

LONDON AND NORTH EASTERN RAILWAY
(SOUTHERN AREA)

COLOUR LIGHT SIGNALLING BETWEEN
BILLERICAY AND WICKFORD

(WITH DIAGRAM SHOWING SIGNALLING BETWEEN SHENFIELD AND WICKFORD).

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. 10846)

LIVERPOOL STREET STATION,
10th May, 1938.

SIGNALLING RECORD SOCIETY

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LONDON AND NORTH EASTERN RAILWAY (SOUTHERN AREA)

COLOUR LIGHT SIGNALLING BETWEEN BILLERICAY AND WICKFORD.

On **Sunday, 22nd May**, the existing semaphore running signals on the Down and Up Southend lines between Billericay and Wickford will be dispensed with.

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 signalling and should be referred to in connection with the various items in this notice.

The new and altered signalling between Shenfield and Billericay which was brought into use on Sunday, 8th May, is also shown on the attached diagram.

Billericay.

The signal box will cease to be a block post and will be used as a 12-lever ground frame, controlled by track circuits, to work the Siding connections and control Signals D.S.23, D.S.24, U.S.25 and U.S.25.B.

A 2-lever ground frame will be provided at the London end of the Down platform, electrically interlocked with the 12-lever ground frame, to control Signal D.S.23, and work the connection from Down Main to Down Sidings.

The disc signal Down Main to Down Sidings will be dispensed with.

The 2-aspect Down Starting Signal D.S.24 will become a 3-aspect semi-automatic signal.

Ramsden Bellhouse.

The signal box will be dispensed with.

A new single lever ground frame controlled by track circuits will be brought into use between the Siding and Down Main to work the Siding connection and control Signal D.S.26.

The crossover between Down and Up lines will be locked by Hodgson's locks. The withdrawal of the key, which will be kept in a locked cupboard adjacent to the crossover, will control Signals D.S.26 and U.S. 28. The key of the cupboard will be kept in the Foreman's room at Wickford Station.

Wickford.

The existing Yard Signal Box will be dispensed with and the working taken over by the Junction Signal Box.

The Yard Box connections from Down Siding to Up Main and Up Siding to Up Main (London end), together with the Outlet disc signals, will be worked by a 6-lever ground frame controlled electrically from the Junction Box. The ground frame will be fixed adjacent to the Up Siding Outlet points.

The Down Starting signals to Branch or Down Main from the Down Bay platform and Up Bay platform will be 3-aspect colour light signals (W.10) and (W.6) with Route Indicators.

The indications displayed by the Route Indicators are as follows :—

Indication.	Destination.
B	Branch
M	Down Main

The Down Main and Down Main to Branch Starting signals will be replaced by colour light signals. The Down Main to Branch signal (W.9) will be a 3-aspect signal but the Down Main Starting signal (W.8) will until further notice only display Red or Green.

The Shunt signal from the Down Bay platform to Down Main will be replaced by a disc signal at the foot of the new Bay Platform Starting signal.

The Up Bay Platform Shunt signal will be dispensed with.

A new disc signal will be brought into use opposite the Junction Box adjacent to Up Main line, applying from Up Main to Up Bay line or along Up Main.

The semaphore signalling on the Branch line will remain unaltered, with the exception of Wickford Yard Up Distant, which will be dispensed with.

Fanton.

The Down line signals will remain unaltered.

The Up Home and Up Starting signals will be dispensed with.

A 4-aspect colour light signal will be brought into use controlled from the box as an Up Home signal and acting also as Wickford Junction Up Distant signal.

Track Circuiting.

The Down Main line will be continuously track circuited from Billericay Station to the clearance point with the Branch line at Wickford Junction.

The Branch line will be track circuited from a point 200 yards on the approach side of the Up Outer Home signal to the junction points in the Down Main line.

The Up Main line will be continuously track circuited from Fanton Up Home Colour Light signal to the existing track circuiting at Billericay.

Run-back Catch Points.

