

LONDON & NORTH EASTERN RAILWAY.
(NORTH EASTERN AREA)

SUPPLEMENTARY PROGRAMME OF
SIGNALLING ARRANGEMENTS
Permanent Way Notices

affecting the Working of the Line
on or from

Saturday, Sunday and Monday,
3rd, 4th and 5th April, 1937.

7,000

LEEDS NEW STATION

From 11-15 pm Saturday, 3rd April until about 3-0 am Monday, 5th April, the Engineer will dispense with the remaining semaphore and mechanical disc signals and bring into use new colour light and position light signals.

All existing points, bars and signals worked from the Station, West and Canal signal boxes, will be disconnected.

At 3-0 am Monday, 5th April, the whole of the signalling as shewn on the attached diagram (2) will be brought into use, and will be controlled from the new West signal box, which has been erected adjacent to the existing West box. The new signal box will control all points previously worked from Station, West and Canal signal boxes. There is no alteration to permanent way.

Diagram (1) is also attached, showing the points and signals controlled from East box, which were brought into operation 3rd May, 1936.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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LEEDS NEW STATION—continued.

The following is a complete list of all signals in the area concerned.

Description of Colour Light Signals.

Identification Letter and Number	Reading of Signal	Route Indication	Remarks
ML5	Up Main Advanced Starting.		
E 26	Down Independent to C Road		Telephone to East S.B.
E 27	13 Platform to C Road		" "
E 28	12 Platform to C Road		" "
E 29	Through Road to C Road		" "
E 30	11 Platform to C Road	C	
	11 " to B Road	B	
E 31	14 Platform to B Road		
E 32	15 Platform to B Road		
E 33	16 Platform to B Road	B	
	16 " A Road	A	
E 34	C Road to Down Main		
E 35	B Road to Down Main		
E 36	A Road to Down Main		
E 37	Down Main Starting		
E 48	Up Main to Up Independent	G	
	" " 13 Platform	13	
	" " 12 Platform	12	
	" " Through Road	T	
	" " 11 Platform (via D Road)	11	
	" " 11 Platform (via B Road)	11	
	" " 14 Platform	14	
	" " 15 Platform	15	
W 1	13 Platform (Up Direction)		
	13 Platform (Down Direction)		
W 2	13 Platform (Down Direction)		
W 3	12 Platform (Up Direction)		
W 4	12 Platform (Down Direction)		
W 5	Through Road (Up Direction)	T	
	Through Road to 11 Platform (Up Direction)	11	
W 6	Through Road (Down Direction)	T	
	Through Road to 11 Platform (Down Direction)	11	
W 7	11 Platform to Through Road (Up Direction)	T	
	11 Platform (Up Direction)	11	
W 8	11 Platform to Through Road (Down Direction)	T	
	11 Platform (Down Direction)	11	
W 9	13 Platform to F Road	F	
	13 " " E Road	E	
W 10	12 Platform to E Road	E	
	12 " " D Road	D	
W 11	Through Road to E Road	E	
	" " D Road	D	

LEEDS NEW STATION—continued.

Description of Colour Light Signals—continued.

Identifi- cation Letter and Number	Reading of Signal	Route Indi- cation	Remarks
W 12	11 Platform to D Road		
W 13	10 Platform to C Road		
W 14	9 Platform to B Road		
W 15	8 Platform to B Road		
W 16	7 Platform to B Road		
W 17	Up Independent to F Road		
W 18	F Road (Up Direction)		
W 19	E Road to F Road	F	
W 20	E Road (Up Direction)	E	
W 21	D Road (Up Direction)		
W 22	F Road to Up Main		
W 23	D and E Roads to Up Main		
W 24	C Road to Up Main		
W 25	B Road to Up Main		
W 26	A Up Main to Manchester Line		Telephone to West Signal box
W 25	B Up Main to Harrogate and Normanton Line		Controlled by Leeds Junction Signal Box
W 26	Up Manchester Line—Starting		Telephone to West Signal Box
W 60A	Down Normanton Line to D Road	D	} Controlled by Leeds Junction signal box
	" " " C Road	C	
	" " " A Road	A	
W 60B	Down Harrogate Line to D Road	D	} Controlled by Leeds Junction signal box
	" " " C Road	C	
	" " " A Road	A	
W 61	Down Manchester Line to D Road	D	} Telephone to West Signal Box
	" " " C Road	C	
	" " " A Road	A	
W 62	Down Main to Down Independent	G	
	" " 13 Platform	13	
	" " 12 Platform (via E Road)	12	
	" " 12 Platform (via D Road)	12	
	" " Through Road (via E Road)	T	
	" " Through Road (via D Road)	T	
	" " 11 Platform	11	
W 63	C Road to 10 Platform		
W 64	A Road to 9 Platform	9	
	A " " 8 "	8	
	A " " 7 "	7	

