

LONDON AND NORTH EASTERN RAILWAY
(SOUTHERN AREA)

COLOUR LIGHT SIGNALLING BETWEEN
WICKFORD AND SOUTHEND.

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,
16th June, 1938.

SIGNALLING RECORD SOCIETY

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LONDON AND NORTH EASTERN RAILWAY

(SOUTHERN AREA)

COLOUR LIGHT SIGNALLING BETWEEN WICKFORD AND SOUTHEND.

On **Sunday, 26th June**, the existing semaphore running signals on the Down and Up Southend lines between Wickford and Southend 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.

Wickford.

The 2-aspect Down Main Starting Signal W.8 will become a 3-aspect signal.

Wick Lane Level Crossing.

A 2-lever ground frame controlled electrically from Wickford Junction Signal Box will be brought into use to lock the level crossing gates. The gates will be interlocked with Wickford Down Starting Signal W.8 and Semi-automatic Signal U.S.31.

Fanton.

The signal box will be dispensed with.

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.29, U.S.31 and U.S.32. The key of the cupboard will be kept in the Foreman's room at Wickford Station.

The colour light Up Home will become a Semi-automatic Signal U.S.31.

Rayleigh.

The signal box will be dispensed with.

A 10-lever ground frame controlled by track circuits will be brought into use to work the London end crossover and Siding connections and control Signals D.S.32, D.S.33, U.S.34 and U.S.34.B. The ground frame will be fixed at the London end of Down platform.

A 2-lever ground frame controlled electrically from the 10-lever ground frame will be brought into use to work the Up Siding Outlet points. The ground frame will be fixed on the outside of the Up Siding adjacent to the Outlet points.

A 2-lever ground frame controlled electrically from the 10-lever ground frame will be brought into use to work the crossover between Down and Up lines at the Country end of the station. The ground frame will be fixed at the Country end of Up platform.

Down Hall.

The signal box will be dispensed with.

A single lever ground frame controlled by track circuits will be brought into use to work the Siding points and control Signal U.S.35.

Hockley.

The signal box will be dispensed with.

A 7-lever ground frame controlled by track circuits will be brought into use to work the London end crossover and control Signals D.S.35, D.S.36, U.S.37 and U.S.37.B. The ground frame will be fixed between the Up Sidings and Up line adjacent to the crossover points.

A 3-lever ground frame controlled electrically from the 7-lever ground frame will be brought into use to work the Up Siding points. The ground frame will be fixed adjacent to the Siding points in the Up line.

A 2-lever ground frame controlled electrically from the 7-lever ground frame will be brought into use to work the crossover between Down and Up lines at the Country end of the station. The ground frame will be fixed on the Up side of the line adjacent to the crossover points.

Rochford.

The signal box will be dispensed with.

A 16-lever ground frame controlled by track circuits will be brought into use to work the Country end crossover, Siding connections, relative disc signals, and to control Signals D.S.38, D.S.38.B, U.S.40.B, and U.S.39. The ground frame will be fixed outside the Down Sidings adjacent to the hand points in the connection from Down Sidings to Down line.

A 2-lever ground frame controlled electrically from the 16-lever ground frame will be brought into use to work the London end crossover between Down and Up lines. The ground frame will be fixed on the Up side of the line opposite the crossover points in the Down line.

The extension of the Down side spur and new connection to the Down line will be brought into use and controlled from the 16-lever ground frame.

A new disc signal will be brought into use between the Down and Up lines adjacent to the new connection to Down Spur applying from Down line to Down Spur or for setting back along Down line.

A new disc signal will be brought into use adjacent to the new connection from Down Spur to Down line applying from Down Spur to Down line.

The existing disc signal applying from Down line to Down sidings or along the Down line will only apply from Down line to Down sidings.

The existing disc signal applying from Up line to Down sidings, or Down line, or along Up line, will only apply from Up line to Down sidings or Down line.

The existing disc signals from Down sidings to Down line and from Down sidings to Up line will remain unaltered.

All the other disc signals will be dispensed with.

Prittlewell.

