

**BRITISH TRANSPORT COMMISSION
BRITISH RAILWAYS — EASTERN REGION**

GREAT EASTERN LINE

**NEW SIGNALLING BETWEEN
BROXBOURNE JUNCTION (INCLUSIVE)
ROYDON (INCLUSIVE) AND
HERTFORD EAST (INCLUSIVE)**

The instructions contained herein must be
carefully read and observed by all concerned

SIGNALLING RECORD SOCIETY

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STAGE 2
NEW SIGNALLING BETWEEN BROXBOURNE JUNCTION (INCLUSIVE), ROYDON (INCLUSIVE) AND HERTFORD EAST (INCLUSIVE)

Commencing on Sunday, 17th January, 1960, the existing running signals between Broxbourne Junction (inclusive), Roydon (inclusive) and Hertford East (inclusive) will be abolished in four stages and replaced by a new system of colour light signals.

The Up and Down Passenger running lines will be continuously track circuited throughout and Absolute Block Working will be dispensed with as the work progresses.

Certain signals, as shown in the list of signals herein, will be designated "Automatic" and will be controlled by the passage of trains.

Telephones will be provided at all signals fitted with D signs and also at all automatic signals.

COLOUR LIGHT SIGNALS

The colour light running signals will be placed to Danger or Caution as the case may be when the engine passes the signal.

All colour light signals will be fitted with an enamelled plate bearing reference letters and numerals for identification purposes, and a full description of each signal is given in this notice.

Certain signals are provided with junction indicators, the application of which is shown in the following list of running signals. A movement must not be made past a signal fitted with a junction indicator when this is illuminated unless a proceed aspect is displayed at the signal.

Position light Shunt-ahead and Calling-On signals are provided on certain running signals, and do not show an "On" aspect. The "Off" aspect is given by 2 white lights inclined upwards at 45° and in some instances with either the letter S for Shunt-ahead or C for Calling-on displayed as the case may be.

Miniature yellow signals affixed to brackets on certain signals do not show an "On" aspect, and the "Off" aspect is indicated when the miniature yellow aspect is displayed for the line concerned. Drivers must understand that the line for which a miniature yellow signal has been cleared may be already occupied by another train or vehicles.

Drivers and others having to refer to any signal bearing an identification plate must always quote the letters and numbers.

The aspects and meanings of the colour light signals are in accordance with Rule 35 (b) (i) and are further amplified in the list of signals herein.

STAGE 1

SUNDAY, 17th JANUARY, 1960.

The existing running signals at St. Margarets except the Down Main and Up Branch Distant signals will be abolished and the new signals prefixed S.M. in this instruction will be brought into use. The existing Down Distant signal will be temporarily moved back and fixed under Rye House Down Starting signal.

Until the new signalling is brought into use at Broxbourne Junction (Stage 3) the double yellow aspect of signal SM 36 will not be in use and the signal will operate as St. Margarets Up Starting/ Rye House Up Distant signal.

The existing Rye House Up Home signal will be repositioned 160 yards farther from the signal box.

Until the new signalling is brought into use at Ware (Stage 2) signal SM.52, when displaying a Green aspect, will apply to Ware Down Distant signal "On" or "Off."

The existing Ware Down Distant signal will be replaced by a colour light Down Distant signal but its Double Yellow aspect will not operate until Stage 2 (Ware and Hertford East resignalling).

The existing Ware Down Home signal will be repositioned 370 yards further from the signal box without co-acting arm.

The Up line will be continuously track circuited from Ware Up Starting signal to a point 440 yards in advance of Rye House Up Home signal and the Down line will be continuously track circuited from the approach track circuit at Rye House Down Starting signal to a point 440 yards in advance of Ware Down Home signal in its new position.

Absolute Block Working between Rye House, St. Margarets and Ware will be dispensed with and trains will be described by bell.

