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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NEW SIGNALLING BETWEEN BROXBOURNE JUNCTION (INCLUSIVE), ROYDON (INCLUSIVE) AND HERTFORD EAST (INCLUSIVE) and above the control of the control

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.

Absolute Block Working between Rya House,

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

Disc Signal No. 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.

Postion 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.

Between Branch platform line and Branch platform line to Dock siding or donate 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. and modaled domains meeting meeting 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.

Between Up Main line and Branch Up Main line to Branch to signal SM.30

Down Main and of country end cross- Down Main line to Up Hain line to

to the set on a set of the set of

SUNDAY, 17th JANUARY, 1960. Processore of country end crossover

or to No. 1 Up siding.

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.

only in 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 Main line to No. 40 disc 5 xod langis

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: —

od language when	noithe placed to Danger or Caution as to	COL (be clour light running a gnals		
	Between Nos. I and 2 sidings	No. I siding to Branch platform line to No. 19 disc or to Up Main line to signal SM.35.		
ai.	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.		
TO IS SONEWALL BARIL	At connection from Nos. 1 and 2 sidings to Branch platform line	Nos. 1 and 2 sidings to Branch platform		
en "On" aspect.	Between Branch platform line and adjacent siding	Branch platform line to Dock siding or to Branch siding or along Branch platform line.		
en cleared may be 82	Between Branch platform line and adjacent siding	Dock siding or Branch siding to Branch platform line to signal SM.31.		
place must always 41 h Rule 35 (b) (i) and	Between Up Main line and Branch platform line	Branch platform line to Nos. I or 2 Up sidings or to No. I 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 cross- over	Down Main line to Up Main line to signal SM.35 or set back along Down Main line to No. 41 disc.		
d Up Branch Distan	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.		
ter Rya House Down	Down Main end of London end cross- over	Down Main line to Up Main line to signal SM.36.		
Valley elduch ells (E Warets dussers)	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 mon remark 25	Up Main end of connection Up Main to London end Up siding	Main line to No. 40 disc or to London end Up siding.		
52, wi on displaying	ht into use at Ware (Stage 2) signal SM: in Distant signal "Oo " or "On."	Until the new signalling is broug Green aspett, will apply to Ware Dov		
Dow : Distant signs	rejected with be a placed by a colour Hein	The substitute Valent Down District		

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 locometives 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 2 and a succession of the succession of	Application (when cleared)
www.migMigitaloo in Total	e siding No. 3 and Carriage siding T	36 Jack start med 36 Jack seen Carriag Branch line
4 4 4 4 4 4 4 4	London end of platform, Up side of Single line	Single line to Up sidings.
es must not pass this vers sion possession (f.)	Between Single line and Up sidings (country end)	Up sidings to Single line to signal WA.17.
HERTFORD EAS	Tr and dansas	Dutte le Branch II
iage.Washer siding.	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
re reaching the next	line concerned may be occupied before	Down platform No. I via Down Main.
SIWEK EKO	At Hertford end of London end trailing crossover	Down Main to Up Main to signal HE.42.
42		Set back along Up Main to No. 16 disc or to Down Goods sidings.
with the exception of als prefixed by in this	At Goods sidings end of connection Up Main/Down Goods sidings	Down Goods sidings to Up Main to signal HE.42.
Brysting de intripo latter carrying Brox- e signals and will also	Between Up Main and Carriage Washer siding (with route indicator)	With indication M—Down siding or Dock or Down platform No. I or Centre siding or Up platform No. 2. With indication S.I—Carriage siding No. I.
on. Discassion of signal U.15	rignals respectively for Broxbourne function in brought into userine aparent Up First Home signal.	No. 2. With indication 5.3—Carriage siding
itarting signal to join	yourly track circuited from Roydon Up	With indication B—Branch.

