

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

**ALTERED SIGNALLING BETWEEN  
BURY STREET JUNCTION AND CHESHUNT (SOUTHBURY LINE)  
AND BETWEEN  
CHESHUNT AND BISHOP'S STORTFORD (INCLUSIVE)**

---

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

---

Liverpool Street Station.

July, 1960.

**W. G. THORPE,**

*Line Traffic Manager*

(ER/Pad 1)

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, John McCrickard, John Midcalf, Roger Newman, Richard Pulley and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## ALTERED SIGNALLING BETWEEN BURY STREET JUNCTION AND CHESHUNT (SOUTHBURY LINE) AND BETWEEN CHESHUNT AND BISHOP'S STORTFORD (INCLUSIVE)

Commencing on Sunday, 3rd July, the existing running signals between Bury Street Junction and Cheshunt (Southbury line) and between Cheshunt and Bishop's Stortford (inclusive)—except between Broxbourne Junction (inclusive) and Roydon (inclusive) for which see Instruction No. 3468—will be abolished in five stages numbered 12 to 16 (inclusive) and replaced by a new system of colour light signals. (For stages 1 to 4 (inclusive) see Instruction No. 3468—Broxbourne Junction—Roydon—Hertford East resignalling and for stages 5 to 11 (inclusive) see Instruction No. 3499—Bethnal Green—Hackney Downs—Chingford—Enfield Town altered signalling):

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. In addition the Up line will be track circuited from Elsenham Starting signal to join up with the track circuiting at Bishop's Stortford.

Certain signals, as shown in the list of running 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 or route 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 or route 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 12

**SUNDAY 3rd JULY 1960**

#### Alterations between Bury Street Junction and Wormley (exclusive)

The existing semaphore running signals between Bury Street Junction and Wormley (exclusive) will be abolished and the new colour light signals shown in the list of running signals herein will be brought into use on the Up line from signal U.16 (inclusive) to signal U.11 (inclusive), and on the Down line from signal R-D.11 (inclusive) to signal WY.1 (inclusive), including all the new colour light signals prefixed C.J.

Churchbury, Forty Hill and Theobalds Grove signal boxes will be abolished and Carterhatch Lane signal box will be retained as a ground frame.

Absolute Block Working will be abolished and trains will be described by bell between Enfield Town and Cheshunt signal boxes.

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

Disc Signal No.	Location	Application (when cleared)
40 ... ..	Outside Up Main, opposite facing crossover points in Down Main	Set back along Up Main to No. 44 disc or to Up Bay platform line to No. 61 disc.
43 ... ..	At London end of Up Bay platform line	Bay platform line to Up Main.

## Cheshunt Ground Shunt signals—continued

Disc Signal No.	Location	Application (when cleared)
44 ... ..	Between Up Main and Up Bay platform line, London end of signal box	Up Main to Coal Road/No. 2 Down siding or to No. 1 Down siding or to Down Bay platform line or to Down Main or to Up Bay platform line.
64 ... ..	London end of Up siding ... ..	Up siding to Up Bay platform line to No. 43 disc.
1 ... ..	Outside connection from Shunt spur to Down Branch	Shunt spur to Yard or to Single Road to No. 17 disc or to Down Bay or to Down Main.
3 ... ..	Outside Up Branch ... ..	Up Branch to Yard or to Single Road to No. 17 disc or to Down Bay or to Down Main.
13 ... ..	Country end of connection from Shunt spur to Down Branch	Down Branch to Shunt spur or to Up Branch.
14 ... ..	Between Down Main and Down Bay platform lines	Down Main to Down Branch to No. 13 disc.
15 ... ..	At exit from Yard ... ..	Yard to Down Branch siding or to Down Branch to No. 13 disc.
16 ... ..	Outside Down Branch siding ... ..	Branch siding to Yard or to Single Road to No. 17 disc.
17 ... ..	Outside Single Road opposite signal box	Single Road to Down Bay platform or to No. 1 Down siding or to No. 2 Down siding Coal Road.
21 ... ..	Between Down sidings Nos. 1 and 2 ... ..	No. 1 Down siding to Up Main or to Up Branch via Up Main or to Down Branch to No. 13 disc or to Down Branch siding.
23 ... ..	Outside Down siding No. 2 (yellow disc)	From Coal Road/No. 2 Down siding to Up Main or Down Branch to No. 13 disc or Up Branch via Up Main.
60 ... ..	Between Down Bay platform line and Down Main, London end of platforms	Set back along Down Main to No. 14 disc or to Up Main or to Up Branch via Up Main.
61 ... ..	Outside Up Bay platform line opposite signal box	Along Up Bay platform line or to Up siding.
58 ... ..	At foot of Up Bay platform Outlet signal.	Along Up Bay platform line to No. 43 disc or to Up Main or to Up Branch.

**STAGE 13****SUNDAY, 10th JULY 1960****Alterations at Wormley and Broxbourne Station**

A new power signal box, designated "Broxbourne Station" signal box, will be brought into use at the north end of the station, to replace the existing signal box.

The existing running signals at Wormley and Broxbourne Station will be abolished (except signal WY.1—see Stage 12) and the new colour light signals prefixed WY and BN shown in the list of running signals herein will be brought into use.

Absolute Block Working will be abolished and trains will be described by bell between Cheshunt Wormley and Broxbourne Station signal boxes.

