

For the information of Railway Staff only.

Area Manager



EASTERN REGION

SUPPLEMENTARY NOTICE

of

SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the Line

from

SUNDAY 9 JUNE 1974

BETWEEN

FINSBURY PARK - CANONBURY - HOLLOWAY

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN FINSBURY PARK NO.2 – CANONBURY – HOLLOWAY : REMODELLING AND RESIGNALLING

During the period of this work from Friday to Monday, 7 to 10 June, 1974 the signal box at Finsbury Park No.1 will be abolished together with all points and signals worked therefrom. New colour light signalling together with full track circuiting will be installed, controlled by a new panel in Finsbury Park No.2 signal box, which will be re-opened, and the existing facilities at Finsbury Park No.3 signal boxes.

Absolute Block Working will apply:—

Between Finsbury Park No.2 and No.3 over Down Moorgate.

Between Finsbury Park No.6, No.2 and Dalston Western Junction over Up and Down Canonbury.

Permissive Block Working will apply between Finsbury Park No.2 and:—

Finsbury Park No.3 over Down Goods.

Holloway North down over Down Goods, Shunt Spur/run-round line.

Holloway South Up over Up Carriage.

PERMANENT WAY ALTERATIONS

Following extensive stage-work alterations and re-modelling the permanent way layout will consist of:—

A Shunt Spur/Run-Round line and Down Goods line between Holloway North Down and Finsbury Park No.2.

A Down Canonbury line between Finsbury Park No.2 and Canonbury Station, and an Up Canonbury line between Canonbury Station and Finsbury Park No.6.

The Down Canonbury line will be worked in both directions between Finsbury Park No.2 and a new trailing main to main crossover between Up and Down Canonbury lines at 0m. 75chs.

A Down Goods, and Down Moorgate lines between Finsbury Park Nos.2 and 3.

The scissors crossing between the Shunt Spur/Run-Round and Down Goods lines at 1m. 70chs. to be brought back into use controlled by Holloway North Down.

A portion of the former Down Carriage line will be retained to form a Shunt Spur between the Down Goods and Down Moorgate lines. Signals F3 22/23/24/25 will continue to apply from this Shunt Spur.

Alterations to Existing Signalling

Holloway North Downs Shunt Spur/Run-Round, Down Goods Starting, Call on, and associated distant signals will be equipped with intensified lights and the route indication on each signal post will become 2-way instead of 3.

General

A description of the new signals are 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

HND = Holloway North Down F2 Finsbury Pk. No.2 F3 = Finsbury Pk. No.3.
F6 Finsbury Pk. No.6 DWJ = Dalston Western Junction.

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

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction – Running Signals				
HND26 (existing)	Down Goods Semaphore	M M	G R	F2 – 327 F2 – 325
HND44 (existing)	Shunt Spur/Run Round Semaphore	M M	R G	F2 – 325 F2 – 327

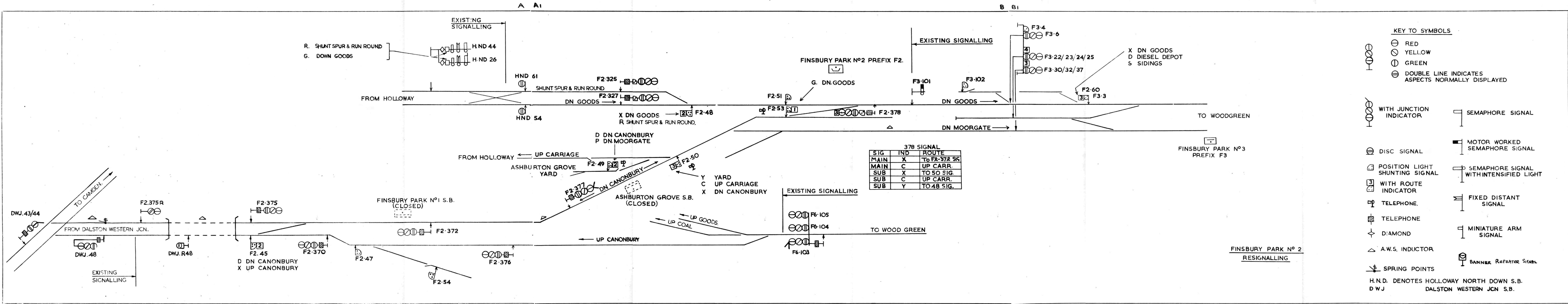
BETWEEN FINSBURY PARK NO.2 – CANONBURY – HOLLOWAY : REMODELLING AND RESIGNALLING – continued

