For the information of Railway Staff only.

SIGNALLING NOTICE No.70

British Rail

Eastern Region

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAYS 8 AND 15 DECEMBER 1974

between

WOOD GREEN - HARRINGAY PARK JUNCTION - FINSBURY PARK No.6

York
DECEMBER, 1974

MO42/51470/1

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Between Wood Green – Harringay Park Junction – Finsbury Park No.6

During the period of this work between 7, 8 and 9 and 14, 15 and 16 December the signal boxes at Hornsey No.1, Ferme Park North Down, and Harringay West Up Goods will be abolished together with all semaphore signalling controlled from these boxes.

Colour light signalling together with full track circuiting will be provided over the two weekends, the Up side to be resignalled on the first weekend, Down side second weekend.

The new signalling will be finally controlled from the existing panel in Wood Green signal box.

Existing colour light signals will be relettered and renumbered as shown.

First Weekend (Diagram 1)

Absolute Block Instrument Working will apply between:–
Hornsey 1 – Wood Green over Down Fast, Down Slow 1 and Down Slow 2

Track Circuit Block Working will apply between:–
Wood Green – New Barnet over Down Fast, Down Slow, Up Fast and Up Slow.
Wood Green – Gordon Hill over Down and Up Hertford.
Wood Green – Finsbury Park 6 over Up Fast, Up Slow and Up Goods.

Second Weekend (Diagram 2)

Track Circuit Block Working will apply between:–
Wood Green – New Barnet over Down Fast, Down Slow, Up Fast and Up Slow.
Wood Green – Gordon Hill over Down and Up Hertford.
Wood Green – Finsbury Park 5 over Down Fast, Down Slow 1, Down Slow 2.
Wood Green – Finsbury Park 6 over Up Fast, Up Slow, Up Goods.
Wood Green – Harringay Park Junction over T & H curve.

Permanent Way Alterations

First Weekend (Diagram 1)

A portion of the former Up Goods 2 line will be brought back into use between 3m. 62chs. and 3m. 37chs.

The Up Goods 1 line and the former Up Goods 2 lines between 3m. 21chs. and 2m. 48chs. will be redesignated Up Goods and reversing siding respectively.

Alterations to existing signalling

First Weekend (Diagram 1)

WG438 colour light distant signal will be converted from 2 to 3 aspect and will be capable of displaying red, yellow and green aspects. A Junction indicator position 1 will be added.

HG2 4 aspect colour light signal will be relettered and renumbered WG412.

HG6 3 aspect colour light signal will be relettered and renumbered WG414.

Second Weekend (Diagram 2)

Intensified lights will be provided on Finsbury Park 5 Down Slow 2, Down Moorgate, and Down Slow 1 semaphore starting signals. H1.9 and H1.5 colour light signals will be abolished.

Notice Boards

*Illuminated 'STOP FOR ORDERS' boards will be erected at the entrance to the EMU Depot on the EMU inlet/outlet lines 1 and 2.

Catch Points

New catch points will be provided or existing catch points retained as follows:-

Line	Location	Gradient Rising
Up Slow	620 yds. before reaching WG414 signal	1 in 250

General

A description of the new signals and altered routing is included in this notice and diagrams which illustrate the layout and signalling are attached. During the period of this work points and signals will be disconnected and drivers will be handsignalled as necessary. Further details will be included in the weekly notice of engineering operations.

*** NOTE**

The EMU Inlet/Outlet line 1 will not be brought into use at this stage. Signal WG426 will not be commissioned and the 'STOP FOR ORDERS' boards will be covered up. The hand points in the Inlet/Outlet line 2 will remain clamped for the Engine line route. When the EMU Inlet/Outlet line 1 is to be brought into use this will be advised through the normal weekly notice.

DESCRIPTION OF SIGNALS

HP=Harringay Park WG=Wood Green F6=Finsbury Park No.6 FP=Ferme Park F5=Finsbury Park No.5

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
Up Direction Running Signals (1st weekend)				
WG418 (existing)	Up Fast Auto	M	–	WG412
WG420 (existing)	Up Slow	M	–	WG414
WG446 (existing)	Up Goods	M	–	WG438
		M	Position 4	WG420
		S	–	EMU Depot
WG438	Up Goods	M	–	WG422
		M	Position 1	WG424
WG422	Up Goods 1	M	–	F6–22 Up Goods
		M	S	F6–46 Up Slow (existing)
		S	G	Up Goods
		S	H	Reversing Siding
WG424	Up Goods 2	M	–	F6–22 Up Goods
		M	S	F6–46 Up Slow (existing)
		S	G	Up Goods
		S	H	Reversing Siding
WG426	Inlet/outlet Line 1	M	–	F6–22 Up Goods
		M	Position 4	F6–46 Up Slow (existing)
		S	–	Reversing Siding
WG428	Inlet/outlet Line 2	M	–	F6–22 Up Goods
		M	Position 4	F6–46 Up Slow (existing)
		S	–	Reversing Siding