LEEDS NEW STATION—continued.

Description of Position Light Subsidiary Signals.

Signal Number	Reading of Signal	Remarks
E 26	Down Independent to C Road	X
E 27	13 Platform to C Road	X
E 28	12 Platform to C Road	X
E 29	Through Road to C Road	X
E 30	11 Platform to C or B Roads	X
E 34	C Road to Down Main	X
E 35	B Road to Down Main	X
E 36	A Road to Down Main	X
E 38	No. 1 Sidings to C Road	
E 39A	No. 2 Sidings	
E 39B	No. 2 Sidings to A or B Roads	
E 40	Backing Down Main to A or B or C Roads	
E 41	D Road to Up Independent or 45 or 47 Signals	
E 42	Backing C Road to 45 or 47 Signals	
E 43	B Road to 46 Signal or 15 or 16 Platforms or No. 2 Sidings	
E 44	Backing A Road to 16 Platform or No. 2 Sidings	
E 45	C and D Roads to 11 or 12 Platforms or Through Road	
E 46	B Road to 11 or 14 Platforms	
E 47A	C Road to No. 1 Sidings	
E 47B	C Road to 13 Platform	
E 48	Up Main to B or D Roads	X
W 1	13 Platform (Up Direction)	X
W 2	13 Platform (Down Direction)	X
W 3	12 Platform (Up Direction)	X
W 4	12 Platform (Down Direction)	X
W 5	Through Road (Up Direction) or to 11 Platform	X
W 6	Through Road (Down Direction) or to 11 Platform	X
W 7	11 Platform (Up Direction) or to Through Road	X
W 8	11 Platform (Down Direction) or to Through Road	X
W 9	13 Platform to F or E Roads	X
W 10	12 Platform to E or D Roads or Carriage Siding No. 2	X
W 11	Through Road to E or D Roads or Carriage Siding No. 2	X
W 12	11 Platform to D Road or Carriage Siding No. 2	X
W 13	10 Platform to C Road or Carriage Siding No. 2	X
W 14	9 Platform to B or A Roads or Carriage Sidings.	X
W 15	8 Platform to B or A Roads or Carriage Sidings	X
W 16	7 Platform to B or A Roads or Carriage Sidings.	X
W 17	Up Independent to F Road or Engine Sidings.	X
W 27	No. 1 Back Siding to Down Independent	
W 28	No. 3 and 4 Back Sidings to F Road	
W 29	Backing Down Independent to Engine Sidings or F or E Roads	
W 30	F Road (Up Direction) or to E Road	
W 31	12 Platform Road to E Road	

X These signals are situated under Colour Light Signals and will not exhibit any normal aspect, but will have an "off" aspect only. (See details under Signalling Equipment).

LEEDS NEW STATION—continued.

Description of Position Light Subsidiary Signals.—contd.