The ground shunt signals at St. Margarets will be modified and on and from this date will apply as follows :—

Disc Signal No.	Location	Application (when cleared)
5	Between Nos. 1 and 2 sidings	No. 1 siding to Branch platform line to No. 19 disc or to Up Main line to signal SM.35.
18	Between Single line and No. 1 siding	Single line to Branch platform line to No. 19 disc or to Up Main line to signal SM.35 or to Down Main line to No. 38 disc.
10	At connection from Nos. 1 and 2 sidings to Branch platform line	Nos. 1 and 2 sidings to Branch platform line to No. 19 disc.
19	Between Branch platform line and adjacent siding	Branch platform line to Dock siding or to Branch siding or along Branch platform line.
28	Between Branch platform line and adjacent siding	Dock siding or Branch siding to Branch platform line to signal SM.31.
14	Between Up Main line and Branch platform line	Branch platform line to Nos. 1 or 2 Up sidings or to No. 1 Up siding via the Branch line or to the Branch line to signal SM.30.
23	Between Up Main line and Branch platform line	Up Main line to Branch to signal SM.30 or to No. 1 Up siding.
38	Down Main end of country end crossover	Down Main line to Up Main line to signal SM.35 or set back along Down Main line to No. 41 disc.
40	Up Main end of country end crossover	Up Main line to Down Main line to signal SM.50/52 or set back along Up Main line to No. 23 disc.
41	Down Main end of London end crossover	Down Main line to Up Main line to signal SM.36.
43	Up siding end of connection from London end Up siding to Up Main	London end Up siding to Up Main line to signal SM.36.
45	Up Main end of connection Up Main to London end Up siding	Up Main line to Down Main line to signal SM.50/52 or set back along Up Main line to No. 40 disc or to London end Up siding.

NOTE.—When a ground shunt signal or a subsidiary signal with no letter displayed is cleared the Driver must understand that the line concerned may be occupied before reaching the next signal or buffer stop.

STAGE 2.**SUNDAY, 24th JANUARY, 1960.**

The existing running signals at Ware and Hertford East with the exception of Hertford East Branch Up Distant and Home signals will be abolished and the new signals prefixed WA and HE in this Instruction will be brought into use together with automatic stop signal U.22 between Ware and St. Margarets and automatic stop signal D.22 between Ware and Hertford East.

The Up and Down lines and Ware Single line will be continuously track circuited to join up with the new track circuiting brought into use in Stage 1.

Absolute Block Working between Ware and Hertford East will be abolished and trains will be described by bell.

The existing Ground Frames will remain and Concrete Utilities siding Ground Frame, between St. Margarets and Ware, at present released by Sykes key, will in future be controlled by track circuits.

The following new Ground Frames shown in the Appendix to this Instruction will be brought into use :—

Ware	...	...	...	...	Ground Frame " B "
Hertford East	...	...	...	...	Ground Frame " A "

The ground shunt signals at Ware and Hertford East, with the undermentioned exception, will be modified and on and from this date will apply as shown below :—

Whilst steam locomotives remain, the connection at Hertford East between the Up Main line and Carriage Washer siding will be clamped out of use and the new No. 15 disc signal described in the list of ground signals will not be installed until the Engine Shed is demolished and the Carriage Washer siding laid in. In the meantime the existing disc signal applying from the Engine Shed line to Nos. 1, 2 and 3 Carriage sidings and Branch line will remain in use. The Miniature Yellow signals applying from the platform lines will be out of use until the Carriage Washer siding is laid in.

