

**LONDON AND NORTH EASTERN RAILWAY**  
(SOUTHERN AREA).

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**HACKNEY DOWNS NORTH JUNCTION AND  
CLAPTON JUNCTION.**  
**AUTOMATIC COLOUR LIGHT SIGNALLING.**

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**NOTICE TO ENGINEMEN, GUARDS, SIGNALMEN  
AND STATION STAFF.**

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*The instructions contained in this circular must be carefully read and observed by all concerned.*

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H. H. MAULDIN,  
*Superintendent—Eastern Section.*  
(D. 8544).

LIVERPOOL STREET STATION,  
*15th February, 1935.*

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# **LONDON AND NORTH EASTERN RAILWAY**

**(SOUTHERN AREA).**

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## **HACKNEY DOWNS NORTH JUNCTION TO CLAPTON JUNCTION. NEW AUTOMATIC COLOUR LIGHT SIGNALLING.**

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On **Sunday, 24th February, 1935**, the existing semaphore signalling between Hackney Downs North Junction and Clapton Junction will be dispensed with and new automatic 3-aspect colour light signalling will be brought into use.

The diagram attached hereto shows the whole of the future signalling arrangements and should be referred to in connection with the various items in this notice.

### **Track Circuiting.**

The Down Line will be track circuited from Hackney Downs North Junction Main Line Advance Signal to the clearance points on the Down Main Line and Chingford Branch Line at Clapton Junction. The Up Line will be track circuited from the crossover points at Clapton Junction to the country end of Hackney Downs North Junction Up Main Line Platform, and to the clearance point of the junction to the Suburban Line.

### **Run-back Catch Points.**

Run-back catch points will be provided in the Up Line at the country end of Queen's Road Tunnel immediately ahead of Signal U.C.4.B.

### **Hackney Downs North Junction.**

The existing signalling arrangements at Hackney Downs North Junction will remain unaltered, with the following exceptions:—

An electrically operated Repeater Distant Signal for colour light signal D.C.3 will be provided on the post carrying the Down Main Advance Signal.

The Up Main Directing Distant Signals will be dispensed with and substituted by colour light Directing Distant (see note on Diagram).

### **Queen's Road.**

The signal box and all signals at present worked therefrom will be dispensed with.

### **Clapton Station.**

The signal box and all signals worked therefrom will be dispensed with, with the exception of the Up Outer Home which will become Clapton Junction Up Starting Signal. An electrically operated Repeater Distant for automatic signal U.C.4 will be provided under this signal. Banner Repeating Signals for these two signals will be provided on the London side of Clapton Junction Box.

The crossover at the country end of the station will be taken out of use and spiked over.

**Clapton Goods Yard.**

The signal box and all signals, with the exception of the Disc from the Up Siding to the Down Main, will be dispensed with.

A four-lever ground frame, electrically controlled from Clapton Junction Box, will be provided at the London end of the Goods Yard to work the crossover points and the connection between the Up Main Line and Sidings.

A three-lever ground frame, electrically controlled from Clapton Junction Box, will be provided at the country end of the Goods Yard to work the connection from sidings to Down Main and the relative Disc Signal.

Telephone communication will be provided between these ground frames and Clapton Junction Box.

**Clapton Junction.**

The existing signalling arrangements at Clapton Junction will remain unaltered, with the following exceptions :—

The Down Directing Distant Signals will be dispensed with, and substituted by colour light Directing Distant Signals (see note on Diagram).

**Telephones.**

A telephone is provided at each of the colour light signals on the Down Line communicating with Clapton Junction Box, and at each of the colour light signals on the Up Line, communicating with Hackney Downs North Junction Box.

**GENERAL INSTRUCTIONS.****Colour Light Signals.**

All colour light signals are marked with reference letters and numerals for identification purposes. The letters " UC " indicate an Up Clapton Line Signal and the letters " DC " a Down Clapton Line Signal.

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

The colour light signals normally display the aspects as shown in the list of signals.

All colour light signals are of the searchlight type, displaying Red, Yellow or Green aspect through one lamp, with the exception of the Directing Distant Signals for Hackney Downs North Junction and Clapton Junction (see note on Diagram).

The aspects and meanings of the colour light signals are as shown below :—

<i>Aspect.</i>				<i>Meaning.</i>
Red	...	...	...	Stop.
Yellow	...	...	...	Proceed—prepare to stop at next signal.
Green	...	...	...	Proceed.

The attention of drivers is called to the fact that under *normal conditions* a Red signal is always preceded by a Yellow signal. *In emergency*, however, a signal displaying either Yellow or Green, may be placed to Red in front of a train.

