For the information of Railway Staff only.

British Rail

EASTERN REGION

SIGNALLING NOTICE No.46

SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 28 JANUARY 1973

BETWEEN

WOOD GREEN - POTTERS BAR

York
January, 1973

MO/42/51470/2

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN WOOD GREEN–POTTERS BAR: RESIGNALLING

During the period of this work on Saturday/Sunday/Monday 27, 28 and 29 January, 1973, the signal boxes at New Southgate and Cemetery will be abolished together with all semaphore and colour light signals worked therefrom. New colour light signalling will be installed between Potters Bar and Wood Green controlled from a temporary switch panel in Wood Green No.2 signal box, an entrance/exit panel in the New Barnet signal box and the existing panel in Potters Bar signal box.

Track Circuit Block Regulations will apply between Wood Green Nos.1 and 2, New Barnet and Potters Bar signal boxes.

Permanent Way Alterations

The facing crossover Up Slow to Through Siding adjacent to Cemetery signal box will be abolished and the Through Siding shortened by approximately 450 yards. A new facing crossover Up Slow to Through Siding will be commissioned at 7m. 8chs. controlled from Wood Green No.2 signal box. The facing crossover Up Fast to Up Slow at Cemetery will be abolished.

A new facing crossover Up Fast to Up Slow will be brought into use located immediately north of New Southgate Station.

Alterations to Existing Signalling

Bounds Green Down Hertford Distant and Wood Green No.1 Down Hertford starting signal will be equipped with intensified lights.

Wood Green No.1 Down Slow 2 to Down Slow starting signal will be equipped with an intensified light and colour light distant head.

Wood Green 1–37 Down Slow Starting Searchlight signal will have an additional yellow aspect brought into use.

Wood Green No.1–28 Down Fast Starting signal will become a 4 aspect colour light signal capable of displaying red, yellow, double yellow and green aspects.

N.B. 501 signal will become an automatic signal.

N.B. 506 signal will have a position 1 junction indicator added.

Ground Frames

The ground frames at New Barnet South, New Barnet Middle, and New Barnet North will remain unaltered. The ground frame at Oakleigh Park which is temporarily out of use will be abolished.

Catch Points

The following catch points will be provided:–

Line	Location	Gradient
Down Slow	1,085 yards before reaching N.B.485	1 in 200 rising
Down Slow	724 yards before reaching N.B.489	1 in 200 rising
Down Slow	700 yards before reaching N.B.493	1 in 200 rising
Down Slow	740 yards before reaching N.B.501	1 in 200 rising
Down Slow	740 yards before reaching N.B.505	1 in 200 rising
Down Slow	715 yards before reaching N.B.509	1 in 200 rising
Down Slow	691 yards before reaching P.B.513	1 in 200 rising
Down Slow	773 yards before reaching P.B.517	1 in 200 rising
Down Slow	700 yards before reaching P.B.525	1 in 200 rising
Down Slow	1,444 yards before reaching P.B.529	1 in 200 rising

Automatic Warning Systems

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

General

A description of the new signals is included in this notice, 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