Disc Signal No.	Location	Application (when cleared)
WARE		
4	London end of platform, Up side of Single line	Single line to Up sidings.
7	Between Single line and Up sidings (country end)	Up sidings to Single line to signal WA.17.
HERTFORD EAST		
1	At Up Main end of London end trailing crossover	Set back along Up Main to No. 4 disc or to Down siding, or Dock or Down platform No. 1 via Down Main.
3	At Hertford end of London end trailing crossover	Down Main to Up Main to signal HE.42.
4	At Up Main end of connection Up Main/Down Goods sidings	Set back along Up Main to No. 16 disc or to Down Goods sidings.
6	At Goods sidings end of connection Up Main/Down Goods sidings	Down Goods sidings to Up Main to signal HE.42.
15	Between Up Main and Carriage Washer siding (with route indicator)	With indication M—Down siding or Dock or Down platform No. 1 or Centre siding or Up platform No. 2. With indication S.1—Carriage siding No. 1. With indication S.2—Carriage siding No. 2. With indication S.3—Carriage siding No. 3. With indication B—Branch.

Disc Signal No.	Location	Application (when cleared)
HERTFORD EAST—continued		
16	Between Up and Down Main about 100 yards London side of signal box (with route indicator)	With indication DS—Down siding. With indication D—Dock. With indication I—Down platform No. 1. With indication C—Centre sidings. With indication 2—Up platform No. 2. With indication S.1—Carriage siding No. 1. With indication S.2—Carriage siding No. 2. With indication S.3—Carriage siding No. 3. With indication B—Branch.
24	Outside Down siding	Down siding to Down Main to No. 3 disc or to Up Main to signal HE.42 or to Carriage Washer siding.
25	Between Dock and Down siding	Dock to Down Main to No. 3 disc or to Up Main to signal HE.42 or to Carriage Washer siding.
29	Between Centre siding and Up platform No. 2	Centre siding to Up Main to signal HE.42 or to Carriage Washer siding.
32	Between Carriage sidings Nos. 1 and 2	Carriage siding No. 1 to Up Main to signal HE.42 or to Carriage Washer siding.
37	Between Carriage sidings Nos. 2 and 3	Carriage siding No. 2 to Up Main or to Carriage Washer siding.
36	Between Carriage siding No. 3 and Branch line	Carriage siding No. 3 to Up Main to signal HE.42 or to Carriage Washer siding.
38	Between the Up siding (to Waterworks and Spur siding) and the connection Branch/Carriage Washer siding	Siding to Branch to Notice Board worded "Trains must not pass this board until Drivers are in possession of the Train Staff."
39	Outside Branch line	Branch line to Waterworks siding/Spur or to Carriage Washer siding.
NOTE.—When a ground shunt signal or a subsidiary signal with no letter displayed is cleared the Driver must understand that the line concerned may be occupied before reaching the next signal or buffer stop.		

STAGE 3.
SUNDAY, 31st JANUARY, 1960.

The existing running signals at Broxbourne Junction will be abolished with the exception of the semaphore outlet signal from C.E.A. siding to Up Main and the new signals prefixed BJ in this Instruction will be brought into use.

A new Distant signal arm will be temporarily provided under the existing Roydon Up Main Home signal to apply as Outer Distant for Broxbourne Junction. The existing Broxbourne Junction Up Main Distant signal will apply as the Inner Distant signal.

Broxbourne Station Down Main Second Home and Starting signals, the latter carrying Broxbourne Junction Down Distant signal, will be converted to 4-aspect colour light signals and will also act as Down Outer and Inner Distant signals respectively for Broxbourne Junction.

Until the new signalling at Broxbourne Station is brought into use the application of signal U.19 will be to the existing Broxbourne Station Up First Home signal.

The Up Main line will be continuously track circuited from Roydon Up starting signal to join up with existing track circuits at Broxbourne Station.