The existing run-back catch points will be dispensed with and new run-back catch points will be provided between Billericay and Wickford, as follows :—

Down Line.

None.

Up Line.

The Up Siding Outlet points at Wickford worked by the 6-lever ground frame will be set as " Wide to Gauge " spring catch points and will be controlled by the ground frame for shunting operations only.

Approximately 710 yards on approach side of U.S.28.B.

"	700	"	"	"	U.S.27.
"	960	"	"	"	U.S.26.
"	950	"	"	"	U.S.25.

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, (including Signals D.S.22, D.S.22.B, and D.S.23, but excluding D.L.20 and D.S.20).	Wickford Junction Box	Trainmen.
Each Auto. and Semi-Auto. Colour Light signal on Up line.	Shenfield Box	Trainmen.
Colour Light signals D.L.20, S.64, D.S.20, and S.79.	Shenfield Box	Trainmen.
Mountnessing Siding	Shenfield and Wickford Junction Boxes.	Guards.
Billericay 12-lever ground frame ...	Shenfield and Wickford Junction Boxes.	Guards or Shunters.
Ramsden Bellhouse Siding	Shenfield and Wickford Junction Boxes.	Guards.
Wickford Down Home Signal W.7...	Wickford Junction Box	Trainmen.
Wickford 6-lever ground frame ...	Wickford Junction Box	Guards or Shunters.
Wickford Shunters' Cabin	Wickford Junction Box	Shunters.
Wickford Up Starting Signal W.28	Wickford Junction Box	Trainmen.
Wickford Up Home Signal W.29 ...	Wickford Junction Box	Trainmen.
Wickford Loco. Outlet	Wickford Junction Box	Loco. staff.

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.L.	... ..	Down Southend Loop.
D.S.	... ..	Down Southend.
U.S.	... ..	Up Southend.

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

S.	... ..	Shenfield.
W.	... ..	Wickford Junction.

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

The colour light signals will be placed to red when the engine has passed them. The aspects and meanings of these colour light signals are as shown in Rule 43. Fog signalmen will not be employed at the new colour light signals.

The colour light signals, with the exception of the following will be approach lighted :—D.L.20, S.64, D.S.20, S.79, D.S.23, D.S.24, U.S.25.B, U.S.25, W.6, W.7, W.8, W.9, W.10, W.28, W.29 and Fanton Up Home signal.

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 so far as they are applicable, 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.

SPECIAL INSTRUCTIONS.

Mountnessing Up Siding Ground Frame.

When it is necessary to use the Up Siding the Signalman at Shenfield must first be advised by telephone. The brake van and any other vehicles which are not required to be shunted into the Siding must be left on the Billericay side of the connection, clear of the fouling point and the front portion of the train must be run forward clear of the connection, after which the point lever will be free to be operated.

The point lever must not be restored to normal unless the engine is standing on the Up Main line.

The Signalman at Shenfield must be advised when the train is about to leave the Siding.

Billericay Down Goods Yard.

Freight trains requiring to work in the Billericay Down Goods Yard must not be allowed to stand on the Down Main line and all attaching and detaching must be performed inside the Sidings.

Ramsden Bellhouse Down Siding Ground Frame.

When it is necessary to use the Down Siding the Signaller at Wickford must first be advised by telephone. The brake van and any other vehicles which are not required to be shunted into the Siding must be left on the Billericay side of the connection clear of the fouling point and the front portion of the train must be run forward clear of the connection, after which the point lever will be free to be operated.

The point lever must not be restored to normal unless the engine is standing on the Down Main line.

The Signaller at Wickford must be advised when the train is about to leave the Siding.

Wickford Loco. Connection.

Firemen of engines requiring to enter or leave the Loco. Siding must give one long ring on the telephone to the Signaller as an intimation that they require the points to be opened for the movement.

After an engine has passed clear of the points into or out of the Siding the fireman must give two long rings on the telephone as an intimation that the Signaller may close the points.

