

LONDON & NORTH EASTERN RAILWAY

(SOUTHERN AREA)

DESCRIPTION AND RULES

FOR

WORKING OF AUTOMATIC AND SEMI-AUTOMATIC SIGNALS

Between FINSBURY PARK No. 7 and PARK JUNCTION
SIGNAL BOXES.

(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 signalling, controlled by track circuiting, will be installed on the Up and Down Lines between Finsbury Park No. 7 and Park Junction Signal Boxes. The Signalling on the Down Line will be by means of three-indication signals and on the Up Line by four-indication signals. The three-indication signals show the aspects—Green, Yellow and Red—and the four-indication signals show—Green, Yellow, Double Yellow and Red—which are displayed by means of lights during daylight as well as darkness. The automatic signals are worked by the passage of trains.

The letters "U" and "D" and numerals appear on enamel 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 signal.

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 the instructions on page 57 of Appendix Supplement No. 3.

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

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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 he 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 run-back catch 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 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 requiring to pass through the tunnels must not be placed on the Up or Down Lines 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.

CROUCH END DOWN SIDING—GROUND FRAME.

The Down Siding at Crouch End is worked from a 3-lever ground frame which is controlled by the Down Line track circuits.

When it is necessary for the Down Siding to be used for attaching and detaching purposes, the portion of the train left on the running line must stand in the rear of signal D.3E and the front portion must be brought to a stand clear of the crossover road trailing points. When the track circuit between these points is clear No. 1 lever on the ground frame can be pulled to maintain signal D.3E at danger and levers 2 and 3, which control the run-back catch points and the Down Siding points respectively, can be worked. It is essential that the track circuit referred to be kept clear, as otherwise the ground frame cannot be worked.

V. M. BARRINGTON-WARD,

Superintendent—Western Section

(D. 5782 w.)

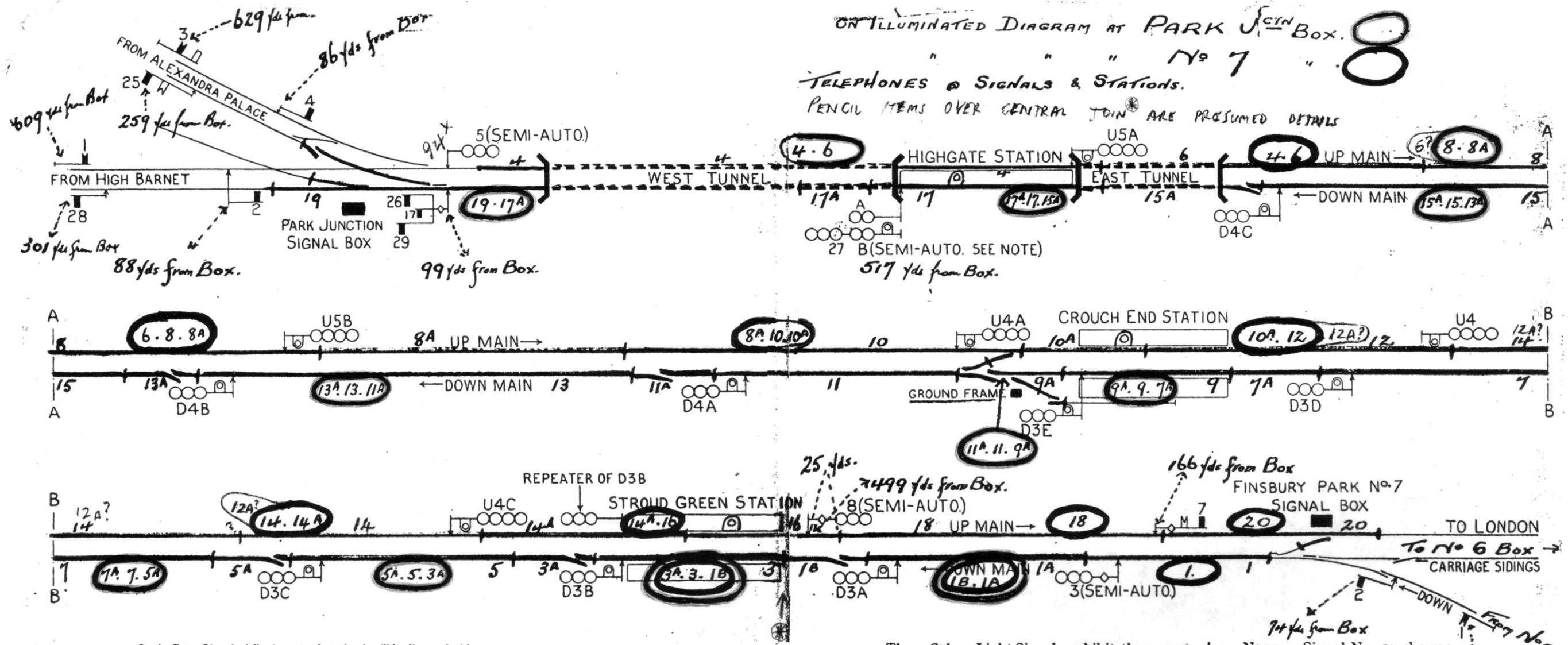
LIVERPOOL STREET STATION,

3rd May, 1932.

ON ILLUMINATED DIAGRAM AT PARK J^{CTN} BOX. No 7

TELEPHONES & SIGNALS & STATIONS.