Signal No.	Type of Signal	Proceed Aspect	Application
BROXBOURNE JUNCTION—continued			
Up Line—continued			
BJ.24	4 Aspect D sign	Y Y/Y G	To signal BJ.23 at R. To signal BJ.23 at Y or Y/Y. To signal BJ.23 at Y/Y or G.
BJ.23	4 Aspect D sign	Y Y/Y G	To signal U.19 at R. To signal U.19 at Y or Y/Y. To signal U.19 at Y/Y or G.
BJ.28	4 Aspect D sign	Y Y/Y G	To signal BJ.27 at R. To signal BJ.27 at Y. To signal BJ.27 at Y/Y or G.
BJ.27	4 Aspect D sign	Y Y/Y G	To signal BJ.26 at R. To signal BJ.26 at Y. To signal BJ.26 at Y/Y or G.
BJ.26	4 Aspect D sign	Y Y/Y G	To signal BJ.23 at R. To signal BJ.23 at Y. To signal BJ.23 at Y/Y or G.
Down Line			
BJ.4	4 Aspect with Miniature Yellow on right D sign	Y Y/Y G Miniature Y	To signal BJ.5 at R. To signal BJ.5 at Y. To signal BJ.5 at Y/Y or G. To C.E.A. siding.
BJ.5	4 Aspect with left hand Junction Indicator D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator Y/Y with Junction Indicator	To Down Main signal BJ.6 at R. To Down Main signal BJ.6 at Y. To Down Main signal BJ.6 at Y/Y or G. To Down Branch signal BJ.7 at R. To Down Branch signal BJ.7 at Y or G.
BJ.6	4 Aspect D sign	Y Y/Y G	To signal RN.21 at R. To signal RN.21 at Y. To signal RN.21 at G.
BJ.30	3 Aspect D sign	Y G	To Down Main signal RN.21 at R. To Down Main signal RN.21 at Y or G.
BJ.7	3 Aspect D sign	Y G	To signal BJ.8 at R. To signal BJ.8 at Y, Y/Y or G.
BJ.8	4 Aspect D sign	Y Y/Y G	To signal SM.53 at R. To signal SM.53 at Y. To signal SM.53 at G.

Signal No.	Type of Signal	Proceed Aspect	Application
ROYDON			
Up Line			
R—RN.4	3 Aspect (Roydon Up Inner Distant)	Y Y/Y G	To signal RN.4 at R. To signal RN.4 at Y. To signal RN.4 at Y/Y or G.
RN.4	4 Aspect D sign	Y Y/Y G	To signal RN.5 at R with signal R—RN.5 "On." To signal RN.5 at Y with signal R—RN.5 "Off." To signal RN.5 at Y/Y or G with signal R—RN.5 "Off."
R—RN.5	Banner repeater	Off	To signal RN.5 at Y, Y/Y or G.
RN.5	4 Aspect with Miniature Yellow on left D sign	Y Y/Y G	To signal RN.6 at R. To signal RN.6 at Y. To signal RN.6 at Y/Y or G.
		Miniature Y	To Up Goods Loop occupied or clear.
RN.6	4 Aspect D sign	Y Y/Y G	To signal BJ.25 at R. To signal BJ.25 at Y or Y/Y. To signal BJ.25 at Y/Y or G.
RN.13	3 Aspect D sign	Y G	To Up Main signal BJ.25 at R. To Up Main signal BJ.25 at Y, Y/Y or G.
Down Line			
RN.21	3 Aspect with Miniature Yellow on left D sign	Y G Miniature Y	To signal RN.20 at R. To signal RN.20 at Y or G. To Down Goods Loop occupied or clear.
RN.20	3 Aspect D sign	Y G	To signal D.20 at R. To signal D.20 at Y/Y or G.
RN.25	3 Aspect D sign	Y G	To signal D.20 at R. To signal D.20 at Y/Y or G.
ST. MARGARETS			
Up line			
R—SM.34	3 Aspect (St. Margarets Up Main Distant)	Y Y/Y G	To signal SM.34 at R. To signal SM.34 at Y. To signal SM.34 at Y/Y or G.
SM.34	4 Aspect D sign	Y Y/Y G	To signal SM.35 at R. To signal SM.35 at Y. To signal SM.35 at Y/Y or G.