Disc Signal No.	Location v e unos for	Application (when cleared)
ion of Hertford East	Vare and Heriford East with the except be abolished and the nevbeunitnoon ether with automatic stop signal 0.22 by	The existing running signals at Branch Up Distant and Home signals will Instruction will be brought into use tog
	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.I—Carriage siding No. 1.
led by track circuits.	remain and Concrete Utilities siding Gressed by Sykes key, will in future be control to the Shown in the Appendix to this Instru	With indication 5.3—Carriage siding
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 25	Between Dock and Down siding V. J. J. Lee connection at Hertford East between	Dock to Down Main to No. 3 disc or to Up Main to signal HE.42 or to Carriage Washer siding.
rriege Washer sic es ine to Nos. 4, 2 and 3		
32	Between Carriage sidings Nos. I and 2	Carriage siding No. 1 to Up Main to signal HE.42 or to Carriage Washer siding.
(when cleared) 76	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.
8E	Between the Up siding (to Waterworks and Spur siding) end 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."
Main to No. 4 disc	Outside Branch line out of the long of the	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 3.1 main end of connection up Set Back along Up Main to Branch 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.

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.

The Down Main line track circuiting will be extended to a point approximately 200 yards ahead of signal BJ.6.

The Up and Down Branch lines will be continuously track circuited.

Rye House signal box together with all signals worked therefrom will be abolished. The Up sidings at the country end of Rye House, together with the connections to the Up and Down lines will be abolished. The new Rye House Ground Frames "A" and "B," shown in the Appendix to this Instruction, will be brought into use.

Absolute Block Working will be retained on the Down Main line between Broxbourne Junction and Roydon.

Absolute Block Working will be dispensed with on the Up Main line between Roydon, Broxbourne Junction and Broxbourne Station and on the Down Main line between Broxbourne Station and Broxbourne Junction and trains will be described by bell.

Absolute Block Working will be dispensed with on the Hertford Branch and trains will be described by bell between Broxbourne Junction and St. Margarets.

STAGE 4.

To signal BJ.5 at Y/Y or G

SUNDAY, 14th FEBRUARY, 1960.

The existing running signals at Roydon with the exception of the Down Intermediate Block Home signal will be abolished and the new signals prefixed RN in this Instruction will be brought into use.

In addition, a new 4 aspect colour light signal U.22 will be brought into use on the Up Main line about 1,200 yards to the rear of signal R-RN4 (Roydon Up Main Inner Distant). Until further notice the first-named signal will display double yellow and green aspects only and will act as Up Main Outer Distant for Roydon.

Roydon Down Intermediate Block Home signal will be abolished at a later date and until then the new signals RN.20 and RN.25 will apply as follows:—

Application

Application

On "

Down Intermediate Block Home signal "On"

The second of the second o

The Up Main line will be continuously track circuited from Burnt Mill Up Main Starting signal and the Down Main line to a point 440 yards in advance of the Down Intermediate Block Home signal.

Absolute Block Working will be abolished on the Up and Down Main lines between Broxbourne Junction and Roydon and on the Up Main line between Burnt Mill and Roydon and trains will be described by beli.

Absolute Block Working will be retained on the Down Main line between Roydon and Burnt Mill. 2.18 Isrgiz of Y Aspect with Miniature Y Y Aspect with Miniature Y

LIST OF RUNNING SIGNALS

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

A Aspect with a word of the state of the sta

Down Main signal Bl.6	thout Junction Indi- To I	(so			
Signal No. 36 C	Type of Signal	Proc	eed A	spect	Application
BETWEEN BRO	XBOURNE JUNCTIO	N AND	BRC	XB0	To signal BN.2 at R. To signal BN.2 at Y or Y/Y. To signal BN.2 at Y/Y or G.
BROXBOURNE Y Y 18 8 18 Israel Up line	oT .	Y Đ			BJ.7. 3 Aspect D sign
BJ.25: as 68.M2 leng. • 3 as 68.M2 lengi • 3 as 68.M2 lengi		Y Y/Y G Miniature	 . Y		To signal BJ.24 at R To signal BJ.24 at Y or Y/Y To signal BJ.24 at Y/Y or G To C.E.A siding.

