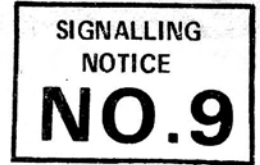


For the information of Railway Staff only.



**Eastern Region**

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 31 MAY 1970**

**between**

**CEMETERY, NEW BARNET**  
**AND POTTERS BAR**

**York**  
**May, 1970**

**MO42/51387**

**F.J. Burge**  
**Movements Manager**

# SIGNALLING RECORD SOCIETY

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

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## BETWEEN CEMETERY, NEW BARNET AND POTTERS BAR : RESIGNALLING

During the period of this work on Saturday and Sunday 30 and 31 May, New Barnet South and Oakleigh Park signal boxes will be abolished. The signal box at New Barnet North will in future be known as New Barnet signal box. The existing semaphore signals operated from Oakleigh Park, New Barnet South and North signal boxes will be replaced by colour light signals. Certain existing colour light signals will be altered in form and renumbered.

Full track circuiting will be provided between Cemetery and New Barnet on the Down Fast and Down Slow lines, and between New Barnet and Oakleigh Park on the Up Fast and Up Slow lines.

The Absolute Block Regulations (and Supplementary Regulations for Intermediate Block Signals where provided) will apply to the Down and Up Fast and Slow lines between Cemetery and New Barnet signal boxes.

The Track Circuit Block Regulations will continue to apply to the Down and Up Fast and Slow lines between New Barnet and Potters Bar signal boxes.

## PERMANENT WAY ALTERATIONS

The Down Goods and Up Goods lines between Oakleigh Park and New Barnet North have been abandoned.

Following upon extensive track remodelling at New Barnet, the following new connections will be brought into use, situated to the South of the Station and controlled from New Barnet signal box:—

- Facing, Down Fast and Down Slow
- Facing, Up Fast and Up Slow
- Facing, Up Slow and Up Fast
- Trailing crossover, Down Fast and Up Fast

The following new connections will be brought into use, controlled from ground frames:—

- Trailing, Down Slow and Down Sidings
- Trailing, Up Slow and Up Sidings

## ALTERATIONS TO EXISTING SIGNALLING

### Cemetery

Cemetery Down Fast Home Semaphore Signal C5 will be fitted with an intensified light.

Cemetery Down Slow Home Semaphore Signal C2 will be fitted with an intensified light, with the Green Aspect blanked out. A two aspect colour light head will be provided below this signal on the same post, capable of displaying Yellow and Green aspects. In future this signal will also act as Distant for the new Intermediate Block Home signal C3, with braking distance of 1105 yards.

### Oakleigh Park

Oakleigh Park Up Fast Home signal OP12, a 4 aspect colour light signal, will become New Barnet Up Fast Starting signal, and will be lettered and numbered NB502. A telephone will be provided communicating with New Barnet signal box.

Oakleigh Park Up Slow Starting signal OP15, a 3 aspect colour light signal, will become New Barnet Up Slow Starting signal, and will be lettered and numbered NB504. A telephone will be provided communicating with New Barnet signal box.

### New Barnet North

New Barnet North Down Fast Starting Signal BN24, a 4 aspect colour light signal, will become an automatic signal and will be lettered and numbered PB515.

New Barnet North Down Slow Starting Signal BN15, a 3 aspect colour light signal, will become an automatic signal and will be lettered and numbered PB513.

### Hadley Wood Station

The existing Up Slow 4 aspect colour light automatic signal US11, will become a 3 aspect colour light automatic signal, capable of displaying Red, Yellow and Green aspects.

## POINTS

Catch points will be provided as follows:—

Line	Position	Gradient Rising
Down Fast	1240 yards before reaching NB507 signal	1 in 200
Down Slow	800 yards before reaching NB505 signal	1 in 200
Down Slow	830 yards before reaching NB509 signal	1 in 200

**GROUND FRAMES**

Ground frames will be brought into use as follows:—

**New Barnet South Ground Frame**

A new 3 lever ground frame, released by New Barnet signal box, controlling the new trailing connection from Up Slow to Up Sidings. A telephone will be provided, communicating with New Barnet signal box.

**New Barnet Middle Ground Frame**

A new 2 lever ground frame, released by New Barnet signal box, controlling the new trailing connection from Down Slow to Down Sidings. A telephone will be provided, communicating with New Barnet signal box.

**New Barnet North Ground Frame**

A new 2 lever ground frame, released by New Barnet signal box, controlling the trailing connection from Down Slow to Dock Sidings. A telephone will be provided, communicating with New Barnet signal box.

**Oakleigh Park Ground Frame**

A new 2 lever ground frame, released by New Barnet signal box, controlling the trailing connection Up Slow to Up Sidings. A telephone will be provided communicating with New Barnet signal box.

**SHUNT LIMITS**

A Limit of Shunt indicator will be provided for the Up Slow line at the North end of New Barnet Station, at a distance of 270 yards from NB508 signal.