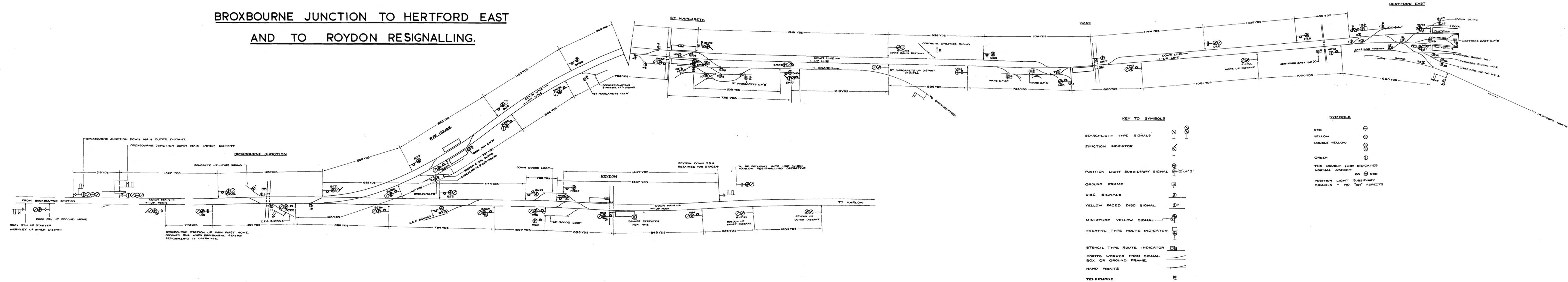
Signal No.	Type of Signal	Proceed Aspect	Application
ST. MARGARETS—continued			
Up Line—continued			
SM.35	4 Aspect D sign	Y Y/Y G	To signal SM.36 at R. To signal SM.36 at Y. To signal SM.36 at Y/Y or G.
SM.36	4 Aspect D sign	Y Y/Y G	To signal BJ.28 at R. To signal BJ.28 at Y. To signal BJ.28 at Y/Y or G.
SM.17	2 Aspect with Subsidiary on main post D sign	Y without Junction Indicator Y with Junction Indicator Subsidiary "Off"	To Bay Platform. To Up Main signal SM.35 at R, Y, Y/Y or G. Along Branch line to No. 18 disc signal.
Down Line			
SM.53	3 Aspect D sign	Y G	To signal SM.52 at R. To signal SM.52 at G.
SM.52	3 Aspect with right-hand Junction Indicator and Subsidiary "S" on main post Diamond sign	G without Junction Indicator Y with Junction Indicator Subsidiary "Off" with letter "S"	To signal R—WA.18 at Y, Y/Y or G. To signal SM.30 at R or G. Draw forward on Down Main line only as far as necessary for shunting purposes.
SM.31	3 Aspect Diamond sign	Y G	To signal SM.30 at R. To signal SM.30 at G.
SM.30	2 Aspect D sign	G	To Mardock Down Distant signal "Off" or "On."
BETWEEN ST. MARGARETS AND WARE			
Up Line			
U.22	2 Aspect Automatic	G	To signal R—SM.34 at Y, Y/Y or G.
WARE			
Up Line			
R—WA.2	3 Aspect (Ware Up Distant)	Y Y/Y G	To signal WA.2 at R. To signal WA.2 at Y. To signal WA.2 at Y/Y or G.
WA.2	4 Aspect D sign	Y Y/Y G	To signal WA.3 at R. To signal WA.3 at Y. To signal WA.3 at G.
WA.3	3 Aspect D sign	Y G	To signal U.22 at R. To signal U.22 at G.
Down Line			
R—WA.18	3 Aspect (Ware Down Distant)	Y Y/Y G	To signal WA.18 at R. To signal WA.18 at Y. To signal WA.18 at G.

