For the information of Railway Staff only.



C/Sd Chaban

signalling Notice

Eastern Region

SUPPLEMENTARY NOTICE of SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 19 NOVEMBER 1972

between

POTTERS BAR - HATFIELD No1.

York November 1972

MO/42/51470/3

F.J. Burge Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN POTTERS BAR AND HATFIELD

During the period of this work from 22 00 hours Friday 17 to 06 00 hours on Monday 20 November Marsh Moor signal box and all semaphore and colour light signals worked therefrom will be abolished and new colour light signalling will be installed together with full track circuiting controlled from an entrance/ exit push-button panel in Potters Bar signal box.

Hatfield No.1 Down Slow Distant and Down Slow and Down Fast Home signals together with Hatfield No.2's Down Slow and Down Fast Distant signals will be abolished and colour light signalling installed.

The existing signals controlled from Potters Bar signal box will be abolished and new colour light signalling installed.

The Track Circuit Block Regulations will apply to the lines between New Barnet, Potters Bar, and Hatfield No.1 signal boxes.

PERMANENT WAY ALTERATIONS

The connections Up Fast to Up Slow at the north end of Potters Bar Station and Down Slow to Down Fast at 13¼m.p. will be abolished.

ALTERATIONS TO EXISTING SIGNALLING

Hatfield No.1 Up Slow semaphore starting signal H1.26 will be equipped with an intensified light. Hatfield No.1 Up Fast semaphore starting signal H1.17 will be equipped with an intensified light and colour light distant head.

MARSH MOOR GROUND FRAME

A new 4-lever ground frame controlling the trailing connection Down Slow to Down Siding will be provided released by Hatfield No.1 signal box. A telephone will be provided communicating with the signal box.

POTTERS BAR "C" GROUND FRAME

A new 2-lever ground frame controlling the trailing connection Up Slow and Up Sidings will be provided released by Potters Bar signal box. A telephone will be provided communicating with the signal box.

CATCH POINTS

The following catch	points will be provided:-	
Line Up Slow	Location 700 yards before reaching PB552R signal	Gradient 1 in 200
Up Slow	878 yards before reaching PB536 signal	1 in 250
Down Slow	740 yards before reaching PB537 signal	1 in 200

AUTOMATIC WARNING SYSTEM

A.W.S. equipment will be provided for all main line signals.

GENERAL

A description of the new signals is included in this notice and the diagram which illustrates the layout and signalling is attached. 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

PB - Potters Bar

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H1 – Hatfield No.1 H2 – Hatfield No.2

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

No.	Location	Aspect M = Main S = Sub	Route or Jn. Indication	Applications to or towards
Down Dir	ection Running Signals			•
DF11 (existing	Down Fast Auto signal)	M		PB.531
DS11 (existing	Down Slow Auto signal)	М	-	PB.529
PB.531	Down Fast	M M	Position 1	PB.539 PB.537
PB.529	Down Slow	M	- 11. at her	PB.537
PB.539	Down Fast	M		H1.543
PB.537	Down Slow	M M	Position 4	H1.541 H1.543
1.543	Down Fast Auto	M	-	H1.547
1.541	Down Slow Auto	M	-	H1.545
1.547	Down Fast Auto	M	New Transler	H1.551
11.545	Down Slow Auto	М		H1.549
1.551	Down Fast Auto	M	also - Treps	H1.559
1.549	Down Slow Semi Auto	М	-	H1.557
1.559	Down Fast Auto	М	-	H1.13
1.557	Down Slow Auto	M	-	H1.3
1.13	Down Fast	М	-	H2.28/H2.36 (existing)
1.3	Down Slow	М		H2.18 (existing semaphore)
1.17	i on Running Signals Up Fast Starting Signal	Semaphore	-	PB.550
nd	Outer Distant Signal for PB.550	Colour light Head		PB.550
1.26 existing)	Up Slow Starting Signal	Semaphore	-	PB.552
8.550 R	Up Fast Distant	M	• - ·	PB.550
8.552 R	Up Slow Distant	M		PB.552
B.550	Up Fast Auto	М		PB.546
B.552	Up Slow Auto	М	-	PB.548
B.546	Up Fast Auto	М	-	PB.542
B.548	Up Slow Auto	М		PB.544
B.542	Up Fast Auto	М	_	PB.538
B.544	Up Slow Auto	М		PB.540
B.538	Up Fast	м	-	PB.534
B.540	Up Slow	М		PB.536
B.534	Up Fast	M M	Position 1	PB.526 PB.528
B.536	Up Slow	M	Position 4	PB.528 PB.526

DESCRIPTION OF SIGNALS - continued

No.	Location	Aspect M = Main S = Sub	Route or Jn. Indication	Applications to or towards
Up Dire	ction Running Signals - (continued		
PB.528	Up Fast Auto	M		UF.12 (existing)
PB.526	Up Slow Auto	M	-	US.12 (existing)

No.	Location	Route Indication	Application to or towards
Ground Position	Light Signals		and and a starting
PB.141	Up Slow	S	Down Slow towards PB.537
	1	. X	Set Back along Up Slow to L.O.S.
PB.142	Down Slow	S	Along Up Slow towards PB.528
		F	Along Up Fast towards PB.526
PB.144	Down Fast	S	Along Up Slow towards PB.528
		F	Along Up Fast towards PB.526
°B.145	Potters Bar Down Siding		Along Down Slow towards H1.541 or Along Down Fast towards H1.543
PB.146	Down Slow	Y	To Down Siding
		X	Along Down Slow towards PB.142
PB.148	Down Fast	Υ	To Down Siding
		X	Along Down Slow towards PB.142 or Along Down Fast towards PB.144

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C.3.1.6.

Varitype Unit No.390

4