Signal No.	Type of Signal	Proceed Aspect	Application
aboushed. The Up	WOLKER TRELETION AND DA	MERCELLER WITH HIS SITER	d himer summit av 9
Up and Down lines in the Appendictor	no charactions to the	of Rye House, together was Rye House Cround Fra	sidenes at the country ent
BROXBOURNE	JUNCTION—continue	ought into use. b	this Instruction, will be b
Up Line—continu	e Down tisin line between	ought into use. b rking wall be recained on th	Absolute Block We
		rking will be dispensed with the dispensed will be dispensed by	obusing Block W.
	D sign led yd i	all beat somewhat desdiffe	To signal BJ.23 at R. To signal BJ.23 at Y or Y/\ To signal BJ.23 at Y/
and trains will be	ich on the Hertford Brand Margaret	breing will be dispensed with Brostowine Junction and	or G. stilled A. Carlos
BJ.23	4 Aspect D sign	Y	To signal U.19 at R. To signal U.19 at Y or Y/Y To signal U.19 at Y/Y or C
Jatermediate 82.18 tion will be brough	4 Aspect 101011dx9 o.l D sign that no MR beauter	M.w. goby all Ja Manga all	To signal BJ.27 at R.
e on the Up Main line	1.22 will be brought into us	tengis adgit right signal	or G.
	L) sign	isplay do uble y ellow up (To signal BJ.26 at R. To signal BJ.26 at Y. To signal BJ.26 at Y/
r date and uptH the		mediate Block Hume signa d RN.25 will apply as folic	or G. C. and of
ВЈ.26	4 Aspect 101,531 do D sign 32 amort spoid sar	Aspect Y	To signal BJ.23 at R.
e Block Home signal.	e of the Down Internediat	vill se continuously track of a point 440 yards in advan	or G.
Down Line	reen Burnt Mill and Royal	rking will be abolished on to	Altsalute Block Wo
DOWN LINE		Carriage	uescribed by bethe under-
BJ.4	4 Aspect with Miniature Yellow on right D sign	Y/Y G Minlature Y	To signal BJ.5 at R. Mud To signal BJ.5 at Y. To signal BJ.5 at Y/Y or C To C.E.A. siding.
BJ.5	4 Aspect with left hand Junction Indicator	Y without Junction indi-	To Down Main signal BJ.
	Double Ve ngiz C	Y/Y without junction Indicator	To Down Main signal BJ. at Y.
		G without Junction Indi- Cator	To Down Main signal BJ. at Y/Y or G.
noitsoilgaA.	n seriesand danger Aspendan	Y with Junction Indicator	To Down Branch signs
HOITAT	ND BROXBOURNE	Y/Y with junction indi- cator	To Down Branch sign. BJ.7 at Y or G.
B j.6	4 Aspect D sign	Y Y/Y ::: ::: ::: :::	To signal RN.21 at R. To signal RN.21 at Y.
SHEET BN. Z & R. TUS	POT F.	G	To signal RN.21 at G.
6J.30 3 5 1.8 4 18.1	3 Aspect	YY come in some	To Down Main signs
signal BI/2 at Y G.	D sign	ේ_,	RN.21 at R. To Down Main signs RN.21 at Y or G.
Вј.7	3 Aspect D sign	¢ Mons	To signal BJ.8 at R. To signal BJ.8 at Y, Y/ or G.
gnal BJ.24 at R 8.18 gnal BJ.24 at y or stepal BJ.24 at y	4 Aspect D sign	heet wijth Ministere DYY blow ealeft a YJY ea	To signal SM.53 at R. 70 Signal SM.53 at Y.
G. C.E.A. steling.	10 181	a C. American	1 4 5181100 01 1000 00 0.