The ground shunt signals at Broxbourne Station will be modified and on and from this date will be of the position light type, applying as follows :—

Position light Signal No.	Location	Application (when cleared)	Indication
26A ... ..	At exit from Up Yard ... ..	Up Yard to shunt spur	
32 ... .. (with 5-way route indicator)	Between Down Main and Down Passenger Loop, country end of station	Down Main to :— Down Reception or Up Yard Up Loop ... .. Up Main ... .. Down Main ... .. Down Passenger Loop ... ..	UY UL UM DM DL
33 ... .. (with 3-way route indicator)	Outside Up Main, at London end connection from Up Yard	Up Main to :— Up Main ... .. Up Passenger Loop ... .. Down Reception or Up Yard	M L Y
30 ... .. (with 3-way route indicator)	Outside Down Passenger Loop at country end of station	Down Passenger Loop to :— Down Main (No. 32 signal "Off") ... .. Down Passenger Loop (No. 34 signal "Off") ... .. Goods Yard ... ..	M L Y
31 ... .. (with 3-way route indicator)	Outside Up Main, opposite Down Main end of facing crossover at London end of station	Up Main to :— Down Passenger Loop ... .. Down Main ... .. Up Main (No. 33 signal "Off") ... ..	DL DM UM
34 ... .. (with 2-way route indicator)	Between Down Passenger Loop and Goods Yard	Down Passenger Loop :— Down Passenger Loop to No. 38 signal ... .. Down Goods siding ... ..	L S
35 ... .. (with 2-way route indicator)	Between Up and Down Main at country end of platforms	Up Main to :— Down Main ... .. Down Loop ... ..	M L
36 ... ..	Outside Up Shunt spur ... ..	Shunt spur to Down Reception or Up Marshalling sidings	
37 ... .. (with 2-way route indicator)	Between Up Main and Up Passenger Loop	Up Passenger Loop to :— Down Main ... .. Down Passenger Loop ... ..	M L
38 ... ..	Outside Down Passenger Loop, London end of platform	Down Passenger Loop to Up Main	
39 ... ..	Between Down Goods siding and Goods Yard	Down Goods siding to Down Passenger Loop	
40 ... ..	Between Down Main and Down Passenger Loop, London end of platform	Down Main to Up Main	
41 ... ..	At outlet from Goods Yard ... ..	Goods Yard to Down Passenger Loop	
43 ... .. (with 3-way route indicator)	Between Down Reception line and Up Passenger Loop country end of platforms	Down Reception line to :— Down Passenger Loop ... .. Down Main ... .. Shunt spur ... ..	DL DM S

**STAGE 14****SUNDAY, 17th JULY, 1960****Alterations between Roydon (exclusive) and Sawbridgeworth (exclusive)**

The existing running signals between Roydon (exclusive) and Sawbridgeworth (exclusive) will be abolished and the new colour light signals shown in the list of running signals herein will be brought into use on the Up line from signal U.27 (inclusive) to signal U.22 (inclusive), and on the Down line from signal D.20 (inclusive) to signal D.25 (inclusive).

The existing signal box at Harlow Mill will be replaced by a new power box situated at the London side of the existing box.

The signal box at Harlow Town (formerly Burnt Mill) will be abolished and the remodelled connections thereat will be remotely operated from Harlow Mill signal box.

Absolute Block Working will be abolished and trains will be described by bell between Roydon, Harlow Mill and Sawbridgeworth signal boxes.

The ground shunt signals at HARLOW MILL will be modified and on and from this date will be of the position light type, applying as follows :—

Position light Signal No.	Location	Application (when cleared)	Indication
30 ... .. (with 3-way route indicator)	Outside Down Main, at Down Main end of outlet connection from Down Goods Loop	Down Main to :— Down Loop ... .. Up Main ... .. Up Sidings ... ..	L UM S
31 ... ..	Between Up and Down Main at Up Main end of Up Goods Loop outlet connection	Up Main to Up Goods Loop	
32 ... ..	Outside Up siding opposite Up Main end of facing connection Up Main to Arrival Road	Up Siding to Up Arrival Road	
33 ... .. (with 2-way route indicator)	Between Up and Down Main at Up Main end of trailing cross-over	Up Main to :— Down Main ... .. Up Main ... ..	DM UM
35 ... .. (with 2-way route indicator)	Between Arrival Road and Up Main at Arrival Road end of facing connection from Up Main to Arrival Road	Arrival Road to :— Up Main ... .. Siding ... ..	UM S

**STAGE 15****SUNDAY, 24th JULY, 1960****Alterations between Sawbridgeworth (inclusive) and Spellbrook (inclusive)**

The existing running signals between Sawbridgeworth (inclusive) and Spellbrook (inclusive) will be abolished and the new colour light signals shown in the list of running signals herein will be brought into use on the Up line from signal SP.21 (inclusive) to signal SW.18 (inclusive), and on the Down line from signal SW.4 (inclusive) to signals SP.6 and SP.11 (inclusive).

The existing Spellbrook Up Distant signal will be retained to act at Distant signal for signal SP.21.

Absolute Block Working will be abolished between Harlow Mill, Sawbridgeworth and Spellbrook and trains will be described by bell.

**STAGE 16****SUNDAY, 13th AUGUST, 1960****Alterations between Spellbrook (exclusive) and Bishop's Stortford (inclusive)**

The existing running signals between Spellbrook (exclusive) and Bishop's Stortford (inclusive) will be abolished and the new colour light signals shown in the list of running signals herein will be brought into use on the Up line from signal R-BS.52 (inclusive) to signal U.30 (inclusive) and on the Down line from signal D.28 (inclusive) to BS.59 (inclusive).

Absolute Block Working will be abolished on the Up and Down lines between Spellbrook and Bishop's Stortford and between Elsenham and Bishop's Stortford on the Up line.