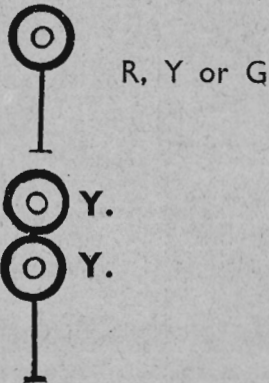
Signal Number	Reading of Signal	Remarks
W 32	Middle Siding South to 34 Signal or No. 2, or No. 1 Carriage Sidings	
W 33	Middle Sidings North to No. 2 or 1 Carriage Sidings or B or A Roads	
W 34	Middle Siding South Road to No. 2 Carriage Siding	
W 35	No. 2 Carriage Siding (Up Direction) to No. 1 Carriage Siding	
W 36	No. 1 Carriage Siding (Up Direction)	
W 37	Nos. 1 or 2 Carriage Sidings to Up Main	
W 38	} Turntable Sidings to Up Main	
W 39		
W 40		
W 41	Backing Up Manchester to B Road, or Carriage Sidings or C or D Roads or 42 signal.	
W 42	Backing Up Main to C or D or 43 signal or Turntable Sidings	
W 43	Backing F Road or to E Road	
W 44	Engine Sidings to Down Independent	
W 45	Backing F Road to Down Independent or to 57 Signal	
W 46	E Road (Down Direction) or to 57 Signal or Down Independent	
W 47	Carriage Siding No. 2 to 65 Signal or 8 or 9 or 10 Platforms or Middle Siding South or 56 Signal or 53 Signal	
W 48	No. 1 Carriage Siding to 65 Signal or 8 or 9 Platforms or Middle Siding South	
W 49	Backing B Road to 51 Signal	
W 50	E Road to 12 Platform or 55 Signal	
W 51	Backing B Road to 65 Signal or 8 or 9 Platforms	
W 52	D Road to 11 Platform or Through Road or 12 Platform	
W 53	No. 2 Carriage Siding Road to 11 Platform or Through Road or 12 Platform	
W 54A	Down Independent to No. 1 Back Siding	
W 54B	Down Independent	
W 55	E Road to Through Road	
W 56	No. 2 Carriage Siding Road to Middle Siding South	
W 57	F Road to 13 Platform or to Nos. 3 and 4 Back Sidings	
W 58	E Road to 12 Platform	
W 59	A Road to 7 Platform	
W 62	D Road to 52 Signal or E Road	X
W 63	C Road to 10 Platform	X
W 64	A Road to 59 Signal or B Road	X
W 65	B Road to 7 Platform or Middle Sidings North.	
W 66	Through Road to E Road	

X These signals are situated under Colour Light Signals and will not exhibit any normal aspect, but will have an "off" aspect only. (See details under Signalling Equipment).

LEEDS NEW STATION—continued.**SIGNALLING EQUIPMENT.****COLOUR LIGHT SIGNALS.**

Colour Light Multiple-aspect Signals (Searchlight type) will be installed for all running lines.

Only one aspect will be exhibited at any one time. The light aspects will be exhibited by day as well as by night.



A fourth aspect is also provided at certain signals.

The aspects are the same as above, except that two yellow lights may be exhibited simultaneously thus:—

The letters "R," "Y" and "G" represent the Red, Yellow and Green aspects respectively.

MEANING OF ASPECT

RED	ONE YELLOW	TWO YELLOWS	GREEN
Stop	Proceed— Be prepared to stop at next signal	Proceed— Be prepared to pass next signal at restricted speed	Proceed

SUBSIDIARY SIGNALS.**Position Light Signals:—**

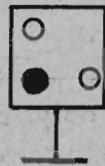
(i) Shunt signals.

These signals consist of three lamps (see diagram), only two of which will be illuminated at any one time thus:—

Stop indication.



Proceed indication.



○ White Light
● No Light

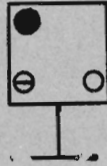
LEEDS NEW STATION—continued.
SIGNALLING EQUIPMENT—continued.

Position Light Signals—continued.

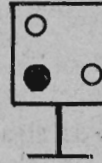
- (ii) Shunt signals protecting trap points or derailleurs.

These signals consist of three lamps (see diagram), only two of which will be illuminated at any one time thus:—

Stop indication



Proceed indication



⊖ Red Light

○ White Light

● No Light

- (iii) Signals fixed underneath Colour Light Signals for:—

- (a) Shunting movements, or
 (b) Movements ahead to a line already occupied.

These signals consist of two lamps (see diagram), which will be illuminated only when it is necessary to authorise a proceed movement past the red aspect of a colour light signal thus:—

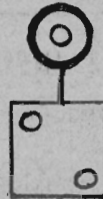
Stop indication



Red

No light
(normal)

Proceed indication



Red

Two white lights

The aspect to proceed may be given with or without a route indication.