The signal box will cease to be a block post and will be used as a 9-lever ground frame, controlled by track circuits, to work the Country end crossover and Siding connections, and control Signals D.S.40 and SD.35.

The 2-lever ground frame working the London end crossover between Down and Up lines will remain and be electrically controlled from the 9-lever ground frame.

Southend.

A 3-aspect Down Outer Home Signal (SD.75) will be brought into use at the Country end of Prittlewell Down Platform.

The 3-aspect Up Advanced Starting Signal will remain and act as repeater for Signal U.S.41.

Track Circuiting.

The Down line will be continuously track circuited from the existing track circuiting at Wickford Junction to the existing track circuiting at Southend.

The Up line will be continuously track circuited from the existing track circuiting at Southend to the existing track circuiting at Fanton.

Run-back Catch Points.

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

Down Line.

Approximately	700	yards	on	approach	side	of	Signal	D.S.29.
„	1,290	„	„	„	„	„	„	D.S.31.
„	800	„	„	„	„	„	„	D.S.32.
„	500	„	„	„	„	„	„	D.S.33.B.
„	1,190	„	„	„	„	„	„	D.S.40.

The existing run-back catch points at Prittlewell will remain and be controlled from the 9-lever ground frame for shunting purposes.

Up Line.

Approximately	940	yards	on	approach	side	of	Signal	U.S.38.B.
„	940	„	„	„	„	„	„	U.S.37.
„	300	„	„	„	„	„	„	U.S.37.B.

Hockley Up Siding points approximately 550 yards on approach side of Signal U.S.36, will be set as “ Wide to Gauge ” spring catch points and will be controlled by the 3-lever ground frame for shunting operations only.

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.	Southend Box	Trainmen.
Each Auto. and Semi-Auto. Colour Light signal on Up line.	Wickford Junction Box	Trainmen.
Southend Down Outer Home signal SD.75.	Southend Box	Trainmen.
Southend Up Advanced Starting signal SD.35.	Southend Box	Trainmen.
Wick Lane Level Crossing (existing)	Wickford Junction and Southend Boxes.	Crossing Keeper.
Fanton Emergency Crossover ...	Wickford Junction and Southend Boxes.	Staff specially appointed.
Rayleigh 10-lever ground frame ...	Wickford Junction and Southend Boxes.	Station staff.
Down Hall Siding	Rayleigh 10-lever ground frame ...	Guards.
Hockley 7-lever ground frame ...	Wickford Junction and Southend Boxes.	Station staff.
Rochford 16-lever ground frame ...	Wickford Junction and Southend Boxes.	Station staff.
Prittlewell 9-lever ground frame ...	Wickford Junction and Southend Boxes.	Station 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.S. Down Southend.
U.S. Up Southend.

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

W. Wickford Junction.
SD. Southend.

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 :—Southend Down Outer Home Signal SD.75 and Up Advanced Starting Signal SD.35.

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.

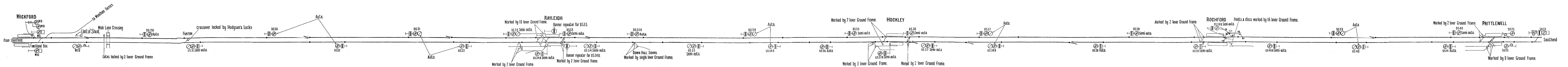
Wickford.

A “ Limit of Shunt ” Board is provided in connection with the Down line on the approach side of the run-back catch points in rear of Signal D.S.29. Drivers of shunting movements on the Down line must not pass this board.

Down Hall Up Siding Ground Frame.

When it is necessary to use the Up Siding the brake van and any other vehicles which are not required to be shunted into the Siding must be left on the Hockley 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.



Catch points shewn thus:—

3 Aspect signals shewn thus:—

4 Aspect signals shewn thus:—

Meaning of Aspects.

Red ⊖ Stop

Yellow ⊙ Proceed, prepare to stop at next signal.

Double Yellow ⊗ Proceed, pass next signal at restricted speed.

Green ⊕ Proceed.