The ground shunt signals at BISHOP'S STORTFORD will be modified and on and from this date will apply as follows :—

Disc Signal No.	Location	Application (when cleared)	Indication
1 ... ..	Outside Down siding at London end of station	Along Down siding to No. 4 disc or to Down Main	

## Bishop's Stortford ground shunt signals—continued

Disc Signal No.	Location	Application (when cleared)	Indication
3 ... ..	Between Down Main and Down siding at London end of station	Down Main to Down siding	
7 ... .. (yellow disc)	Between Down Main and Down sidings at country end of signal box	Down siding to Down Main	
21 ... ..	Outside Up siding at outlet connection	Up siding to No. 33 disc on Up Main or to Up Passenger Loop to No. 28 disc	
4 ... ..	Outside Down siding, opposite No. 28 disc	Down siding to Down sidings or along Down siding to No. 7 disc	
23 ... ..	Between Up siding and Up Loop, at Up Loop end of inlet connection	Up Loop to No. 33 disc on Up Main or to Up Passenger Loop to No. 28 disc	
25 ... ..	Between Up Main and Up Passenger Loop, opposite No. 23 disc	Up Passenger Loop to No. 33 disc on Up Main or along Up Passenger Loop to No. 28 disc	
28 ... ..	At run-back catch points in Up Passenger Loop	Set back along Up Loop platform	
33 ... .. (with 4-way route indicator)	Between Up Main and Up Passenger Loop at Up Main end of connection. Up Main to Down siding	Up Main to :— Up Main platform ... .. Up Loop platform ... .. Down sidings ... .. Down Main platform ... ..	UM UL DS DM
70 ... .. (with 2-way route indicator)	Between Up and Down Main at Down Main end of country end trailing crossover	Down Main to :— Up Main ... .. Down Main ... ..	UM DM
68 ... ..	At foot of Up Passenger Loop outlet signal BS.68	Up Passenger Loop to Spur	