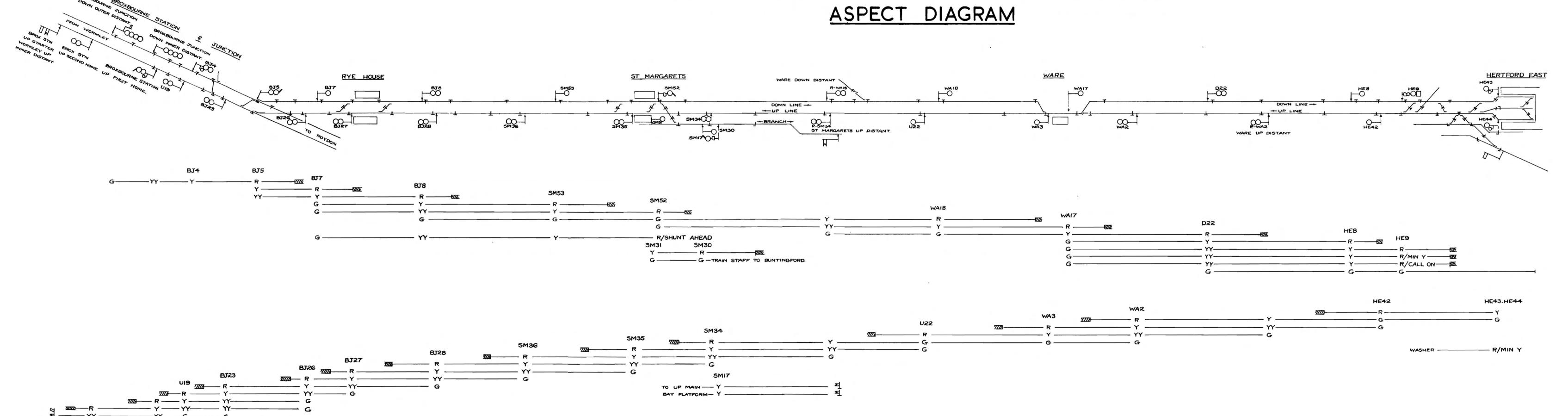
Signal No.	Type of Signal	Proceed Aspect	Application giz
ROYDON		bet bette	ST. MARGARETS -confi
Up Line		and the second second	Up Line-continued
	2 Alamanta	V	
136 at 1.	3 Aspect (Roydon Up Inner Dis-	Y/Y	To signal RN.4 at R. To signal RN.4 at Y.
goal SML46 at Y,Y	tant)	.G a	To signal RN.4 at Y/Y or G.
RN.4 4 6 7 7 18 16.	4 Aspect	Y Y Y 10	. To signal RN.5 at R with
oal 8) 20 at Y. goal 8] 25 at Y.	Disign		signal R—RN.5 "On." To signal RN.5 at Y with
Ġ.	70		signal R-RN.5 "Off."
IV Platform.	thour junction in- To B	wich Subsidiary V. Wi	To signal RN.5 at Y/Y or AG with signal VIM2
A service of the serv	1033	nain post : did	R—RN.5 "Off."
R—RN.5	Banner repeater	Off	To signal RN.5 at Y, Y/Y
Branch Hnc to . 18 disc signal.	fiary "Off Alon	Subsi	or G.
RN.5	4 Aspect with Miniature	. у	To signal RN.6 at R.
gnal SM.S7 ac R.	e cYellow on left	Y/Y	To signal RN.6 at Y.Z.MZ
enal SMLS at G			To signal RN.6 at Y/Y or G.
mal & -WAJs at Y	thour junction in- To a	Miniature Yalan jiw sa	. To Up Goods Loop occu-
gnal Si 1.30 av. R or G	ntor Injunction indicator To si	tion indicator and Living	and pled or clear.
RM.6 no biswick.	4 Aspect w. 10.	tallud raog.	To signal Bl.25 at R.
cessary for shunting	SID 21811 Diametria algidi. 19.		To signal BJ.25 at Y or Y/Y.
rposes.		G	To signal BJ.25 at Y/Y or G.
2 E SM.30 åF R.	ZOT - Yanga arrests	, Y to	or G. To Up Main signal BJ.25
			at R.
ardock Down Distant na! " Offs", gr; " On."		G	To Up Main signal BJ.25
The same same	O drgii	Seminary of the	at Y, Y/Y or G.
Down Line	8	RETS AND WARE	BETWEEN ST. MARGA
RN.21	3 Aspect with Miniature		To signal RN.20 at R.
ignal R- SM34 at Y	Yellow on left	G	To signal RN.20 at Y or G. To Down Goods Loop
Y or G.	y sign	rinnature bijsmo.DA j.	occupied or clear.
RN.20	3 Aspect	Y a white testing .	To signal D.20 at R.
	D sign	G	To signal D.20 at Y/Y
	36	Mala G with Indic	or G. and and quan
gnal VVA.2 at 22.NS ignal VVA.2 at Y.	3 Aspect	YYSabinaryc. 33	To signal D.20 at R. To signal D.20 at Y/Y
signal WA.2 at Y/Y	oT .	5	or G.
6.2.1			
ST. MARGARETS	z oT .		WA.Z
Up.line a.AVV lang	oT .		office the stand
	3 Aspect	YY 104	To signal SM.34 at R.A.V.
ignal U.ZZ at U.	 (St. Margarets Up Main Distant) 		To signal SM.34 at Y. To signal SM.34 at Y/Y
			or G. or G.
SM.34s 81.AW lang.	4 Aspect	YY	To signal SM.35 at R.—A
gna, WA.18 at Y	Disign	ve Down Distant) YYY	To signal SM.35 at Y.
ignal WA 18 at G	2 C	G	To signal SM.35 at Y/Y