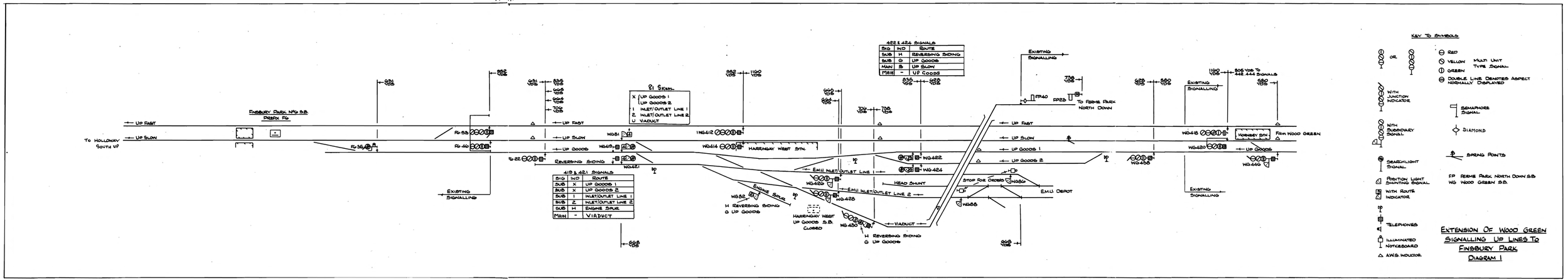
DESCRIPTION OF SIGNALS—continued

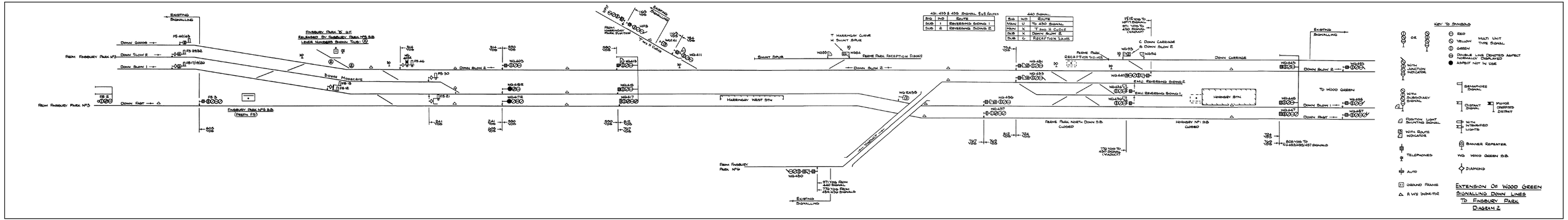
No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction Running Signals (1st weekend)—continued				
WG430	Viaduct Line	M	–	F6–22 Up Goods
		M	Position 4	F6–46 Up Slow (existing)
		S	H	Reversing Siding
		S	G	Up Goods
WG412	Up Fast	M	–	F6–53 (existing)
WG414	Up Slow	M	–	F6–46 (existing)
WG419	Up Goods	M	–	FP40 Viaduct semaphore (existing)
		S	X	Up Goods 1 or 2
		S	1	Inlet/outlet Line 1
		S	2	Inlet/outlet Line 2
		S	H	Engine Spur
WG421	Reversing Siding	–	M	FP40 Viaduct semaphore (existing)
		S	X	Up Goods 1 or 2
		S	1	Inlet/outlet Line 1
		S	2	Inlet/outlet Line 2
		S	H	Engine Spur
Ground Position Light Signals				
WG86	Inlet/outlet Line 1	–	–	WG426
WG88	Inlet/outlet Line 2	–	–	WG428
WG82	Engine Spur	–	H	Reversing Siding
			G	Up Goods
WG81	Up Slow	–	X	Up Goods 1 or 2
			1	Inlet/outlet Line 1
			2	Inlet/outlet Line 2
			U	Viaduct
Down Direction Running Signals (2nd weekend)				
F5–2 (existing)	Down Fast	M	–	F5–3
F5–21 (existing)	Down Slow 1 Semaphore	M	–	WG415R
F5–30 (existing)	Down Moorgate Semaphore	M	–	WG415R
F5–46 (existing)	Down Slow 2 Semaphore	M	–	WG403
WG415R	Down Slow 1	M	–	WG415
WG417R	Down Fast	M	–	WG417
F.5.3	Down Fast	M	–	WG417R
WG403	Down Slow 2	M	–	WG413
WG417	Down Fast Auto	M	–	WG437
WG415	Down Slow 1	M	–	WG435
WG413	Down Slow 2	M	–	WG431
		S	–	Ferme Park Reception Sdgs.
HP3 (existing)	T and H Curve	M	–	WG411

