephone nearby can be used, the driver may proceed with great caution, but must not enter a tunnel until the fireman has ascertained the tunnel is clear throughout, nor until satisfied that there is sufficient room for his train to clear trap points in the event of the section ahead being occupied.

The colour light signals must not be relied on for the protection of a train stopped by accident, failure or obstruction, and General Rules 217-219 must be carried out. In the event of it being necessary for a second train to approach from the rear to render assistance, the guard of the disabled train, after the signalman has been communicated with, need not go back beyond the first stop signal in the rear, and after having advised the signalman of his arrival there must wait to pilot the assisting engine or train to the rear of his own train.

SINGLE LINE WORKING DURING REPAIRS OR OBSTRUCTION.

During Single Line Working, trains proceeding on the single line in the proper direction must obey the signals, but trains proceeding in the facing direction will not be controlled by any signals after entering upon the single line and until about to pass through the crossover on to the proper line.

BALLAST TRAIN WORKING IN SECTION AND TROLLEYS PASSING THROUGH TUNNELS.

Ballast trains must on no account be set back in the facing direction for even a short distance except when the driver is in possession of a Wrong Line Order issued by the Signalman (*see* General Rule 216). It will be necessary to protect such trains in the rear whilst standing in section and the guard must go back as far as the first stop signal in rear in the observance of Rule 251.

Platelayers' Trolleys must not be placed on the Up or Down Line between Greenwood and Potters Bar until the permission of the Signalman has first been obtained either verbally or by telephone, and the trolley must then be protected in accordance with General Rules 247 and 248.

V. M. BARRINGTON-WARD,

Superintendent—Western Section.

(D. 6663 W.)

LIVERPOOL STREET STATION,
17th December, 1931.