Signal No. AA	Type of Signal	Proceed Aspect	Application als
ST. MARGARETS	—continued		коуром
Up Line—continu	ed		Up Line
tool SN.4 at R 25.MS gnai RN 4 at Y. Ignai RN.4 at Y.Y	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.
rnal RN.5 at BEME ral R -RN.5 "On." gnal RN.5 at Y with ral R -RN.5 "Off." gnal RN.5 at YY or	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 langie driw.	2 Aspect with Subsidiary	Y without Junction I	n- To Bay Platform.
gnal RN:5 at Y, Y	on main post D sign	dicator Y with Junction Indicate Company of the Com	To Up Main signal SM.35 at R, Y, Y/Y or G. Along Branch line to
Down Line			No. 18 disc signal.
SM.53 ts a/9 ls	3 Aspect	Y Y Y Y	To signal SM.52 at R To signal SM.52 at G.
in, Goods, Loop 23.M2 and or clear. gnal BJ.25 at R. ignal BJ.25 at Y. Y. ignal BJ.25 at Y. ignal BJ.25 at Y. Y.	Diamond sign	G without Junction I dicator Y with Junction Indicate Subsidiary "Off" with letter "S"	Y/Y or G.
G.	3 Aspect	Y GY,	To signal SM.30 at R To signal SM.30 at G.
R 08.M2 Up Main signal 8J.25 Y, Y/Y or G.		G	To Mardock Down Distant signal "Off" or "On."
BETWEEN ST. M	ARGARETS AND WA	RE	Down Line
gnal RN.29niJ.qU		t Miniature Y	RN.2! 3 Aspec
gnal RN.20 åt Y or G Down "Goods 22:U c cupled or clear.	2 Aspect Automatic	GM	To signal R—SM.34 at Y, Y/Y or G.
gnai D.20 at 37AW signal D.20 at YY G. anil qU	ol		RN.20 3 Aspect
R—WA.2 C I lean	(Ware Up Distant)	Y 9 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.
ignal SM.34 at E.AW Ignal SM.34 at Y. Signal SM.34 at Y. Signal SM.34 at Y.	Disign	argarets Un Main YD	To signal U.22 at R To signal U.22 at G.
ignal SM. 81.AW—A Ignal SM.35 at Y. Signal SM.35 at Y.	3 Aspect (Ware Down Distant)	YY	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
		(Country end crossover). urne junction Lever 10.	Released by Broxbo
BETWEEN ST.	MARGARETS AND WA	RE—continued Proved	Allocation o
Down Line—con	ntinued	ORT COMPLETE	STOR
WA.18	3 Aspect D sign	Condemend mossouer and missioner and mission and mission to the contract of th	To signal WA.17 at R. To signal WA.17 at Yor G.
WA.17	3 Aspect D sign	uch leven grand Mark (R. Der nts-Sidnigs Ub Mark (R. Der tch lever. ssover (Release lever 9).	To signal D.22 at R. To signal D.22 at Y, Y/) or G.
BETWEEN WA	ARE AND HERTFORD E		
Down Line		ever 8. f Levers.	Released by Ware L Allocation o
D.22		G go ægnioteest	To signal HE.8 at R. To signal HE.8 at Y. To signal HE.8 at G.
HERTFORD EA		rame Mend Lane Rublic le d Base River 108 - 2 d 8 f Levers.	nekifORURES overleader Refessor overleader Allocation o
Up Line	PRINCE HER	FIRST CONT.	
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.
⊣E.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" Mniature Y with Indica- tion "D"	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").
			W. G. THORPE