DESCRIPTION OF SIGNALS—continued

To	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals (2nd weekend)—continued				
WG411	T and H Curve	M	–	WG431
	Down	S	–	Ferme Park Reception Sdgs.
WG419) WG412) (existing)	Up Goods & Reversing Siding	M	–	WG433
WG435	Down Slow 1	M	–	WG445
		S	1	Reversing Siding 1
		S	2	Reversing Siding 2
WG437	Down Fast Auto	M	–	WG447
WG433	Down Viaduct	M	–	WG443
		M	Position 4	WG445
		S	1	Reversing Siding 1
		S	2	Reversing Siding 2
WG431	Down Slow 2	M	–	WG443
		S	1	Reversing Siding 1
		S	2	Reversing Siding 2
WG443	Down Slow 2	M	–	WG453 (existing)
WG447	Down Fast	M	–	WG457 (existing)
WG445	Down Slow 1	M	–	WG455 (existing)
WG440	Down Slow 2	M	U	WG430 (existing)
	(Up)	M	X	T and H Curve HP17 (existing)
		S	X	Along Down Slow 2
		S	C	Down Yard
WG436	EMU Reversing	M	–	WG430 (existing)
	Siding 1	S	–	Down Slow 2
WG434	EMU Reversing	M	–	WG430 (existing)
	Siding 2	S	–	Down Slow 2 occupied
Ground Position Light Signals				
WG93	Ferme Park	–	C	Down Carriage
	Reception Sdgs.		S	Down Slow 2
WG94	Down Carriage	–	–	To Ferme Park Reception Sdgs.
WG83	Shunt Spur	–	–	Ferme Park Reception Sdgs.
WG84	Ferme Park	–	T	T and H Curve
	Reception Sidings		H	Shunt Spur

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


A A1
B
FINSBURY PARK N.P.G S.B.
PREFIX FG
UP FAST
UP SLOW
To HOLLOWAY SOUTH UP
FG 55
FG 36
FG 40
FG 22
631 YDS
655 YDS
664 YDS
664 YDS
704 YDS
852 YDS
1100 YDS
852 YDS
664 YDS
704 YDS
704 YDS
655 YDS
652 YDS
850 YDS
1100 YDS
852 YDS YDS To WG 444 SIGNALS
850 YDS
UP FAST
UP SLOW
UP GOODS
WG 51
WG 49
WG 412
WG 414
HARRINGAY WEST STN.
REVERSING SIDING
WG 421
EXISTING SIGNALLING
21 SIGNAL
X UP GOODS 1
UP GOODS 2
1 INLET/OUTLET LINE 1
2 INLET/OUTLET LINE 2
U VIADUCT
419 & 421 SIGNALS
SIG IND ROUTE
SUB X UP GOODS 1
SUB X UP GOODS 2
SUB 1 INLET/OUTLET LINE 1
SUB 2 INLET/OUTLET LINE 2
SUB H ENGINE SPUR
MAIN - VIADUCT
ENGINE SPUR
WG 53
H REVERSING SIDING
G UP GOODS
HARRINGAY WEST UP GOODS S.B. CLOSED
WG 420
WG 425
EMU INLET/OUTLET LINE 1
EMU INLET/OUTLET LINE 2
HEAD SHUNT
WG 422
WG 424
422 & 424 SIGNALS
SIG IND ROUTE
SUB H REVERSING SIDING
SUB G UP GOODS
SUB G UP SLOW
MAIN - UP GOODS
H REVERSING SIDING
G UP GOODS
VIADUCT
STOP FOR ORDERS
WG 450
WG 55
EMU DEPOT
EXISTING SIGNALLING
FP 40
FP 22
To FERME PARK NORTH DOWN
UP FAST
UP SLOW
UP GOODS 1
UP GOODS 2
WG 430
WG 416
WG 420
WG 446
HORNSEY STN.
FROM WOOD GREEN
UP GOODS
EXISTING SIGNALLING
EXISTING SIGNALLING
KEY TO SYMBOLS
OR
WITH JUNCTION INDICATOR
WITH AUXILIARY SIGNAL
SEARCHLIGHT SIGNAL
POSITION LIGHT SHUNTING SIGNAL
WITH ROUTE INDICATOR
TELEPHONES
ILLUMINATED NOTICEBOARD
A.W.S. INDUCTOR.
RED
YELLOW
GREEN
MULTI UNIT TYPE SIGNAL.
DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
SEMAPHORE SIGNAL
DIAMOND
SPRING POINTS
FP FERME PARK NORTH DOWN S.B.
WG WOOD GREEN S.B.
EXTENSION OF WOOD GREEN SIGNALLING UP LINES TO FINSBURY PARK
DIAGRAM 1



431, 433 & 435 Signal S&B Routes		
Sub	Ind	Route
Sub	1	Reversing Sidings 1
Sub	2	Reversing Sidings 2

440 Signal		
Sub	Ind	Route
Main	U	To 430 Signal
Main	K	T and U Curve
Sub	K	Down Slow 2
Sub	C	Reception Lines