## LIST OF RUNNING SIGNALS

The abbreviations used in the following list are as under :—

R	...	...	...	...	Red.
Y	...	...	...	...	Yellow.
Y/Y	...	...	...	...	Double Yellow.
G	...	...	...	...	Green.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN BURY STREET JUNCTION AND CHESHUNT</b>			
<b>Up Line</b>			
U.14	3 Aspect Semi-automatic (controlled to Red by Theobalds Grove ground frames "F" and "G")	Y ... .. G ... ..	To signal U.14 B at R. To signal U.14 B at Y or G.
U.14B	3 Aspect Semi-automatic (controlled to Red by Park Lane Level Crossing ground frame "E")	Y ... .. G ... ..	To signal U.13 at R. To signal U.13 at Y or G.
U.13	3 Aspect Semi-automatic (controlled to Red by Turkey Street ground frame "D")	Y ... .. G ... ..	To signal U.12 at R. To signal U.12 at Y or G.
U.12	2 Aspect Semi-automatic with Miniature Yellow on left (controlled to Red and Miniature Yellow controlled by Carterhatch Lane ground frame "C")	G ... .. Miniature Y ... ..	To signal RU.11 at Y or G. To Carterhatch Lane Up sidings.
R—U.11	2 Aspect ... ..	Y ... .. G ... ..	To signal U.11 at R. To signal U.11 at Y, Y/Y or G.
U.11	4 Aspect Semi-automatic (controlled to Red by Southbury sidings ground frame "B")	Y ... .. Y/Y ... .. G ... ..	To signal ET.54 at R. To signal ET.54 at Y. To signal ET.54 at Y/Y or G.
<b>Down Line</b>			
D.9	2 Aspect Semi-automatic (controlled to Red by Southbury ground frame "B")	G ... ..	To signal R—D.11 at Y or G.
R—D.11	2 Aspect ... ..	Y ... .. G ... ..	To signal D.11 at R (Banner repeater "On.") To signal D.11 at Y or G (Banner repeater "Off").
D.11	3 Aspect Semi-automatic (controlled to Red by Carterhatch Lane ground frame "C")	Y ... .. G ... ..	To signal D.11 B at R. To signal D.11 B at G.
D.11B	2 Aspect Automatic ...	G ... ..	To signal R—D.13 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN BURY STREET AND CHESHUNT—continued</b>			
R—D.13 ... ..	2 Aspect ... ..	Y ... .. G ... ..	To signal D.13 at R. To signal D.13 at Y, Y/Y or G.
D.13 ... ..	4 Aspect Semi-automatic (controlled to Red by Park Lane Crossing ground frame "E" and by Theobalds Grove ground frame "G")	Y ... .. Y/Y ... .. G ... ..	To signal CJ. 6 at R. To signal CJ.6 at Y. To signal CJ.6 at Y/Y or G.
<b>CHESHUNT JUNCTION</b>			
<b>Up Line</b>			
CJ.53 ... ..	4 Aspect ... .. D. sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal CJ.52 at R. To signal CJ.52 at Y. To signal CJ.52 at Y/Y or G.
CJ.52 ... ..	4 Aspect with right-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 Up Main signal CJ.51 at R. To Up Main signal CJ.51 at Y. To Up Main signal CJ.51 at G. To Southbury line signal CJ.48 at R. To Southbury line signal CJ.48 at Y, Y/Y or G.
CJ.51 ... ..	3 Aspect ... ..	Y ... .. G ... ..	To Waltham Cross Up Home signal "On." To Waltham Cross Up Home signal "Off."
CJ.48 ... ..	4 Aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To signal U.14 at R. To signal U.14 at Y. To signal U.14 at G.
<b>Down Line</b>			
CJ.29 ... .. (Down Main)	4 Aspect with left-hand and right-hand Junction Indicator D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with left-hand Junction Indicator Y with right-hand Junction Indicator	To Down Main signal CJ.30 at R. To Down Main signal CJ.30 at Y. To Down Main signal CJ.30 at Y/Y or G. To Down Bay Platform line. To Up Bay Platform line.
CJ.30 ... .. (Down Main)	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal D.14 at R. To signal D.14 at Y. To signal D.14 at Y/Y or G.
CJ.25 ... .. (Down Goods)	3 Aspect with Route Indicator displaying "B" or "M" Indications D sign	Y with Indication "B" Y with Indication "M" G with Indication "M"	To Down Bay Platform line. To Down Main signal CJ. 30 at R. To Down Main signal CJ. 30 at Y, Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>CHESHUNT JUNCTION—continued</b>			
<b>Down Line—continued</b>			
CJ.6 (Southbury line)	4 Aspect D sign	Y Y/Y G	To signal CJ.7 at R. To signal CJ.7 at Y. To signal CJ.7 at Y/Y or G.
CJ.7 (Southbury line)	4 Aspect with left-hand Junction Indicator and Miniature Yellow on left D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator Miniature	To Down Main signal CJ.30 at R. To Down Main signal CJ.30 at Y. To Down Main signal CJ.30 at Y/Y or G. To Down Bay Platform line. To Down sidings.
<b>Up Bay Platform Line</b>			
CJ.57	4 Aspect with Route Indicator displaying —M, M— and B Indications D sign	Y with Indication —M Y with Indication M— Y with Indication B G with Indication —M G with Indication M— G with Indication B	To Up Main via connection London side of box to CJ51 at R. To Up Main via connection country side of box to CJ51 at R. To Up Branch signal CK.48 at R. To Up Main. To signal CJ51 at Y or G. To Up Branch signal CJ.48 at Y, Y/Y or G.
<b>Down Bay Platform Line</b>			
CJ.49	3 Aspect with Route Indicator displaying M or B Indications. Miniature Yellow on right. D sign	Y with Indication M Y with Indication B G with Indication M G with Indication B Miniature Y	To Up Main signal CJ.51 at R. To Up Branch to signal CJ.48 at R. To Up Main signal CJ.51 at Y or G. To Up Branch signal CJ.48 at Y, Y/Y or G. To Down Branch siding.
<b>BETWEEN CHESHUNT AND WORMLEY</b>			
<b>Up Line</b>			
U.16	4 Aspect Automatic	Y Y/Y G	To signal U.16B at R. To signal U.16B at Y. To signal U.16B at Y/Y or G.
U.16B	4 Aspect Automatic	Y Y/Y G	To signal U.15 at R. To signal U.15 at Y. To signal U.15 at Y/Y or G.
U.15	4 Aspect Automatic	Y Y/Y G	To signal CJ.53 at R. To signal CJ.53 at Y or Y/Y. To signal CJ.53 at G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>CHESHUNT—continued</b>			
<b>Down Line</b>			
D.14 ... ..	4 Aspect Automatic ...	Y ... .. Y/Y ... .. G ... ..	To signal D.15 at R. To signal D.15 at Y. To signal D.15 at Y/Y or G.
D.15 ... ..	4 Aspect Automatic ...	Y ... .. Y/Y ... .. G ... ..	To signal WY.1 at R. To signal WY.1 at Y. To signal WY.1 at Y/Y or G.
<b>WORMLEY</b>			
<b>Up Line</b>			
WY.8 ... ..	4 Aspect with Miniature Yellow on left	Y ... .. Y/Y ... .. G ... ..  Miniature Y ... ..	To signal W.10 at R. To signal W.10 at Y. To signal W.10 at Y/Y or G. To Up Goods Loop occupied or clear.
WY.10 ... ..	4 Aspect ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal U.16 at R. To signal U.16 at Y. To signal U.16 at Y/Y or G.
WY.20 ... .. (Up Loop)	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal U.16 at R. To signal U.16 at Y, Y/Y or G.
<b>Down Line</b>			
WY.1 ... ..	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal WY.3 at R. To signal WY.3 at Y. To signal WY.3 at Y/Y or G.
WY.3 ... ..	4 Aspect with Miniature Yellow on left D sign	Y ... .. Y/Y ... .. G ... ..  Miniature Y ... ..	To signal WY.5 at R. To signal WY.5 at Y. To signal WY.5 at Y/Y or G. To Down Goods Loop occupied or clear.
WY.5 ... ..	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal BN.7 at R. To signal BN.7 at Y. To signal BN.7 at Y/Y or G.
WY.15 ... .. (Down Loop)	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal BN.7 at R. To signal BN.7 at Y, Y/Y or G.
<b>BROXBORNE STATION</b>			
<b>Up Main Line</b>			
BN.2 ... ..	4 Aspect with left-hand Junction Indicator and Miniature Yellow on left D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator Y/Y with Junction Indicator Miniature Y ... ..	To signal BN.4 at R. To signal BN.4 at Y or Y/Y. To signal BN.4 at G. To signal BN.14 at R. To signal BN.14 at Y. To Up Goods Loop occupied or clear.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BROXBOURNE STATION</b>			
<b>Up Main Line</b>			
BN.4 ... ..	4 Aspect with left-hand Junction Indicator and Subsidiary "C" on main post D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Subsidiary "Off" with letter "C," without Junction Indicator Y with Junction Indicator  Subsidiary "Off" with letter "C," with Junction Indicator	To signal BN.6 at R. To signal BN.6 at Y. To signal BN.6 at Y/Y or G. Along Up Main line with line occupied in rear of signal BN.6. To Up Passenger Loop signal BN.16 at R. To Up Passenger Loop with line occupied in rear of signal BN.16.
BN.6 ... ..	4 Aspect ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal WY.8 at R. To signal WY.8 at Y. To signal WY.8 at Y/Y or G.
<b>Up Passenger Loop</b>			
BN.14 ... ..	2 Aspect with Subsidiary "C" D sign	Y ... ..  Subsidiary "Off" with letter "C"	To signal BN.16 at R.  Along Up Passenger Loop with line occupied in rear of signal BN.16.
BN.16 ... ..	4 Aspect ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal WY.8 at R. To signal WY.8 at Y. To signal WY.8 at Y/Y or G.
<b>Up Goods Loop</b>			
BN.24 ... ..	Red Aspect with Miniature Y	Miniature Y ... ..	To BN.26 at R, Y or G or subsidiary "Off."
<b>Up Goods Yard</b>			
BN.26 ... ..	3 Aspect with Subsidiary D sign	Y ... .. G ... ..  Subsidiary "Off"	To signal WY. 8 at R. To signal WY.8 at Y, Y/Y or G. To Shunt spur.
<b>Down Main Line</b>			
BN.7 ... ..	4 Aspect with left-hand Junction Indicator and Miniature Yellow on right D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator  Y/Y with Junction Indicator Miniature Y ... ..	To signal BN.9 at R. To signal BN.9 at Y. To signal BN.9 at Y/Y or G. To Down Passenger Loop signal BN.19 at R. To Down Passenger Loop signal BN.19 at Y. To Down Reception line and Up Yard.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BROXBOURNE STATION—continued</b>			
<b>Down Main Line</b>			
BN.9	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	To signal BN.11 at R. To signal BN.11 at Y. To signal BN.11 at Y/Y or G. To Down Passenger Loop signal BN.21 at R.
BN.11	4 Aspect D sign	Y Y/Y G	To signal BJ.4 at R. To signal BJ.4 at Y or Y/Y. To signal BJ.4 at G.
<b>Down Passenger Loop</b>			
BN.19	3 Aspect with right-hand Junction Indicator D sign	Y without Junction Indicator Y with Junction Indicator Y/Y with Junction Indicator	To signal BN.21 at R. To Down Main signal BN.11 at R. To Down Main signal BN.11 at Y.
BN.21	4 Aspect D sign	Y Y/Y G	To Down Main signal BJ.4 at R. To Down Main signal BJ.4 at Y or Y/Y. To Down Main signal BJ.4 at G.