DESCRIPTION OF SIGNALS – continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction – Running Signals – continued				
F2 – 325	Shunt Spur/ Run Round	M	–	F3 – 101 (existing semaphore)
		S	–	F2 – 51
F2 – 327	Down Goods	M	–	F3 – 101 (existing semaphore)
		S	–	F2 – 51
DWJ43/44 (existing)	Down Canonbury	M	Position 4	F2 – 375
F2 – 375	Down Canonbury	M	–	F2 – 377
F2377	Down Canonbury	M	Position 1	F3 – 101 (existing semaphore)
		M	Position 4	F3 – 30 (existing)
Up Direction – Running Signals				
F2 – 378	Down Goods Up	M	X	Down Canonbury F2 – 372
		M	C	Up Carriage
		S	C	Up Carriage (occupied)
		S	Y	Down Goods F2 – 48
		S	X	Along Down Canonbury F2 – 50
F6 – 103 (existing)	Up Canonbury	M	–	F2 – 376
F2 – 376	Up Canonbury	M	–	F2 – 370
F2 – 370	Up Canonbury	M	–	DWJ48 (existing)
F2 – 372	Down Canonbury (Up)	M	–	DWJ48 (existing)
Ground Position Light Signals				
F2 – 45	Up Canonbury	–	D X	Down Canonbury Along Up Canonbury
F2 – 47	Up Canonbury	–	–	To Up Sidings
F2 – 48	Down Goods (Up)	–	R X	Shunt Spur HND61 Down Goods HND54
F2 – 49	Ashburton Grove Yard	–	D	To Down Canonbury F2 – 53
		–	P	Down Moorgate F3 – 30
F2 – 50	Down Canonbury	–	Y – C – X	Ashburton Grove Yd. Up Carriage Line Down Canonbury.
F2 – 51	Down Goods	–	–	Along Down Goods to F3 – 101
F2 – 53	Down Canonbury	–	G	Along Down Goods towards F3 – 101
F2 – 54	Up Sidings	–	–	Along Up Canonbury towards F2 – 370

The position numbers quoted in the column headed "Route or Junction Indication" refer to Rule C3.1.6.

The Suffix letter 'R' (i.e. F2 – 375 R) on the signal plate denotes that the signal is an isolated colour light distant applicable to and bearing the same number as the stop signal next ahead.



378 SIGNAL

SIG	IND	ROUTE
MAIN	X	To F2-372 SIG
MAIN	C	UP CARR.
SUB	X	TO 50 SIG.
SUB	C	UP CARR.
SUB	Y	TO 48 SIG.

- KEY TO SYMBOLS**
- ⊖ RED
 - ⊙ YELLOW
 - ⊕ GREEN
 - ⊖ DOUBLE LINE INDICATES ASPECTS NORMALLY DISPLAYED
 - ⊖ WITH JUNCTION INDICATOR
 - ⊖ DISC SIGNAL
 - ⊖ POSITION LIGHT SHUNTING SIGNAL
 - ⊖ WITH ROUTE INDICATOR
 - ☎ TELEPHONE
 - ☎ TELEPHONE
 - ◇ DIAMOND
 - △ A.W.S. INDUCTOR
 - ⚡ SPRING POINTS
 - ⊖ SEMAPHORE SIGNAL
 - ⊖ MOTOR WORKED SEMAPHORE SIGNAL
 - ⊖ SEMAPHORE SIGNAL WITH INTENSIFIED LIGHT
 - ⊖ FIXED DISTANT SIGNAL
 - ⊖ MINIATURE ARM SIGNAL
 - ⊖ BANNER REPEATER SIGNAL
- H.N.D. DENOTES HOLLOWAY NORTH DOWN S.B.
 DWJ DALSTON WESTERN JCN S.B.