When a driver receives the aspect to proceed at any subsidiary signal he must proceed **as far as the line is clear towards the next signal only**, but the turning off of the subsidiary signal does not authorise the next signal to be passed at danger.

LEEDS NEW STATION—continued.**SIGNALLING EQUIPMENT**—continued

A subsidiary signal need not be observed when a movement is made on the authority of a Colour Light proceed aspect (i.e. Yellow, Double Yellow or Green) **but under no other circumstances** may a subsidiary signal be passed when the Stop indication is shewn unless under the authority of the signalman.

All subsidiary signals exhibited **WITHOUT A ROUTE INDICATION** whether under a running signal or elsewhere, authorise movements at "Caution" only as far as the line is clear towards the next signal whether the latter is a subsidiary or a running signal.

When a subsidiary signal is exhibited under a running signal together **WITH A ROUTE INDICATION** all intervening subsidiary signals ahead (where provided) will be at "Proceed," but the line immediately in rear of the next running signal ahead, or platform line as the case may be, will be occupied at the time the signal is exhibited, but the intervening section of line will be clear.

Track Circuits have been installed throughout the Area controlled by colour light signals and all running signals and points are controlled by the track circuits.

Rule 55.—At all Colour Light signals provided with Diamond signs exemption is hereby given from the provisions of Rule 55 clause (a).

Identification of Signals.

Each colour light signal bears an enamelled plate with a letter or letters followed by a number thus:—W.14, E.26 or M.L.5, the letter W denoting that the signal is controlled from Leeds West, E from Leeds East and the letters M.L. from Marsh Lane signal box.

LEEDS NEW STATION—continued.**GENERAL**—continued.

All the Position light subsidiary signals except those underneath Colour Light running signals are provided with an enamelled plate bearing a letter and number as in the case of the colour light signals and in addition the plate also bears a white arrow pointing to the line to which the signal is applicable.

The above designations must be used by Trainmen, etc., in all cases for identification purposes.

General.**Single Line Working during Repairs or Obstruction.**—

When a line is being worked as a Single line during repairs or obstruction drivers of trains passing over the single line in the proper direction must observe the colour light subsidiary 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 Rule 197.

Operation of Signals—Rule 39 (a)—Signalmen are exempt from carrying out the provisions of Rule 39 Clause (a), when advancing a train from one Colour Light Signal to another Colour Light Signal.

Signalling During Fog or Falling Snow.—With reference to Rules 84 to 95 inclusive, Fog signalmen will not be provided at any of the Colour Light Signals except in special cases.

Observation of Rules.—The provision of Colour Light Signals does 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 Book of Rules, Block Regulations Appendices and other notices regarding the safe and proper working of trains, signals, etc., are carried out, except where such may be modified or rendered inapplicable by any of the instructions herein contained.

LEEDS NEW STATION—continued.**GENERAL**—continued.

Should there be any reason to believe that the permanent way has been damaged or fouled, trains must not be allowed to proceed until the line has been examined and found to be safe for the passage of trains.

THESE INSTRUCTIONS MUST BE KEPT FOR FUTURE REFERENCE.

S. T. BURGoyNE,

York, 13th March, 1937.

O. 8870/7.

Superintendent.

Acknowledge receipt by first means to your Superior Officer.