For signals between Broxbourne Station (exclusive) and Roydon (inclusive) see Instruction No. 3648, dated 11th January, 1960—NEW SIGNALLING BETWEEN BROXBOURNE JUNCTION (INCLUSIVE), ROYDON (INCLUSIVE) AND HERTFORD EAST (INCLUSIVE).

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN ROYDON AND HARLOW NEW TOWN</b>			
<b>Up Line</b>			
U.22	3 Aspect Automatic	Y/Y G	To signal R—RN.4 at Y. To signal R—RN.4 at Y/Y or G.
<b>Down Line</b>			
D.20	3 Aspect Automatic	Y/Y G	To signal R—D.21 at Y. To signal R—D.21 at Y/Y or G.
R—D.21	3 Aspect	Y Y/Y G	To signal D.21 at R. To signal D.21 at Y. To signal D.21 at Y/Y or G.
D.21	4 Aspect Automatic	Y Y/Y G	To signal HA.1 at R. To signal HA.1 at Y. To signal HA.1 at Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>HARLOW MILL (INCLUDING HARLOW NEW TOWN)</b>			
<b>Up Lines</b>			
R—HA.2	3 Aspect	Y Y/Y G	To signal HA.2 at R. To signal HA.2 at Y. To signal HA.2 at Y/Y or G.
HA.2	4 Aspect with Miniature Yellow on left D sign	Y Y/Y G Miniature Y	To signal HA.4 at R. To signal HA.4 at Y. To signal HA.4 at G. To Up Goods Loop occupied or clear.
HA.4	3 Aspect with Miniature Yellow on left D sign	Y G Miniature Y	To signal HA.8 at R. To signal HA.8 at Y/Y or G. To Arrival Road occupied or clear.
HA.6 (Up Goods Loop)	3 Aspect with Miniature Yellow on left D sign	Y G Miniature Y	To Up Main signal HA.8 at R. To Up Main signal HA.8 at Y/Y or G. To Arrival Road occupied or clear.
HA.8	3 Aspect D sign	Y/Y G	To signal R—HA.14 at Y. To signal R—HA.14 at Y/Y or G.
HA.10 (Up Yard Departure)	3 Aspect D sign	Y G	To Up Main signal R—HA.14 at Y. To Up Main signal R—HA.14 at Y/Y or G.
R—HA.14	3 Aspect	Y Y/Y G	To signal HA.14 at R. To signal HA.14 at Y. To signal HA.14 at G.
HA.14	3 Aspect with left-hand Junction Indicator D sign	Y without Junction Indicator G without Junction Indicator Y with Junction Indicator	To signal HA.16 at R. To signal HA.16 at Y or G. To Up Loop signal HA.18 at R.
HA.16	3 Aspect	Y G	To signal U.22 at R. To signal U.22 at Y/Y or G.
HA.18 (Harlow Town Up Loop)	3 Aspect D sign	Y G	To signal U.22 at R. To signal U.22 at Y/Y or G.
<b>Down Lines</b>			
HA.1	4 Aspect with Junction Indicator D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y without Junction Indicator	To signal HA.3 at R. To signal HA.3 at Y. To signal HA.3 at Y/Y or G. To signal HA.5 at R.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>HARLOW MILL (INCLUDING HARLOW NEW TOWN) —continued</b>			
<b>Down Line—continued</b>			
HA.3 ... ..	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal D.23 at R. To signal D.23 at Y. To signal D.23 at Y/Y or G.
HA.5 ... .. (Harlow New Town Down Loop)	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal D.23 at R. To signal D.23 at Y. To signal D.23 at Y/Y or G.
D.23 ... ..	4 Aspect Automatic	Y ... .. Y/Y ... .. G ... ..	To signal HA.11 at R. To signal HA.11 at Y. To signal HA.11 at G.
HA.11 ... ..	3 Aspect with Miniature Yellow on left D sign	Y ... .. G ... .. Miniature Y ... ..	To signal HA.13 at R. To signal HA.13 at Y or G. To Down Goods Loop occupied or clear.
HA.13 ... ..	3 Aspect ... ..	Y ... .. G ... ..	To signal D.25 at R. To signal D.25 at Y or G.
HA.15 ... .. (Harlow Mill Down Goods Loop)	3 Aspect ... ..	Y ... .. G ... ..	To signal D.25 at R. To signal D.25 at Y or G.
<b>BETWEEN HARLOW MILL AND SAWBRIDGEWORTH</b>			
<b>Up Line</b>			
U.27 ... ..	3 Aspect Automatic	Y/Y ... .. G ... ..	To signal R—HA.2 at Y. To signal R—HA.2 at Y/Y or G.
<b>Down Line</b>			
D.25 ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal SW.4 at R. To signal SW.4 at Y/Y or G.
<b>SAWBRIDGEWORTH</b>			
<b>Up Line</b>			
R—SW.19 ... ..	3 Aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To signal SW.19 at R. To signal SW.19 at Y. To signal SW.19 at Y/Y or G.
SW.19 ... ..	4 Aspect ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal SW.18 at R. To signal SW.18 at Y. To signal SW.18 at G.
SW.18 ... ..	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal U.27 at Y. To signal U.27 at Y/Y or G.
<b>Down Line</b>			
SW.4 ... ..	3 Aspect ... .. D sign	Y/Y ... .. G ... ..	To signal R—D.27 at Y. To signal R—D.27 at Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN SAW BRIDGEWORTH AND SPELLBROOK</b>			
<b>Up Line</b>			
U.28 ... ..	3 Aspect Automatic ... ..	Y/Y ... .. G ... ..	To signal R—SW.19 at Y. To signal R—SW.19 at Y/Y or G.
<b>Down Line</b>			
R—D.27 ... ..	3 Aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To signal D.27 at R. To signal D.27 at Y. To signal D.27 at Y/Y or G.
D.27 ... ..	4 Aspect Automatic ... ..	Y ... .. Y/Y ... .. G ... ..	To signal SP.10 at R. To signal SP.10 at Y. To signal SP.10 at Y/Y or G.
<b>SPELLBROOK</b>			
<b>Up lines</b>			
SP.21 ... ..	4 Aspect with Miniature Yellow on left ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... .. Miniature Y ... ..	To signal SP.20 at R. To signal SP.20 at Y. To signal SP.20 at G. To Up Goods Loop occupied or clear.
