

For the information of Railway Staff only.

G. E. Manser Esq



British Rail

No.2A

Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

MONDAY 13 JANUARY 1969

between

PICKETT'S LOCK AND
CHESHUNT JUNCTION

York
December 1968

MO42/50864

F.J. Burge
Movements Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN PICKETTS LOCK AND CHESHUNT JUNCTION—RESIGNALLING

Between 14 00 hours Saturday 11 January and 05 00 hours Monday 13 January, Ponders End, Enfield Lock and Waltham Cross signal boxes will be abolished. Enfield Lock Level Crossing will be operated by a Crossing Keeper from the former signal box. The existing semaphore signalling between Picketts Lock and Cheshunt Junction will be replaced by colour light signalling with full track circuiting.

Certain existing colour light signals will be abolished, altered in form or renumbered.

The new signalling will be controlled by Picketts Lock, Brimsdown and Cheshunt Junction signal boxes and the Track Circuit Block Regulations will apply between these signal boxes.

Alterations to existing signalling

Picketts Lock Up Main Home signal No. PL29 will be fitted with a diamond sign and will be renamed Up Main Second Home. The Up Main Inner Distant signal (formerly Ponders End Up Main Starting signal) will become Picketts Lock Up Main First Home signal, PL30.

Cheshunt Junction existing Up Main line signal No.CJ51 will become a 4 aspect signal.

Ground Frames

New ground frames will be brought into use as follows:—

Ponders End Ground Frame "A"

Five lever ground frame, released by Picketts Lock signal box and ground frame lever A1, controlling the new trailing crossover between the Down and Up Main lines, situated between signals D9B and U10.

Ponders End Ground Frame "B"

Three lever ground frame, released by Picketts Lock signal box and ground frame lever B1, controlling the existing trailing connection from Down Main to Gas Works Sidings.

Ponders End Ground Frame "C"

Three lever In Section ground frame, released by ground frame lever No. C1 controlling the existing trailing connection from Up Main to Up Sidings.

Brimsdown Ground Frame

Three lever ground frame, released by Brimsdown signal box, controlling the new facing connection from Up Reception line to Siding.

Waltham Cross Ground Frame

The existing two lever ground frame will become a three lever In Section ground frame released by ground frame lever No.1.

General

Brimsdown signal box will be in use by the Signal and Telegraph Engineer during the period of this work and a temporary block post, situated on the Down Platform, will control train movements and supervise the working of the Station level crossing, by Handsignalmen.

A description of signals is included in this notice and a diagram which illustrates the revised signalling, is attached.

During the period of the work, points and signals will be disconnected and drivers will be hand-signalled as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

PL = Picketts Lock BD = Brimsdown CJ = Cheshunt Junction

DOWN DIRECTION RUNNING SIGNALS

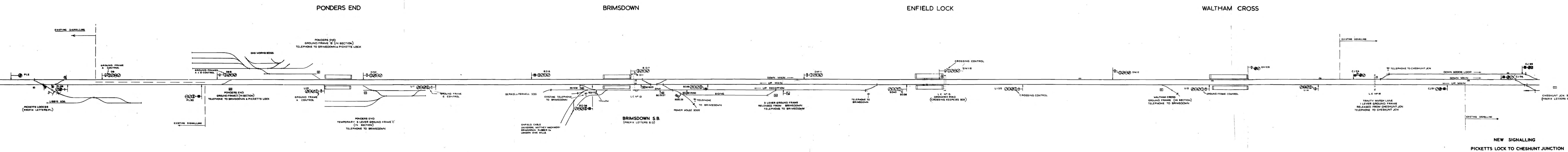
| No. | Location | Aspect M = Main S = Sub | Application to or towards |
|-----------------------|-----------|-------------------------------|---------------------------------------|
| PL2 (Existing Signal) | Down Main | M | D9 Semi-Auto. |
| D9 | Down Main | M | D9B Semi-Auto. |
| D9B | Down Main | M | D9C Auto. |
| D9C | Down Main | M | BD6 |
| BD6 | Down Main | M | BD7 |
| BD7 | Down Main | M S | DM11 Auto. Down Main to Up Sidings |
| DM11 | Down Main | M | DM11B Semi-Auto. |
| DM11B | Down Main | M | DM12 Auto. (formerly WX15) |
| DM12 | Down Main | M | DM12B Auto. (formerly WX16) |
| DM12B | Down Main | M | CJ24 (existing signal) |

UP DIRECTION RUNNING SIGNALS

| | | | |
|-------------------------|---------|--------|---|
| CJ 51 (existing signal) | Up Main | M | U14 Auto |
| U14 | Up Main | M | U13 Semi-Auto. |
| U13 | Up Main | M | U13B Semi-Auto. |
| U13B | Up Main | M | BD40 |
| BD40 | Up Main | M S | BD39 Up Main to Up Reception line |
| BD39 | Up Main | M | BD38 |
| BD38 | Up Main | M | U11 Semi-Auto. |
| U11 | Up Main | M | U10 Semi-Auto (formerly PE35 search light signal) |
| U10 | Up Main | M | PL30 (formerly PE34) |
| PL30 | Up Main | M | PL29 (existing signal) |

POSITION LIGHT SHUNTING SIGNALS AT BRIMSDOWN

| No. | Location | Route Indication | Application to or towards |
|-------|-------------------|------------------|------------------------------------|
| 15/18 | Up Main | X | Along Up Main towards 19/23 signal |
| | | S | Siding |
| 17 | Siding | — | Up Main |
| 19/23 | Up Main | D | Down Main |
| | | S | Up Sidings |
| 26/27 | Spur | X | Up Reception line Limit of Shunt |
| | | S | Up Sidings |
| 32/33 | Sidings | S | Spur |
| | | U | Up Main |
| 29/30 | Up Reception line | S | Spur |
| | | U | Up Main |



- YELLOW ASPECT DOUBLE LINE
- GREEN ASPECT INDICATES
- YELLOW ASPECT ASPECT NORMAL
- RED ASPECT DISPLAYED
- CONTROL BY IN-SECTION GROUND FRAME OR LEVEL CROSSING.
- WITH JUNCTION INDICATOR.
- SEARCHLIGHT COLOUR LIGHT SIGNAL WITH ROUTE INDICATOR.
- SEARCHLIGHT COLOUR LIGHT SIGNAL WITH ADDITIONAL YELLOW ASPECT.
- AWS. INDUCTORS. TELEPHONE.
- LIMIT OF SHUNT.
- GROUND FRAME. POSITION LIGHT GROUND SHANTING SIGNALS. WITH 2 WAY ROUTE INDICATOR.
- PORTION LIGHT SUBSIDIARY SIGNALS.

NEW SIGNALLING
PICKETTS LOCK TO CHESHUNT JUNCTION