

LONDON AND NORTH EASTERN RAILWAY
(SOUTHERN AREA).

**COLOUR LIGHT SIGNALLING BETWEEN
INGATESTONE AND NEW HALL (GHELMSFORD).**

**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,
3rd December, 1937.

SIGNALLING RECORD SOCIETY

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LONDON AND NORTH EASTERN RAILWAY

(SOUTHERN AREA).

RE-SIGNALLING BETWEEN INGATESTONE AND NEW HALL (CHELMSFORD).

On **Sunday, 12th December**, the existing semaphore running signals operated from Ingatestone, Hylands, Crompton's Siding and Chelmsford Station and Yard Signal Boxes will be dispensed with, together with the existing Up and Down Automatic Stop and Distant signals between Ingatestone and Hylands.

New controlled, semi-automatic and automatic colour light signals will be brought into use in accordance with the attached diagram, which shows the whole of the new and altered permanent way and signalling, and should be referred to in connection with the various items in this notice.

Ingatestone.

The country end of the existing Up Refuge Siding will be extended and a facing connection from the Up Main line, approximately 830 yards east of the box, will be brought into use. This will become the new Up Goods Reception Road, and only one train or engine must be allowed to occupy this line at a time. The facing end of the new connection in the running line will be operated electrically from the signal box and the trailing end will be spring controlled.

A 2-aspect miniature colour light signal in left-hand bracket form displaying a Red or Green aspect will be provided on Ingatestone Up Main Home signal (I.12) and will apply into Up Reception Road.

A new Up Reception Road Outlet semaphore signal (I.6) will be provided, together with a disc signal which will apply from the existing siding outside the Reception Road to Up Main or Spur.

Trap points will be provided in the Spur at the fouling with the Reception Road Outlet points, and a disc signal, applying from the Spur to Up Reception Road or Up Siding will be provided at these trap points.

Margaretting Hall Sidings, Church Crossing and Margaretting Crossing.

The existing Up side ground frame at the Sidings will control the new colour light signal U.26B.

The existing ground frames on the Down side at the Sidings and at Church Crossing will control the new colour light signals D.24 and U.26B. The electric control from Ingatestone Box on these two ground frames will be dispensed with.

The existing Margaretting Crossing ground frame will control the new colour light signals D.25 and U.26.

The signal control levers in all the above ground frames will be locked by Annet's Locks and also when trains occupy certain track circuits on the approach side of the signals concerned. Indicators are provided at the ground frames to show whether these track circuits are occupied or clear.

The Annet's Keys for the Margaretting Hall Siding Down and Up side ground frames will be kept at Ingatestone Box.

Hylands.

The existing signal box will be abolished and the Up Siding will be removed, together with the Inlet and Outlet discs.

Crompton's Siding.

The existing signal box and disc signals worked therefrom will be abolished.

The Down Siding connection and Main line crossover road will be worked from a ground frame controlled electrically from Chelmsford Station Box.

Chelmsford Station Box will control signal D.28 to Red when the ground frame is in use.

The ground frame will control signal U.30 to Red when required.

Chelmsford.

The existing Yard Signal Box will be abolished and the working taken over by the Station Box.

The Yard Box crossover between the Up and Down Main lines, together with relative disc signals, will be dispensed with.

The Yard Box through connection from Down Sidings to Up Main will be converted to a facing connection from Down Main to Down Sidings, and a new crossover provided between Up and Down Main lines immediately on the London side of the new Down Main facing connection.

The Down Refuge Siding will become the Down Reception Road, which will be worked in accordance with Instructions for Goods Lines not worked on any Block System shown on Page 137 of No. 4 Supplement to the Appendix.

A 2-aspect miniature colour light signal (C.35) on left-hand side of bracket carrying Down Main Starting signal (C.34) and displaying a Red or Green aspect will apply into Down Reception Road.

Trap points will be provided in the London end of the Down Siding at fouling point with the new facing connection, Down Main to Down Reception Road.

Trap points will be provided in the Incline Road at the fouling point with the Down Reception Road.

The connection from Down Reception Road to Down Main on the London side of the present Yard Box will be worked by a ground frame controlled electrically from the Station Box. The disc signals applicable will be dispensed with.

The present Down Refuge Siding Outlet connection on the country side of the Yard Box will become the Down Reception Road Outlet, and will be worked electrically from the Station Box. A new semaphore Outlet signal (C.39) fitted with a "D" sign will be provided outside the Down Reception Road.

The existing 2-arm miniature signal applying from the Lower Goods Yard will be replaced by a 1-arm miniature signal in same position, applicable up to the Outlet disc signal.

The existing disc signal at present applying Down Main to Down Refuge Siding at the Country end will be moved further from the points and will be worked from the Station Box and apply for setting back on the Down Main line only.

The Down Siding connection at the London end of the Down Platform will be worked by a ground frame controlled electrically from the Station Box. The existing disc signals applicable will be dispensed with.

The following new disc signals will be provided :—

Disc adjacent to new trap points in Incline Road, applying from Incline Road to Down Reception Road.

Two discs adjacent to Down Reception Road. Left hand disc applying from Down Reception Road to Up Main or Down Main ; right hand disc applying from Down Reception Road to Down Siding.

Disc adjacent to new trap points in Down Siding at Country end of platform, applying from Down Siding to Incline Road or Down Reception Road.