WG1–Wood Green 1 WG2–Wood Green 2 NB–New Barnet PB–Potters Bar

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

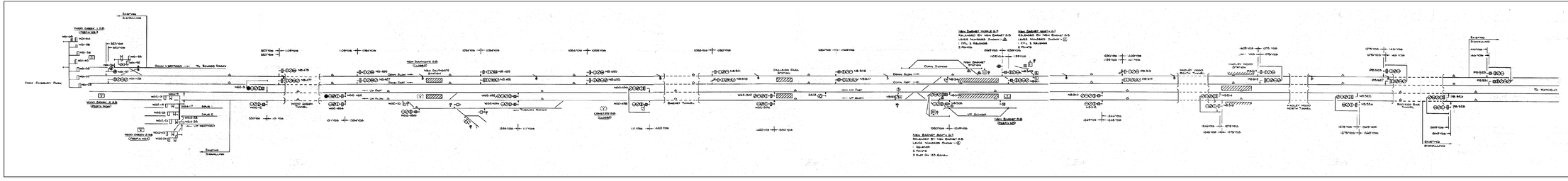
No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction				
Running Signals				
WG1.52 (existing)	Back Platform to Down Slow No.2 Starting Signal	Semaphore	–	NB.475
R475	Distant Signal for NB.475	Colour Light Head	–	NB.475
WG1.37 (existing)	Down Slow	M	–	NB.475
WG1.28 (existing)	Down Fast	M	–	NB.477
NB.475	Down Slow Auto	M	–	NB.485
NB.477	Down Fast Auto	M	–	NB.487
NB.485	Down Slow Auto	M	–	NB.489
NB.487	Down Fast Auto	M	–	NB.491
NB.489	Down Slow Auto	M	–	NB.493
NB.491	Down Fast Auto	M	–	NB.495
NB.493	Down Slow Auto	M	–	NB.501
NB.495	Down Fast Auto	M	–	NB.503
NB.501	Down Slow Auto	M	–	NB.505
NB.503	Down Fast Auto	M	–	NB.507
NB.505	Down Slow	M	–	NB.509
NB.507	Down Fast	M M	– Position 1	NB.511 NB.509
NB.509	Down Slow	M –	– Position 4	PB.513 PB.515
NB.511	Down Fast	M	–	PB.515
PB.513	Down Slow Auto	M	–	PB.517
PB.515	Down Fast Auto	M	–	PB.519
PB.517	Down Slow Auto	M	–	PB 528
PB.519	Down Fast Auto	M	–	PB.527
PB.525	Down Slow Auto	M	–	PB.529 (exist.)
PB.527	Down Slow Auto	M	–	PB.531 (exist.)
Up Direction				
Running Signals				
PB.528 (existing)	Up Slow Auto	M	–	NB. 524
PB.526 (existing)	Up Fast Auto	M	–	NB.522
NB.524	Up Slow Auto	M	–	NB.516
NB.522	Up Fast Auto	M	–	NB.514
NB.516	Up Slow Auto	M	–	NB.512

DESCRIPTION OF SIGNALS—continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction—continued				
Running Signals—continued				
NB.514	Up Fast Auto	M	—	NB.510
NB.512	Up Slow	M	—	NB.508
NB.510	Up Fast	M	—	NB.506
NB.508	Up Slow	M M	— Position 4	WG2.504 WG2.502
NB.506	Up Fast	M M	— Position 1	WG2.502 WG2.504
WG2—504	Up Slow Auto	M	—	WG2—498
WG2—502	Up Fast Auto	M	—	WG2—496
WG2—498	Up Slow	M S	— —	WG2—494 Through Siding WG.2486
WG2—496	Up Fast Auto	M	—	WG2—492
WG2—494	Up Slow	M	—	WG2—484
WG2—492	Up Fast	M M	— Position 1	WG2—482 WG2—484
WG2—486	Through Siding	M	—	WG2—484
WG2—484	Up Slow Auto	M	—	WG2—12
WG2—482	Up Fast Auto	M	—	WG2—5
WG2—12	Up Slow	M	—	WG2—3 (existing semaphore)
WG2—5	Up Fast	M	—	WG2—9 (existing semaphore)

Number	Location	Route Indication	Application to or towards
Ground Position Light Signals			
WG2—121	Up Slow	—	Through Siding
NB.133	Up Slow	X S F Y	Along Up Slow to L.O.S. Down Slow Down Fast Up Sidings.
NB.134	Down Slow	—	Up Fast or Up Slow.

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



KEY TO SYMBOLS

- RED
- YELLOW
- GREEN
- DOUBLE LINE INDICATES TRACKS NORMALLY OCCUPIED
- MAIN JUNCTION INDICATOR
- MAIN PUBLIC WAY SIGNAL
- SIGNAL CONTACTS
- PANDROL-LIT SIGNAL
- PANDROL LIGHT SHUNTING SIGNAL
- MTL. BOXES INDICATOR
- TELEPHONES
- AUTO
- LAMP OR DWARF
- MAIN LIGHT TYPE SIGNAL
- SIGNAL FRAME
- M.R. INDICATOR
- SIDING POINTS
- POINT NOT LOCK
- ILLUMINATED NAMEBOARD
- BATTERY "C" INDICATOR

WOOD GREEN - NEW BARNET - POTTERS BAR
RESIGNALLING