SP.20 ... ..	3 Aspect ... .. D sign ... ..	Y ... .. G ... ..	To signal U.28 at R. To signal U.28 at Y/Y or G.
SP.18 ... .. (Up Goods Loop)	3 Aspect ... .. D sign ... ..	Y ... .. G ... ..	To signal U.28 at R. To signal U.28 at Y/Y or G.
<b>Down Lines</b>			
SP.10 ... ..	4 Aspect with Miniature Yellow on left ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... .. Miniature Y ... ..	To signal SP.11 at R. To signal SP.11 at Y. To signal SP.11 at G. To Down Goods Loop occupied or clear.
SP.11 ... ..	3 Aspect ... .. D sign ... ..	Y ... .. G ... ..	To signal D.28 at R. To signal D.28 at Y/Y or G.
SP.6 ... .. (Down Goods Loop)	3 Aspect ... .. D sign ... ..	Y ... .. G ... ..	To signal D.28 at R. To signal D.28 at Y/Y or G.
<b>BETWEEN SPELLBROOK AND BISHOP'S STORTFORD</b>			
<b>Up Line</b>			
U.30 ... ..	4 Aspect Automatic ... ..	Y ... .. Y/Y ... .. G ... ..	To signal SP.21 at R. To signal SP.21 at Y. To signal SP.21 at Y/Y or G.
<b>Down Line</b>			
D.28 ... ..	3 Aspect Automatic ... ..	Y/Y ... .. G ... ..	To signal R—BS.53 at Y. To signal R—BS.53 at Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BISHOP'S STORTFORD</b>			
<b>Up Main Line</b>			
R—BS.52	3 Aspect	Y Y/Y G.	To signal BS.52 at R. To signal BS.52 at Y or Y/Y. To signal BS.52 at Y/Y or G.
BS.52	4 Aspect D sign	Y Y/Y G	To signal BS.54 at R. To signal BS.54 at Y or Y/Y. To signal BS.54 at Y/Y or G.
BS.54	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 signal BS.56 at R. To signal BS.56 at Y or Y/Y. To signal BS.56 at G. To Branch line signal BS.64 at R. To Branch line signal BS.64 at Y, Y/Y or G.
BS.56	4 Aspect with left-hand Junction Indicator and Subsidiary "C" D sign  (See note at end of list)	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator  Subsidiary "Off" with letter "C" without Junction Indicator Y with Junction Indicator  Subsidiary "Off" with letter "C" with Junction Indicator	To signal BS.58 at R. To signal BS.58 at Y. To signal BS.58 at Y/Y or G.  Along Up Main to platform stop board illuminated (line occupied). To Up Passenger Loop signal BS.66 at R. To Up Passenger Loop to platform stop board illuminated (line occupied).
BS.58	4 Aspect with left-hand Junction Indicator and Miniature Yellow on left D sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator  Miniature Y	To signal BS.60 at R. To signal BS.60 at Y. To signal BS.60 at Y/Y or G. To Up Passenger Loop signal BS.68 at R.  To Up Loop or Up siding.
BS.60	4 Aspect D sign	Y Y/Y G	To signal U.30 at R. To signal U.30 at Y. To signal U.30 at Y/Y or G.
<b>Branch (Up direction)</b>			
BS.62	2 Aspect with right-hand Junction Indicator D sign	Y without Junction Indicator  Y with Junction Indicator	To Branch signal BS.64 at R, Y, Y/Y or G.  To Up Main signal BS.56 at R, Y, Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BISHOP'S STORTFORD—continued</b>			
BS.64	4 Aspect with Subsidiary "C"	Y ... ..	To Up Passenger Loop signal BS.66 at R.
		Y/Y ... ..	To Up Passenger Loop signal BS.66 at Y.
		G ... ..	To Up Passenger Loop signal BS.66 at Y/Y or G.
	(See note at end of list)	Subsidiary "Off" with letter	To Up Passenger Loop to platform Stop board illuminated (line occu- pied).
<b>Up Passenger Loop</b>			
BS.66	4 Aspect with right-hand Junction Indicator with Miniature Yellow on left D sign	Y without Junction In- dicator	To Up Passenger Loop signal BS.68 at R.
		Y/Y without Junction In- dicator	To Up Passenger Loop signal BS.68 at Y.
		G without Junction In- dicator	To Up Passenger Loop signal BS.68 at Y/Y or G.
		Y with Junction Indicator	To Up Main signal BS.60 at R.
		Y/Y with Junction In- dicator	To Up Main signal BS.60 at Y.
		G with Junction Indicator	To Up Main signal BS.60 at Y/Y or G.
		Miniature Y ... ..	To Up Loop or Up siding.
BS.68	4 Aspect ... .. D sign	Y ... ..	To signal U.30 at R.
		Y/Y ... ..	To signal U.30 at Y.
		G ... ..	To signal U.30 at Y/Y or G.
<b>Down Main Line</b>			
R—BS.53	3 Aspect ... ..	Y ... ..	To signal BS.53 at R.
		Y/Y ... ..	To signal BS.53 at Y.
		G ... ..	To signal BS.53 at Y/Y or G.
BS.53	4 Aspect ... .. D sign	Y ... ..	To signal BS.55 at R.
		Y/Y ... ..	To signal BS.55 at Y.
		G ... ..	To signal BS.55 at Y/Y or G.
BS.55	4 Aspect with right-hand Route Indicator at 45° and 90° and Subsidiary "C" D sign  (See note at end of list)	Y without Junction In- dicator	To signal BS.57 at R.
		Y/Y without Junction In- dicator	To signal BS.57 at Y.
		G without Junction In- dicator	To signal BS.57 at G.
		Subsidiary "Off" with letter "C"	Along Down Main with line occupied to rear of signal BS.57.
		Y with 45° Junction In- dicator	To Up Main signal BS.61 (Down direction) at R or to stop sign in rear (illuminated).
		Subsidiary "Off" with letter "C" and 45° Junction Indicator	To Up Main to platform stop sign (illuminated) (line occupied).