For examples of 3-aspect colour light signals see Instruction No. 2717, dated 9th November, 1933.

### **Fog-signalling Arrangements.**

Fog-signalsmen will be provided at the Repeater Distant Signals for colour light signals D.C.3 and U.C.4.

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## **SPECIAL INSTRUCTIONS.**

### **Signals at which Telephone Communication is provided.**

Drivers of trains brought to a stand at the signals provided with a telephone, as indicated by " D " signs, must, after waiting ONE minute, communicate with the signalman in accordance with the following :—

Train.....detained at Signal No.....

Drivers must then act on the signalman's instructions, and if authorised to pass a signal showing Red they must carry out the provisions of Rule 55, Clause (g).

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 signalman by means of telephone of the circumstances and act in accordance with the instructions received.

**Every message must be repeated by the man receiving it. No message must be considered understood until it is correctly repeated.**

Should the telephone communication fail, drivers must, after waiting THREE minutes, act in accordance with General Rule 55, Clause (g), but before entering Queen's Road Tunnel the Driver must ascertain that the tunnel is clear.

During fog or falling snow the Driver must send his Fireman to the telephone at the next signal ahead, applicable to the line on which the train is standing, to endeavour to communicate with the signalman before going forward in accordance with this rule.

Should a driver require to proceed in accordance with the preceding paragraphs, he must satisfy himself that there is sufficient room for his train to be brought to a stand clear of run-back catch points, where provided, if the section ahead is occupied.

### **Train stopped by Accident, Failure or Obstruction.**

The colour light signals must not be relied upon for the protection of a train stopped by accident, failure or obstruction, and General Rules 178–181 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 by telephone, 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.

### **Engines assisting in the rear of Up trains.**

Should it be necessary for an Up train to be assisted in the rear between signals U.C.4.B. and Hackney Downs North Junction Up Main Line Home Signals, and for the engine to return in the facing direction, the fireman of the assisting engine must when returning hold over the run-back catch points immediately ahead of signal U.C.4.B.

### **Ballast Train working in Section or Platelayers' Trolleys being placed on the Line.**

Ballast trains must in no circumstances 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 175). It will be necessary to protect such trains in the rear whilst standing in the section, and the guard must go back as far as the first Stop Signal in rear in the observance of General Rule 216.

Platelayers' Trolleys must not be placed on the line until the permission of the signalman at the box in advance has been obtained and the trolley must then be protected in accordance with General Rule 215.

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## **LIST OF SIGNALS.**

**NOTE.—The following abbreviations are used in connection with Colour Light Signal aspects :—**

<b>R.</b>	...	...	...	...	...	<b>Red.</b>
<b>Y.</b>	...	...	...	...	...	<b>Yellow.</b>
<b>G.</b>	...	...	...	...	...	<b>Green.</b>

Reference No.	Type of Signal.	Description.	Remarks.
<i>Down Line.</i>			
31a.	Semaphore.	Hackney Downs North Junction Down Enfield Distant from Suburban.	Existing.
31b.	Semaphore.	Hackney Downs North Junction Down Enfield Distant from Fast.	Existing.
28	Semaphore.	Hackney Downs North Junction Down Suburban to Main Line Distant.	Existing.
26	Semaphore.	Hackney Downs North Junction Down Fast to Main Line Distant.	Existing.
30	Semaphore.	Hackney Downs North Junction Down Enfield Starter.	Existing.