	APPEND	X		
Aspect Type Deplication	GROUND FR	RAMES	Туре	Signal News
RYE HOUSE "A" Frame (Country en Released by Broxbourne Junction				
ST. MASS Allocation of Levers, be	RE-continue	TS AND WA	ARGARE	BETWEEN ST. M
Up Line—contin 2—Switch lever. 2—Crossover.				Down Line-conti
RYE HOUSE "B" Frame (London end Released by Broxbourne Junction Allocation of Levers.	crossover and levers 9 and 29	siding connection.	on).qeA C	gnal SM.36 at AW gnal SM.36 at AW Ignal SM.36 at AM G.
Heles He	1 7	se lever 29).	Aspect Sign	gna. BJ 28 as KI.AW gnal BJ 28 at Y. gnal BJ 28 at Y.
WARE "B" Frame (Country end conne Released by Ware Lever 8.	ection to siding	HERTFORD.	E AND	BETWEEN WAR
Allocation of Levers.				Pawn Line
A 16-8-3H Is 1—Switch lever. Year 8-3H Is 2—Points—Sidings/	Up Main.	Automatic yrai	4 Aspect	D.22
HERTFORD EAST "A" Frame (Mead Released by Hertford East Lever		vel crossing).		mai SM.52 of R.
Allocation of Levers.			0.0	HERTFORD EAS
1—Switch lever. 2—Gate locks,	or and G wf		In- To vi	DP Black-Vanis
7 'yrsibiadus signal HE.42 at R	on Y with	JUNEAR WAR	Yellow	rnal SP4.30 at R260 of The world on Scow Is line only as far a essary for shincing poses
To signal HE.42 at R. E.412 at G. E.412 at	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	with Miniature on left sign	3 Aspect	HE.45 at 01 1918 left graf for the Co.
rm " Off " To Up Main line,	Semaphore ar	0	Semaphor	Off or Span
WELLS TO BELLS OF THE STATE OF	G SKAW D		2 Aspect D sign	HE.42
Up Line				Down Line
tamotuA 139776 Signal HE:9 at R. SS.U. To signal HE:9 at G.	G Y		3 Aspect D sign	gra (11.34 %a¥
tion I To No. 1 platform line		with 5-way		9.39
tion 2 To No. 2 platform fine		"C" and Mini- ellow on Main	sidiary '	mat WA 2 as R
Off " terrer occupied." Off " terrer occupied. Off " with To No. 2 platform line and Indica- occupied (No. 16 disc	letter 'C'			gnel WA.2 at R. gnal WA.2 at Y. ignal WA.2 at MY G.
with Indica-170 Down slding. CAW	tion 2 "Midiature Y			gnal WA3 at R. Sonal WA3 at Y.
with Indica- To Dock.	'Miniature Y		Tolsi	nal W.5.3 at G. U. anal U.22 at R.
with Indica-170 Carriage siding No. T. 131: 2 or 3 or Branch (No. 16 disc "Off").	Mniature Y v			mat U.22 at G

BROXBOURNE JUNCTION TO HERTFORD EAST



BROXBOURNE JUNCTION TO ROYDON ASPECT DIAGRAM