Continued on page 17

Signal. No.	Type of Signal	Proceed Aspect	Application
<b>BISHOP'S STORTFORD—continued</b>			
<i>BS.55 Continued from page 16</i>		Y with 90° Junction Indicator  Subsidiary "Off" with letter "C" and 90° Junction Indicator	To Up Passenger Loop signal BS.63 at R or stop sign in rear (illuminated). To Up Passenger Loop to platform stop sign (illuminated) (line occupied).
BS.57	Aspect with right-hand Junction Indicator D sign	Y without Junction Indicator G without Junction Indicator G with Junction Indicator	To signal BS.59 at R. To signal BS.59 at G. To Braintree Branch.
BS.59	2 Aspect D sign	G	To Stansted Down Distant signal "On" or "Off."
<b>Up Main Line (Down direction)</b>			
BS.61	3 Aspect D sign	Y G	To Down Main signal BS. 59 at R. To Down Main signal BS. 59 at G.
<b>Up Passenger Loop (Down direction)</b>			
BS.63	3 Aspect with 2-way Route Indicator D sign	Y with Indication M G with Indication M G with Indication B	To Down Main signal BS.59 at R. To Down Main signal BS. 59 at G. To Braintree Branch.
Existing semaphore signals retained			
Branch	Up Distant		To signal BS.62 at R or Y.
Down Main	Miniature Semaphore London end of Down Platform		To Down Yard or Down Siding to signal at connection siding to Up Main or Up Main signal to BS.58.
Down Yard	2-Arm Miniature	Top Arm Lower Arm	To sidings and shed lines. To Down Main to BS.57.
Down Refuge	Miniature signal with 5-way route indicator	Arm off Indication US Arm off Indication L Arm off Indication PL Arm off Indication M Arm off Indication DS	To Up Siding. To Up Loop. To Up Passenger Loop. To Up Main. To Down Siding.

Note :—" Stop " signs are erected at 300 feet and 170 feet from the country end of the Up Main and Up Passenger Loop platforms at Bishop's Stortford.

Drivers of trains terminating at Bishop's Stortford in either the Up or Down direction must bring the train to a stand at the sign illuminated and after doing so, must not move forward until either the signal ahead has been cleared, or they are advised to do so by the Station Master or Station Inspector.

