

For the information of Railway Staff only.



No.7A

Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS
affecting the working of the line
from

MONDAY 17 FEBRUARY 1969

between

**TEMPLE MILLS WEST, HACKNEY DOWNS,
SOUTH TOTTENHAM STATION JUNCTION,
NORTHUMBERLAND PARK
AND
ANGEL ROAD**

SIGNALLING RECORD SOCIETY

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BETWEEN TEMPLE MILLS WEST, HACKNEY DOWNS, SOUTH TOTTENHAM STATION JUNCTION, NORTHUMBERLAND PARK AND ANGEL ROAD – RESIGNALLING

Between 14 00 hours Saturday 15 February and 05 00 hours Monday 17 February, Copper Mill Junction, Tottenham South Junction and Tottenham Hale Station signal boxes will be abolished. The existing semaphore signalling between Temple Mills West, Tottenham South Junction, South Tottenham Station Junction and Northumberland Park will be replaced by colour light signalling with full track circuiting except that certain semaphore signals at South Tottenham Station Junction will remain.

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

The new signalling will be controlled by Temple Mills West, South Tottenham Station Junction and Northumberland Park signal boxes. The Track Circuit Block Regulations will apply between Temple Mills West and Hackney Downs, South Tottenham Station Junction and Northumberland Park signal boxes.

Alterations to existing signalling

Temple Mills West. A route indicator will be provided to work in conjunction with the subsidiary signal associated with the Up reception line 3 aspect colour light signal No.TW227 (formerly CM39). The route indicator will exhibit the letter "R" when the subsidiary signal is operated to indicate that the line ahead is occupied, (Rule 44A).

The existing Up Main line 3 aspect colour light signal No.T3 will become a 4 aspect signal No.TW215.

Northumberland Park. The existing Up Main 3 aspect colour light searchlight signal No. NP 40 will be fitted with an additional yellow aspect.

Angel Road. The existing Up Main 3 aspect colour light searchlight signal No.AR9 will be fitted with an additional Yellow aspect.

Ground frames

Tottenham Hale Ground Frame 'A'. The existing three lever ground frame, controlling the facing crossover between the Down and Up Main lines, will be released by Temple Mills West signal box.

Tottenham Hale Ground Frame 'B'. The existing three lever ground frame, controlling the trailing connection from Down Main line to Tottenham Down Sidings, will be released by Temple Mills West signal box.

General

Tottenham Hale Down Platform Up Starting signal, No.TW219, will be partly obscured by the signal box and until such time as the signal box is demolished a Handsignalman will be provided.

The facing connection and siding at the country end of Tottenham Hale Down Platform, together with the associated signalling, will not be brought into use on the 17 February and the date of operation will be advised in due course.

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 handsignalled as necessary. Further details will be given in the weekly notice of engineering operations.

DESCRIPTION OF SIGNALS

TW = Temple Mills West

H = Hackney Downs

NP = Northumberland Park

AR = Angel Road

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or towards
TW6 (existing signal)	Down Main	M	—	TW206
TW206	Down Main	M S	— —	TW210 (formerly TS3) Down Goods Loop TW212 (formerly TS6)
TW208	Down Clapton Curve	M	—	TW210
TW210	Down Main	M M	— Position 1	TW216 South Tottenham Station Junction Up home signal
TW212	Down Goods Loop	M M	B M	South Tottenham Station Junction Up home signal TW216
TW216	Down Main	M	—	TW218
TW218	Down Main	M S	— —	D6 Auto Down Siding
D6	Down Main	M	—	NP3
NP3	Down Main	M	—	Northumberland Park Down Main platform starting signal
7	South Tottenham Station Junction Down platform	M M	— Position 4 (on sep- arate right hand off- set bracket post)	Down Barking line starting signal TW223

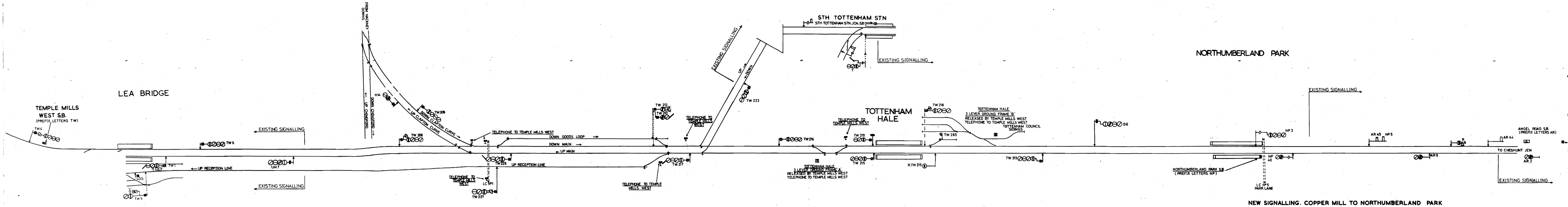
UP DIRECTION RUNNING SIGNALS

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or towards
AR2 (existing signal)	Up Main	M	—	AR9
AR9 (existing signal)	Up Main	M	—	NP40
NP40 (existing signal)	Up Main	M	—	TW213
TW213	Up Main	M	—	TW215 (formerly T3)
TW215	Up Main	M	—	TW217
TW219	Down Main	M	—	Up Main TW217
TW223	Down (from South Tottenham Station Junction)	M	—	Up Main TW217
TW217	Up Main	M M	— Position 1	TW225 Up reception line TW227 (formerly CM39)
TW225	Up Main	M M	— Position 4	UM7 Auto (formerly CM113) Up Clapton Curve H14 (existing signal)
TW227	Up reception	M S	— R	TW5 (existing signal) TW5 (line occupied)

Note: The position numbers quoted in the column headed Route or Junction Indication refer to Rule 35(e).

POSITION LIGHT SHUNTING SIGNAL AT TOTTENHAM HALE

No.	Location	Application to or towards
TW265	Down Siding	Along Down Main towards signal TW219



KEY TO SYMBOLS

⊖	YELLOW ASPECT	} DOUBLE LINE INDICATES ASPECT NORMALLY DISPLAYED
⊕	GREEN ASPECT	
⊙	YELLOW ASPECT	
⊗	RED ASPECT	
⊖	CONTROL BY IN-SECTION FRAME OR LEVEL CROSSING	
⊖	WITH JUNCTION INDICATOR	
⊖	SEARCHLIGHT COLOUR LIGHT SIGNAL WITH ROUTE INDICATOR	
⊖	SEARCHLIGHT COLOUR LIGHT SIGNAL WITH ADDITIONAL YELLOW ASPECT	
⊖	TELEPHONE	
⊖	LIMIT OF SHUNT	
⊖	GROUND FRAME	
⊖	POSITION LIGHT GROUND SHUNTING SIGNALS	
⊖	POSITION LIGHT SUBSIDIARY SIGNALS	