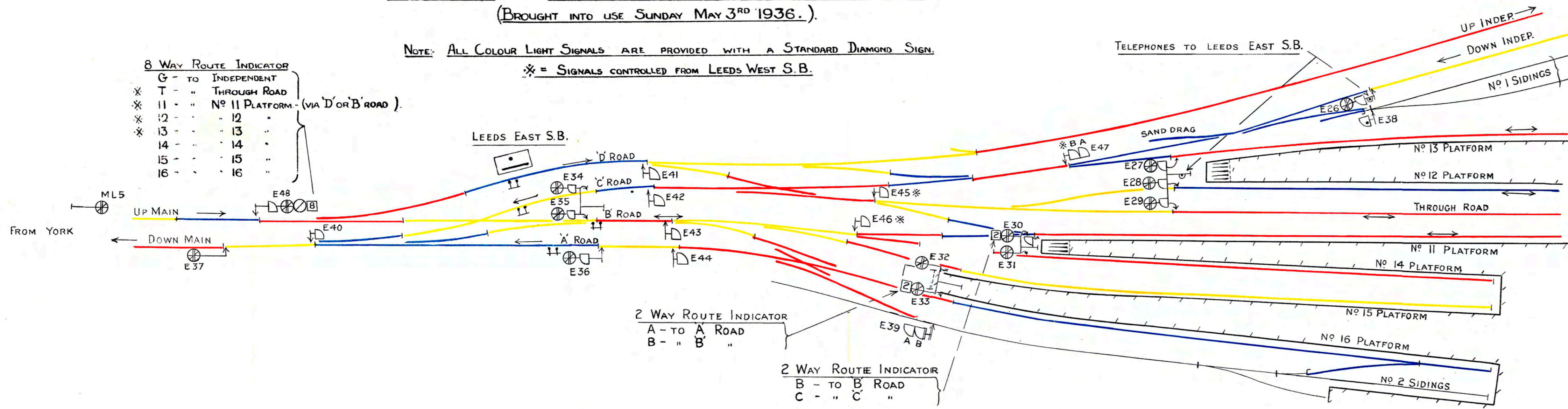
Herald, York.

L.N.E.R. N.E. AREA.

LEEDS EAST. INSTALLATION OF COLOUR LIGHT SIGNALLING.

(BROUGHT INTO USE SUNDAY MAY 3RD 1936.)

NOTE: ALL COLOUR LIGHT SIGNALS ARE PROVIDED WITH A STANDARD DIAMOND SIGN.
 * = SIGNALS CONTROLLED FROM LEEDS WEST S.B.



8 WAY ROUTE INDICATOR

G - TO INDEPENDENT
T - " THROUGH ROAD
* 11 - " NO 11 PLATFORM (VIA D'OR B' ROAD)
* 12 - " " 12 " "
* 13 - " " 13 " "
* 14 - " " 14 " "
* 15 - " " 15 " "
* 16 - " " 16 " "

2 WAY ROUTE INDICATOR

A - TO A ROAD
B - " B " "

2 WAY ROUTE INDICATOR

B - TO B ROAD
C - " C " "

KEY TO SYMBOLS ON DRAWINGS.

DERAILER SHEWEN THUS: Arrow indicates direction of derailment.

DETONATOR PLACER SHEWEN THUS:

POSITION WHITE LIGHT SUBSIDIARY SIGNAL SHEWEN THUS:

When used as shunt signal (except at trap points or derailer) will exhibit two horizontal "WHITE" lights for the "NORMAL" or "STOP" indication thus:

When located at trap points or derailer, bottom left hand lens will display a "RED" aspect and the right hand lens will display a "WHITE" aspect thus:

Two white lights inclined at 45° degrees (Upper Quadrant position) denote the "OFF" or "PROCEED" indication thus:

When fixed under colour light signals no normal aspect will be displayed.

	No LIGHT ●
	WHITE LIGHT ○
	RED LIGHT ⊖

4 ASPECT SIGNAL

	Red	Interpretation	<u>DANGER</u> - Stop
	Yellow	"	<u>PROCEED</u> - Be prepared to stop at next signal
	Double Yellow	"	<u>PROCEED</u> - Be prepared to pass next signal at Restricted Speed
	Green	"	<u>ALL RIGHT</u> - Proceed.