**GENERAL**

A description of the signals is included in this notice and a diagram, which illustrates the revised signalling and permanent way layout, is attached. The new connections are shown in heavy type.

A.W.S. track equipment will be provided for all new colour light signals.

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

**DESCRIPTION OF SIGNALS**

C = Cemetery. NB = New Barnet. PB = Potters Bar.

The numbers of semaphore signals are quoted for reference purposes only.

**DOWN DIRECTION RUNNING SIGNALS**

No.	Location or Description	Aspect M = Main S = Sub	Junction or Route Indication	Application to or towards
C5 (existing signal)	Down Fast Home	Semaphore	—	NB507
NB503	Down Fast Distant	M	—	NB507
C2 (existing signal)	Down Slow Home and I.B. Distant	Semaphore and colour light	—	C3 —
C3	Down Slow I.B. Home	M	—	NB505
NB507	Down Fast	M M	— Position 1	NB511 NB509
NB505	Down Slow	M	—	NB509
NB511	Down Fast	M	—	PB515

## DOWN DIRECTION RUNNING SIGNALS—continued

No.	Location or Description	Aspect M = Main S = Sub	Junction or Route Indication	Application to or towards
NB509	Down Slow	M M	— Position 4	PB513 PB515
PB515	Down Fast Auto	M	—	DF10 Auto (existing signal)
PB513	Down Slow Auto	M	—	DS10 Auto (existing signal)

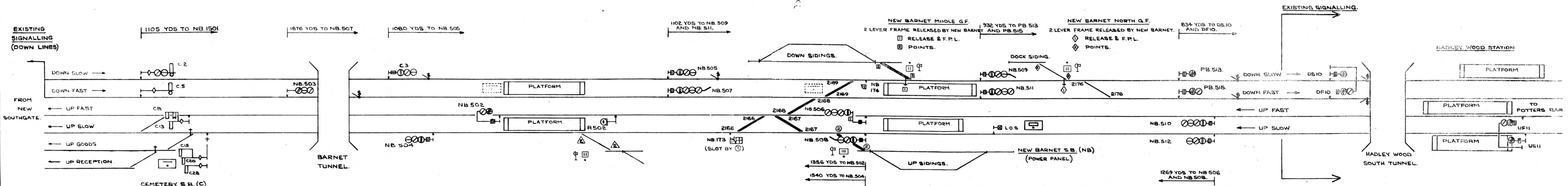
## UP DIRECTION RUNNING SIGNALS

UF11 (existing signal)	Up Fast Auto	M	—	NB510
US11 (existing signal)	Up Slow Auto	M	—	NB512
NB510	Up Fast	M	—	NB506
NB512	Up Slow	M	—	NB508
NB506	Up Fast	M M	— 'S'	NB502 NB504
R502	Up Fast	Banner Repeating	—	NB502
NB508	Up Slow	M M	— Position 4	NB504 NB502
NB502	Up Fast Starting	M	—	C8 Up Fast Home (existing signal)
NB504	Up Slow Starting	M	—	C15 Up Slow Home (existing signal)

## GROUND POSITION LIGHT SIGNALS

No.	Location	Route Indication	Application to or towards
NB173	Up Slow	'S' 'F' 'X' 'Y'	Along Down Slow to NB509 signal. Along Down Fast to NB511 signal. Along Up Slow to L.O.S. Indicator. To Up Sidings (slotted by South Ground Frame lever No.3).
NB174	Down Slow	—	Along Up Fast to NB502 signal or Along Up Slow to NB504 signal.

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



BRITISH RAIL E. REGION  
**NEW BARNET.**  
 RESIGNALLING.

OAKLEIGH PARK G.F.  
 2 LEVER FRAME RELEASED BY NEW BARNET  
 ▲ RELEASE  
 △ POINTS

NEW BARNET SOUTH G.F.  
 3 LEVER FRAME RELEASED BY NEW BARNET.  
 ① RELEASE.  
 ② POINTS.  
 ③ SLOT ON ITS SIGNAL.

**KEY TO SYMBOLS USED.**

MULTI-UNIT TYPE SIGNAL.	⊕ or ⊖	RED	SEARCHLIGHT TYPE SIGNAL.	⊕ or ⊖	GROUND FRAME.	⊕
	⊙	YELLOW	BANNER REPEATING SIGNAL.	⊕	LIMIT OF SHUNT INDICATOR.	⊗
	⊙	GREEN	POSITION LIGHT SHUNTING SIGNAL, WITH ROUTE INDICATOR.	⊕	INTENSIFIED LIGHT	⊕
WITH JUNCTION INDICATOR.	⊕ or ⊖		TELEPHONE.	⊕ or ⊖		
			RUN BACK CATCH POINTS.	⊕		

A DOUBLE LINE DENOTES NORMAL ASPECT EG ⊕ RED.

THICK LINES DENOTE NEW POINTS AND CONNECTIONS.