Reference No.	Type of Signal.	Description.	Remarks.
27	Semaphore.	Hackney Downs North Junction Down Suburban to Main Starter.	Existing.
24	Semaphore.	Hackney Downs North Junction Down Fast to Main Starter and Co-actor.	Existing.
23a.	Banner.	Repeater for Signal No. 23 ... ..	Existing.
23b.	Semaphore.	Distant Repeater for Auto. D.C.3.	
23	Semaphore.	Hackney Downs North Junction Down Main Line Advance.	
D.C.3	3-aspect Colour light R.Y.G.	Automatic (normal Green aspect) ...	Telephone to Clapton Junction Box.
D.C.4	3-aspect Colour light R.Y.G.	Automatic (normal Yellow aspect). Carries also Directing Distant indications for Clapton Junction (see Diagram).	Controlled to Red from Clapton Junction Box when ground frames at Clapton Goods Yard require to be used. Telephone to Clapton Junction Box.
5	Semaphore.	Clapton Junction Down Home to Tottenham.	Existing. Diamond sign.
6	Semaphore.	Clapton Junction Down Home to Chingford.	Existing. Diamond sign.
<i>Up Line.</i>			
18	Semaphore.	Clapton Junction Up Distant from Tottenham.	Existing.
17	Semaphore.	Clapton Junction Up Outer Home from Tottenham.	Existing.
16	Semaphore.	Clapton Junction Up Main Home ...	Existing.
15	Semaphore.	Clapton Junction Up Chingford Line Distant.	Existing.
14	Semaphore.	Clapton Junction Up Chingford Line Outer Home.	Existing.
13	Semaphore.	Clapton Junction Up Chingford Line Home.	Existing.
11c.	Banner.	Repeater for Distant 11a.	
11b.	Banner.	Repeater for Signal 11 ... ..	Existing.
11a.	Semaphore.	Distant Repeater for Auto. U.C.4.	
11	Semaphore.	Clapton Junction Up Starter ... ..	Altered application. Diamond sign.
U.C.4	3-aspect Colour light R.Y.G.	Automatic (normal Green aspect) ...	Telephone to Hackney Downs North Junction Box.
U.C.4.B.	3-aspect Colour light R.Y.G.	Automatic (normal Yellow aspect). Carries also Directing Distant indications for Hackney Downs North Junction (see Diagram).	Telephone to Hackney Downs North Junction Box.
8a.	Banner.	Repeater for Signal 8 or Signal 5 ...	Existing.
8	Semaphore.	Hackney Downs North Junction Up Main Line Home to Up Fast.	Existing. Diamond sign.
5	Semaphore.	Hackney Downs North Junction Up Main Line Home to Up Suburban.	Existing. Diamond sign.
A.B.C.	Semaphores.	Hackney Downs South Junction Up Home Signals controlled from North Junction Box as Up Starters.	Existing.

C. J. Woodsterholmes,

LONDON AND NORTH EASTERN RAILWAY.  
(SOUTHERN AREA).

Instruction No. 2773.

HACKNEY DOWNS NORTH AND CLAPTON JUNCTION.  
AUTOMATIC COLOUR LIGHT SIGNALLING.

Referring to Instruction No. 2769 respecting the installation of the above Colour Light Signalling.

When Colour Light Signal U.C.4.B shows a Yellow aspect and the Banner Signal shows 'off', it indicates that one of the Hackney Downs North Junction Home Signals only is 'off'. When this Colour Light Signal shows a Green aspect, it indicates that the Hackney Downs North Junction Up Home and Platform Starting Signals are 'off'; the lower lights showing the route at Hackney Downs North Junction.

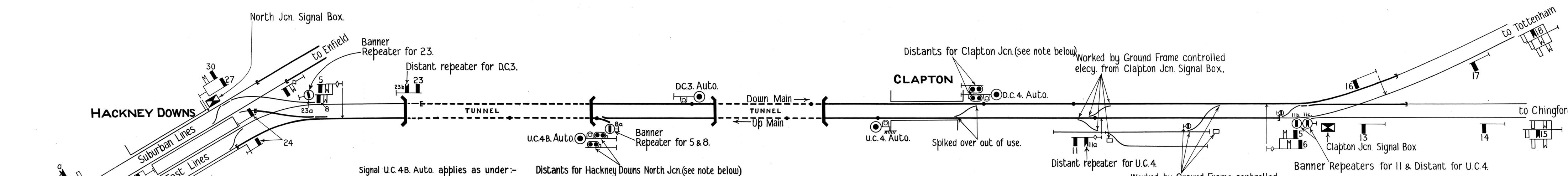
When Colour Light Signal D.C.4 shows a Green aspect it indicates that Clapton Junction Home Signal is off, the lower lights showing the route at Clapton Junction.

The notes on the diagram attached to Instruction No.2769 are amended accordingly.

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Should the telephone communication fail at Signal U.C.4.B the telephone at Signal D.C.3 may be made use of to enable the special instructions shown on page 3 of Instruction No.2769 to be carried out.  
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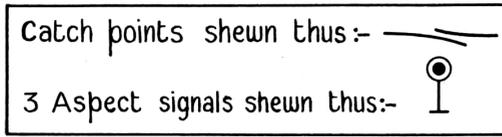
H. H. MAULDIN,  
Superintendent - Eastern Section.  
(D.8544).

LIVERPOOL STREET STATION,  
26TH FEBRUARY, 1935.



Signal U.C.4B. Auto. applies as under:-

	Stop.
	Caution. Prepare to stop at next signal.
	Proceed. Road set & all signals off for Up Fast Line.
	Proceed. Road set & all signals off for Up Suburban Line.



Signal D.C.4. Auto. applies as under:-

	Stop.
	Caution. Prepare to stop at next signal.
	Proceed. Road set & all signals off for Down Main to Tottenham.
	Proceed. Road set & all signals off for Down Chingford Line.