## APPENDIX

## GROUND FRAMES

**COZENS SIDING (Southbury Line Ground Frame "A")**

2-lever Ground Frame controlling connection between Down line and Cozens Siding. Divided track circuit control.

**SOUTHBURY SIDINGS (Southbury Line Ground Frame "B")**

5-lever Ground Frame controlling Signals D.9, U.11 and connections between Up line and Up and Down sidings, also trailing crossover between Up and Down lines. Controlled by track circuits.

**CARTERHATCH LANE (Southbury Line Ground Frame "C")**

18-lever Ground Frame controlling Signals D.11, U.12 and connections between Up line and Up sidings and between Down line and Down sidings, also trailing crossover between Up and Down lines. Controlled by track circuits.

**TURKEY STREET (Southbury Line Ground Frame "D")**

2-lever Ground Frame controlling Signal U.13 and connection between Up line and Up siding. Controlled by track circuits.

**PARK LANE LEVEL CROSSING (Southbury Line Ground Frame "E")**

3-lever Ground Frame controlling Signals D.13, U.14B and level crossing gates. Controlled by track circuits.

**THEOBALDS GROVE (Southbury Line Ground Frame "F")**

2-lever Ground Frame controlling Signal U.14 and connection between Up line and Up sidings. Controlled by track circuits.

**THEOBALDS GROVE (Southbury Line Ground Frame "G")**

3-lever Ground Frame controlling Signals D.13, U.14 and trailing crossover between Up and Down lines. Controlled by track circuits.

**CHESHUNT. WINDMILL LANE LEVEL CROSSING**

3-lever Ground Frame controlling level crossing gates. Controlled electrically from Cheshunt signal box.

**TURNFORD SIDING**

1-lever Ground Frame controlling connection between Down line and Turnford siding. Divided track circuit control.

**BROXBOURNE STATION (Ground Frame "A")**

2-lever Ground Frame controlling connection between Up Goods Loop and Siding No. 4. Controlled electrically from Broxbourne Station signal box.

**BROXBOURNE STATION (Ground Frame "B")**

3-lever Ground Frame controlling country end facing crossover between Up and Down Main lines. Controlled electrically from Broxbourne Station signal box.

**PARNDON SIDING (Harlow Ground Frame "A")**

1-lever Ground Frame controlling connection between Down Main line and Parndon siding. Divided track circuit control.

**HARLOW TOWN (Harlow Ground Frame "B")**

5-lever Ground Frame controlling facing end trailing crossovers between Up and Down Main lines. Controlled electrically from Harlow Mill signal box.

**HARLOW TOWN (Harlow Ground Frame "C")**

2-lever Ground Frame controlling connection between Parcels siding and Up Passenger Loop. Controlled electrically from Harlow Mill signal box.

**HARLOW TOWN (Harlow Ground Frame "D")**

4-lever Ground Frame controlling connection between Parcels siding and Down Main line. Controlled electrically from Harlow Mill signal box.

**HARLOW MILL (Harlow Ground Frame "E")**

3-lever Ground Frame controlling facing crossover between Up and Down Main lines. Controlled electrically from Harlow Mill signal box.

**TWYFORD LEVEL CROSSING (Bishop's Stortford Ground Frame "A")**

2-lever Ground Frame controlling level crossing gates. Controlled electrically from Bishop's Stortford signal box.

**BISHOP'S STORTFORD (Ground Frame "B")**

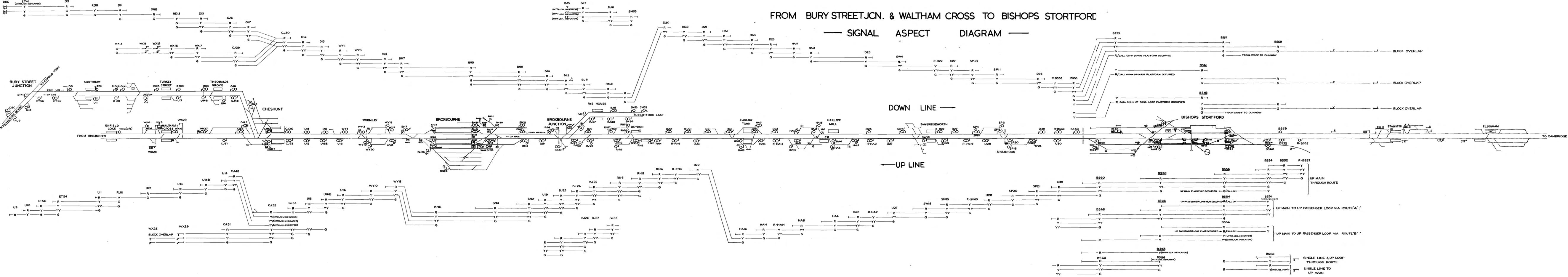
3-lever Ground Frame controlling outlet connection from Up Loop to Up Passenger Loop. Controlled electrically from Bishop's Stortford signal box.

**BISHOP'S STORTFORD (Ground Frame "C")**

3-lever Ground Frame controlling connection between Up Passenger Loop and Turntable siding. Controlled electrically from Bishop's Stortford signal box.

**BISHOP'S STORTFORD (Ground Frame "D")**

2-lever Ground Frame controlling connection between Down Main line and Down siding at country end of station. Controlled electrically from Bishop's Stortford signal box.



FROM BURY STREET JCN. & WALTHAM CROSS TO BISHOPS STARTFORD

SIGNAL ASPECT DIAGRAM

DOWN LINE →

← UP LINE

SINGLE LINE & UP LOOP THROUGH ROUTE  
SINGLE LINE TO UP MAIN