Signal No.	Type of Signal	Proceed Aspect	Application
BETWEEN ST. MARGARETS AND WARE—continued			
Down Line—continued			
WA.18	3 Aspect D sign	Y G	To signal WA.17 at R. To signal WA.17 at Y or G.
WA.17	3 Aspect D sign	Y G	To signal D.22 at R. To signal D.22 at Y, Y/Y or G.
BETWEEN WARE AND HERTFORD EAST			
Down Line			
D.22	4 Aspect Automatic	Y Y/Y G	To signal HE.8 at R. To signal HE.8 at Y. To signal HE.8 at G.
HERTFORD EAST			
Up Line			
HE.43	3 Aspect with Miniature Yellow on left Diamond sign	Y G Miniature Y	To signal HE.42 at R. To signal HE.42 at G. To Carriage Washer siding.
HE.44	3 Aspect with Miniature Yellow on left Diamond sign	Y G Miniature Y	To signal HE.42 at R. To signal HE.42 at G. To Carriage Washer siding.
HE.45	Semaphore	Semaphore arm "Off" ...	To Up Main line.
HE.42	2 Aspect D sign	G	To signal R.—WA.2 at Y, Y, Y or G.
Down Line			
HE.8	3 Aspect D sign	Y G	To signal HE.9 at R. To signal HE.9 at G.
HE.9	2 Aspect with 5-way Route Indicator, Sub- sidiary "C" and Mini- ature Yellow on Main post D sign	G with Indication 1 ... G with Indication 2 ... Subsidiary "Off" letter "C" and Indication 1 Subsidiary "Off" with letter "C" and Indica- tion 2 Miniature Y with Indica- tion "S" Miniature Y with Indica- tion "D" Miniature Y with Indica- tion "U"	To No. 1 platform line clear. To No. 2 platform line clear (No. 16 disc "Off"). To No. 1 platform line occupied. To No. 2 platform line occupied (No. 16 disc "Off"). To Down siding. To Dock. To Carriage siding No. 1, 2 or 3 or Branch (No. 16 disc "Off").

APPENDIX

Signal No.	Type of Signal	Aspect	Application
RYE HOUSE "A" Frame (Country end crossover).			
Released by Broxbourne Junction Lever 10.			
Allocation of Levers.			
		1—Switch lever.	
		2—Crossover.	
RYE HOUSE "B" Frame (London end crossover and siding connection).			
Released by Broxbourne Junction levers 9 and 29.			
Allocation of Levers.			
		1—Switch lever.	
		2—Points—Sidings/Up Main (Release lever 29).	
		3—Switch lever.	
		4—Crossover (Release lever 9).	
WARE "B" Frame (Country end connection to sidings).			
Released by Ware Lever 8.			
Allocation of Levers.			
		1—Switch lever.	
		2—Points—Sidings/Up Main.	
HERTFORD EAST "A" Frame (Mead Lane Public level crossing).			
Released by Hertford East Lever 10.			
Allocation of Levers.			
		1—Switch lever.	
		2—Gate locks.	

BROXBOURNE JUNCTION TO HERTFORD EAST AND TO ROYDON RESIGNALLING.



KEY TO SYMBOLS

- SEARCHLIGHT TYPE SIGNALS
- JUNCTION INDICATOR
- POSITION LIGHT SUBSIDIARY SIGNAL
- GROUND FRAME
- DISC SIGNALS
- YELLOW FACED DISC SIGNAL
- MINIATURE YELLOW SIGNAL
- THEATRE TYPE ROUTE INDICATOR
- STENCIL TYPE ROUTE INDICATOR
- POINTS WORKED FROM SIGNAL BOX OR GROUND FRAME.
- HAND POINTS
- TELEPHONE

SYMBOLS

- RED
- YELLOW
- DOUBLE YELLOW
- GREEN
- THE DOUBLE LINE INDICATES NORMAL ASPECT
- POSITION LIGHT SUBSIDIARY SIGNALS - NO "ON" ASPECTS

BROXBOURNE JUNCTION TO HERTFORD EAST ASPECT DIAGRAM