PENCIL ITEMS OVER CENTRAL JOIN ARE PRESUMED DETAILS



On the Down Line the following semaphore signals will be dispensed with :-

| | |
|--|---|
| Finsbury Park No. 7 Down Starter and Stroud Green Down Distant on same post. | Crouch End Down Advance and Archway Down Distant on same post. |
| Stroud Green Down Home. | Archway Down Home. |
| Stroud Green Down Starter. | Archway Down Starter and Highgate Down Distant on same post. |
| Stroud Green Down Advance Starter and Crouch End Down Distant on same post. | Highgate Down Home and Park Junction Directing Distant Signals. |
| Crouch End Down Home. | |
| Crouch End Down Starter. | |

and substituted by the following Colour Light Signals :-

- Finsbury Park Down Starter (3-aspect semi-automatic signal), in same position as existing signal.
- 3-aspect automatic signal (D.3A), 80 yards east of existing Stroud Green Down Home, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.3B), in same position as existing Stroud Green Starter, with telephone to Park Junction Box. A repeater for this signal is fixed on the opposite side of the line.
- 3-aspect automatic signal (D.3C), 33 yards east of existing Stroud Green Down Advance carrying Crouch End Down Distant, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.3D), 85 yards east of existing Crouch End Down Home, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.3E), 50 yards east of existing Crouch End Down Starter, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.4A), 13 yards east of existing Crouch End Down Advance carrying Archway Down Distant, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.4B), in same position as existing Archway Down Home, with telephone to Park Junction Box.
- 3-aspect automatic signal (D.4C), 100 yards west of existing Archway Down Starter carrying Highgate Down Distant, with telephone to Park Junction Box.
- 3-aspect semi-automatic signal and Park Junction Down Directing Distant Signals, opposite existing Highgate Down Home and Park Junction Down Directing Distant, with telephone to Park Junction Box.

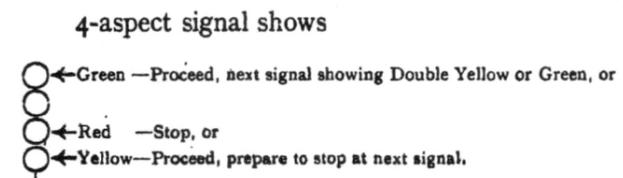
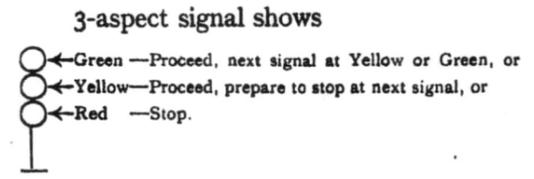
On the Up Line the following semaphore signals will be dispensed with :-

| | |
|---|--|
| Highgate Up Distant. | Crouch End Up Starter and Stroud Green Up Distant on same post. |
| Highgate Up Home. | Stroud Green Up Home with Finsbury Park No. 7 Up Outer Distant on same post. |
| Archway Up Distant. | Stroud Green Up Starter and Finsbury Park No. 7 Inner Distant on same post. |
| Archway Up Home and Crouch End Up Distant on same post. | |
| Crouch End Up Home. | |

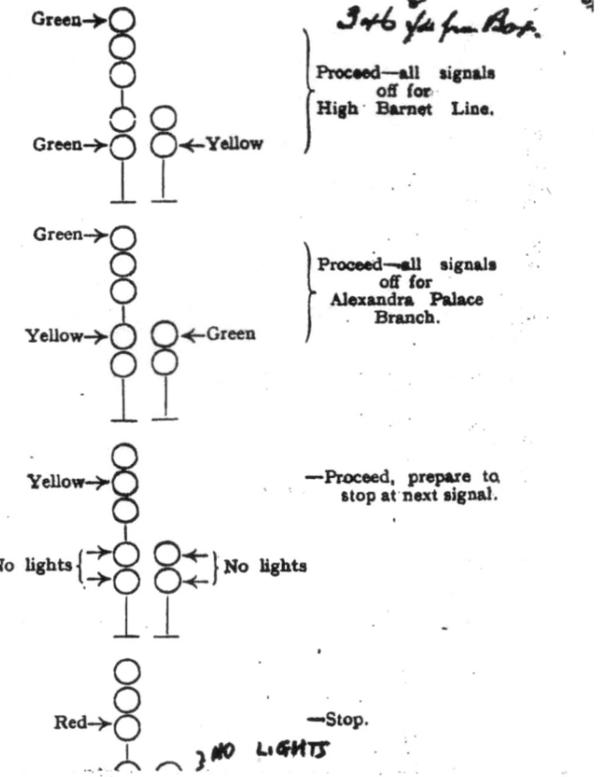
and substituted by the following Colour Light Signals :-

- Park Junction Up Starter (3-aspect semi-automatic signal), 94 yards east of signal box.
- 4-aspect automatic signal (U.5A), in same position as existing Highgate Up Home, with telephone to Finsbury Park No. 7 Box.
- 4-aspect automatic signal (U.5B), 85 yards east of existing Archway Up Home carrying Crouch End Up Distant, with telephone to Finsbury Park No. 7 Box.
- 4-aspect automatic signal (U.4A), 8 yards west of existing Crouch End Up Home, with telephone to Finsbury Park No. 7 Box.

These Colour Light Signals exhibit the aspects shown :-



NOTE:- Signal No. 27 shows :-



OR

OVER YELLOW
Proceed, be prepared to pass next signal at restricted speed.