

LONDON AND NORTH EASTERN RAILWAY
(SOUTHERN AREA).

**COLOUR LIGHT SIGNALLING BETWEEN
GRANTHAM AND BARKSTON.**

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

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

V. M. BARRINGTON-WARD
Superintendent—Western Section.
(D. 7628).

LIVERPOOL STREET STATION,
6th October, 1937.

SIGNALLING RECORD SOCIETY

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LONDON AND NORTH EASTERN RAILWAY

(SOUTHERN AREA).

RE-SIGNALLING BETWEEN GRANTHAM AND BARKSTON.

On **Sunday, 17th October**, the existing signalling arrangements between Grantham North and Barkston South Signal Boxes will be abolished and new controlled and automatic colour light signals will be brought into use. The attached diagram shows the new and altered arrangements and should be referred to in connection with the various items in this notice.

Grantham North.

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

An electrically operated Repeater Distant signal (No. 52A) for colour light signal D.106 will be provided on the post carrying the Down Main Advance signal (No. 52).

A new 4-aspect colour light Up Outer Home signal (G.N. 34) opposite Barrowby Road Box will be brought into use.

Barrowby Road.

The existing semaphore signals on the Main Lines will be abolished.

The existing crossover road between the Up and Down Main lines will be retained for emergency purposes and be worked by a 2-lever ground frame controlled by Annett's Lock, the key for which will be kept in Grantham North Signal Box. The operation of the emergency crossover will control signals Nos. 52, G.N. 34 and U. 107 at Danger.

The signal box will be retained to work the Nottingham line trains only.

Peascliffe.

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

Barkston South Junction.

The existing Down Distant, Down Outer Home and Up Advance semaphore signals will be abolished.

A new 4-aspect colour light Down Outer Home signal (B.S. 14) will be brought into use in the same position as the existing semaphore Outer Home signal.

Track Circuiting.

The Down line will be track circuited from the junction with the Nottingham line at Grantham North to Barkston South Junction Down Main Starting signal and also to Barkston South Junction Down Branch Starting signal.

The Up line will be track circuited from Barkston South Junction Signal Box to Grantham North Up Main Home signals.

Run-Back Catch Points.

Run-back catchpoints will be provided in the Up line on the Barkston side of Peascliffe Tunnel, approximately 930 yards on the approach side of auto signal U. 109.

Telephones.

A telephone is provided at each of the colour light signals on the Down line communicating with Barkston South Junction Signal Box, when open. When closed, the telephones will be switched through to Grantham North Signal Box.

A telephone is provided at each of the colour light signals on the Up line communicating with Grantham North 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

G.N.—Grantham North.

B.S.—Barkston South.

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.

These colour light signals will be approach lighted and Fogsignalmen will not be employed.

The instructions under the heading "Automatic and Semi-Automatic Signals" shown on Page 99 of No. 4 Supplement to the Appendix will apply, with the exception that Drivers should wait **three** minutes before communicating with the Signalman and not one minute as shown in Clause 1.

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.