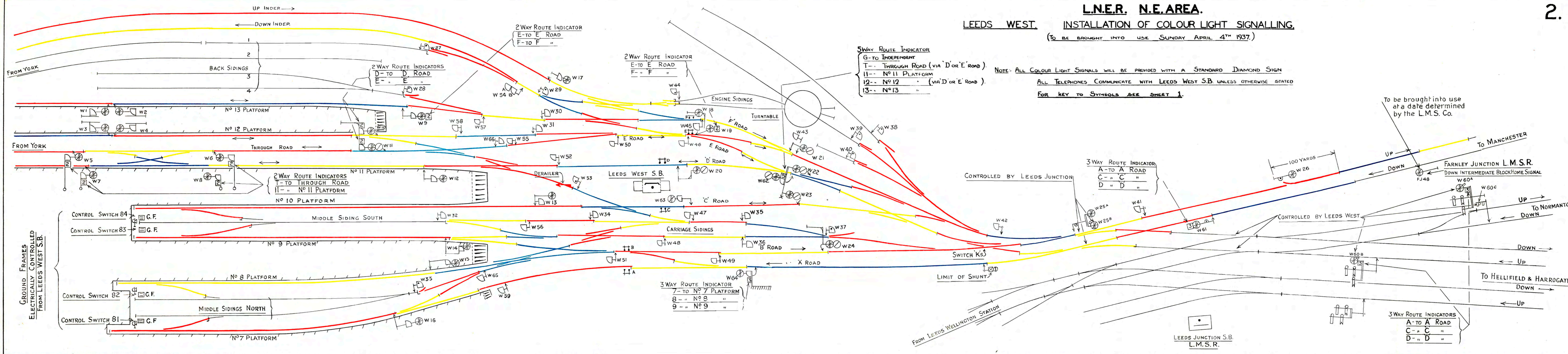
3 ASPECT SIGNAL

	Red	Interpretation	<u>DANGER</u> - Stop
	Yellow	"	<u>PROCEED</u> - Be prepared to stop at next signal.
	Green	"	<u>ALL RIGHT</u> - Proceed.

L.N.E.R. N.E. AREA.

LEEDS WEST. INSTALLATION OF COLOUR LIGHT SIGNALLING.

(TO BE BROUGHT INTO USE SUNDAY APRIL 4TH 1937.)



NOTE: ALL COLOUR LIGHT SIGNALS WILL BE PROVIDED WITH A STANDARD DIAMOND SIGN
 ALL TELEPHONES COMMUNICATE WITH LEEDS WEST S.B. UNLESS OTHERWISE STATED
 FOR KEY TO SYMBOLS SEE SHEET 1.

To be brought into use
 at a date determined
 by the L.M.S. Co.

2WAY ROUTE INDICATOR
 E-TO E' ROAD
 F-TO F "

2WAY ROUTE INDICATOR
 E-TO E' ROAD
 F-TO F "

5WAY ROUTE INDICATOR
 G-TO INDEPENDENT
 T- THROUGH ROAD (VIA 'D' OR 'E' ROAD).
 11- NO 11 PLATFORM
 12- NO 12 (VIA 'D' OR 'E' ROAD).
 13- NO 13 "

3WAY ROUTE INDICATOR
 A-TO A ROAD
 C- " C "
 D " D "

3WAY ROUTE INDICATOR
 7- TO NO 7 PLATFORM
 8- " NO 8 "
 9- " NO 9 "

3WAY ROUTE INDICATORS
 A-TO A ROAD
 C- " C "
 D- " D "

GROUND FRAMES
 ELECTRICALLY CONTROLLED
 FROM LEEDS WEST S.B.

CONTROL SWITCH 84
 CONTROL SWITCH 83
 CONTROL SWITCH 82
 CONTROL SWITCH 81

G.F.
 G.F.
 G.F.
 G.F.

MIDDLE SIDING SOUTH
 NO 9 PLATFORM
 MIDDLE SIDINGS NORTH
 NO 7 PLATFORM

NO 13 PLATFORM
 NO 12 PLATFORM
 NO 11 PLATFORM
 NO 10 PLATFORM

BACK SIDINGS
 THROUGH ROAD
 LEEDS WEST S.B.
 DERAILER
 CARRIAGE SIDINGS
 A ROAD
 B ROAD
 C ROAD
 D ROAD
 E ROAD
 F ROAD
 ENGINE SIDINGS

TURNABLE
 SWITCH 'K's
 LIMIT OF SHUNT
 FROM LEEDS WELLINGTON STATION

CONTROLLED BY LEEDS JUNCTION
 CONTROLLED BY LEEDS WEST

100 YARDS
 FARNLEY JUNCTION L.M.S.R.
 DOWN INTERMEDIATE BLOCK HOME SIGNAL

TO MANCHESTER
 TO NORMANTON
 TO HELLIFIELD & HARROGATE

UP
 DOWN
 UP
 DOWN
 UP
 DOWN
 UP
 DOWN

LEEDS JUNCTION S.B.
 L.M.S.R.