

LONDON AND NORTH EASTERN RAILWAY
(SOUTHERN AREA).

**COLOUR LIGHT SIGNALLING BETWEEN
SHENFIELD AND INGATESTONE.**

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

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

H. H. MAULDIN,
Superintendent—Eastern Section.
(D. 10495).

LIVERPOOL STREET STATION,
11th October, 1937.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

LONDON AND NORTH EASTERN RAILWAY

(SOUTHERN AREA).

RE-SIGNALLING BETWEEN SHENFIELD AND INGATESTONE.

On **Sunday, 24th October**, the existing signalling arrangements between Shenfield and Ingatestone will be abolished and new and altered colour light signalling brought into use. The attached diagram shows the new arrangements and should be referred to in connection with the various items in this notice.

Thoby.

The signal box and all semaphore signals worked therefrom will be abolished.

The existing Up Main Home colour light signal (U. 22) will become an automatic signal and will be fitted with a " D " sign.

Ingatestone.

The existing semaphore Down Distant and Up Starting signals will be abolished.

A new colour light Up Main Starting signal (I.13) will be brought into use and a Diamond sign will be fitted to the Down Main Home signal.

Shenfield.

The existing 2-aspect colour light signals, Down Local Starter to Main (S. 66) and Down Through Starter to Main (S. 73) at present showing only Red and Green aspects, will be converted to 3-aspect signals showing Red, Yellow and Green.

Track Circuiting.

The Down line will be track circuited from the present termination in the Down line at Shenfield to the fouling point with the London end crossover road at Ingatestone.

The Up line will be track circuited from Ingatestone Up Starting signal (I. 13) to the commencement of the existing track circuiting at signal U. 22.

Telephones.

A telephone is provided at the automatic and semi-automatic colour light signals on the Down line communicating with Ingatestone Signal Box.

A telephone is provided at each automatic colour light signal on the Up line communicating with Shenfield Signal Box.

GENERAL INSTRUCTIONS.

Colour Light Signals.

All colour light signals are marked on the signal posts with reference letters and numerals to identify each signal.

Controlled colour light signals bear the following letters, indicating from which box they are worked :—

S.—Shenfield.

I.—Ingatestone.

Automatic and semi-automatic signals bear the following letters indicating the line to which the signals apply :—

D.—Down Main.

U.—Up Main.

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

All colour light signals will be placed to Red after the engine passes them.

The aspects and meanings of these colour light signals are as shown in Rule 43.

Fogsignalmen will not be employed at the new colour light signals and signals Nos. D.21, D.22, U.22, U.23 and I.13 will be approach-lighted.

The instructions under the heading “ Automatic and Semi-Automatic Signals ” shown on Page 99 of No. 4 Supplement to the Appendix must be observed in connection with these automatic and semi-automatic signals.

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, but the Guard need not go back beyond the first stop signal in the rear of the train. 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 of the train, and must wait there to pilot the assisting engine or train to the rear of his own train.

Ballast Train Working in Section.

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 being Placed on the Line.

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.