Disc adjacent to Down Starting signals (C.34 and 35), applying from Down Main to Incline Road.

Disc fixed at fouling point of Down Reception Road with Incline Road, applying for setting back along Down Reception Road.

New Hall.

A diamond sign will be fixed on the Up Starting signal.

Banner Signals.

Banner Repeating signals will be provided in connection with Chelmsford Down Main Starting signal (C.34) and Up Main Starting signal (C.5). The "Off" position of these Banner Repeating signals will indicate that the signal to which they apply is showing the Yellow or Green aspect and Drivers must be prepared to act accordingly.

Track Circuiting.

The Down Main line will be track circuited throughout from the present termination at the fouling point with the London end crossover at Ingatestone to a point 440 yards ahead of the new Chelmsford Station Down Advanced Starting signal (C.33).

The Up Main line will be track circuited throughout from the existing New Hall Up Main Home signal to the present commencement at Ingatestone Up Starting signal (I.13).

Telephones.

Telephone communication will be provided as under :—

Location.	Communicating with	To be used by
Each Auto. and Semi-Auto. Colour Light signal on Down line.	Chelmsford Station Box ...	Trainmen.
Each Auto. and Semi-Auto. Colour Light signal on Up line.	Ingatestone Box	Trainmen.
Ingatestone Down Home signal (I.28).	do.	do.
Ingatestone Up Main and Up Main to Reception Road Home signals (I.12, A & B).	do.	do.
Ingatestone Up Reception Road electrically operated facing points.	do.	Lineman and Hand-Signalman.
Margaretting Hall Sidings ground frame (Down side).	do.	Guards or Shunter.
Margaretting Hall Sidings ground frame (Up side).	do.	do.
Church Lane and Margaretting Level Crossings.	do.	Crossing Keepers.
Crompton's Siding ground frame	Chelmsford Station Box ...	Guards or Shunter.
Chelmsford Down Main Home signal (C.36).	do.	Trainmen.
Chelmsford Down Main Advanced Starting signal (C.33).	do.	do.
Chelmsford Down Reception Road Outlet signal (C.39).	do.	do.
Chelmsford Down Siding (London end) ground frame.	do.	Shunters.
Chelmsford, country end of Down Platform.	do.	do.
Chelmsford. Trailing connection Down Main to Down Reception Road ground frame.	do.	Guards or Shunter.
Chelmsford Down Reception Road electrically operated Outlet points.	do.	Lineman and Hand-Signalman.

GENERAL INSTRUCTIONS.

Colour Light Signals.

All colour light signals are marked on the signal posts with reference letters and numerals to identify each signal and with identification plates showing whether the signals are automatic or semi-automatic.

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

D.—Down Main.

U.—Up Main.

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

I.—Ingatestone.

C.—Chelmsford Station.

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

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 which 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.

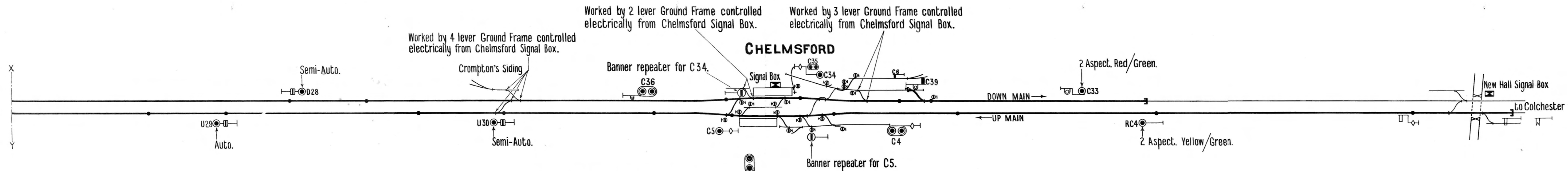
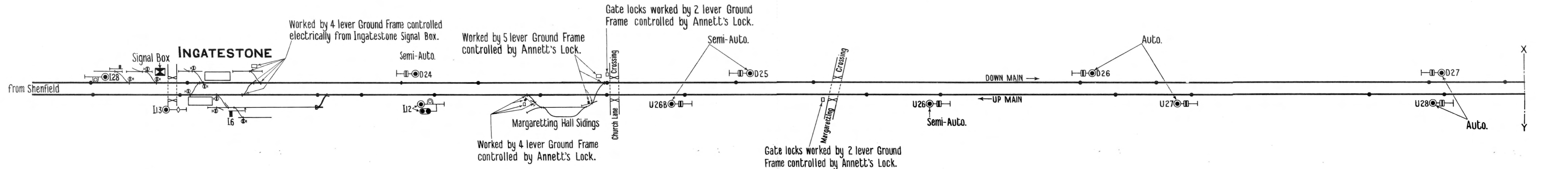
The colour light signals must not be relied upon for the protection of a train stopped by accident, failure or obstruction, and General Rules 178–181 must be carried out, but the Guard need not go back beyond the first Stop signal in the rear of the train. In the event of it being necessary for a second train to approach from the rear to render assistance, the Guard of the disabled train, after the Signaller 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 Signaller (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 Signaller at the Box in advance has been obtained and the trolley must then be protected in accordance with General Rule 215.



2 and 3 aspect colour light signals shewn thus:- ● or

2 aspect miniature colour light signals shewn thus:-