

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Operational Documents & Pamphlets

November 1912

School of Signalling.

Signalling Arrangements.

(18 Pages).



**LANCASHIRE & YORKSHIRE
RAILWAY.**

**SCHOOL
OF
SIGNALLING**



Signalling Arrangements.

NOVEMBER, 1912.

**JOHN A. F. ASPINALL,
General Manager.**

CHAS. SEVER, Printer, Manchester.

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SIGNALLING ARRANGEMENTS.



Distant Signals are, as a rule, fixed **Distant Signals.** about 800 yards from the Home Signal, and never less than 600 yards, except under the circumstances mentioned in Rule 34 of the Block Regulations.

When there are two Distant Signals for the same Home Signal, the one first reached by a Driver is the Outer Distant and the next one the Inner Distant. When there are three Distant Signals, the middle one is known as the Intermediate Distant.

Distant Signals should, where possible, be seen by Drivers for about 400 yards. In the case of Inner Distant it will be sufficient if they are seen by Drivers from the Outer Distant.

A Distant Signal for a Box in advance must never overlap a Home or Starting Signal for a Box in the rear, but must be

**Distant
Signals**
(continued).

fixed to the same post below the Signal for the Box in the rear, and controlled by it to prevent the Distant Arm being off when the Home or Starting Arm is at Danger.

When the Distant Signals for a Junction have to be combined with the Home or Starting Signal for the Box in the rear, the Distant Arm for the Main, or more important Line, must be placed under the Home or Starting Signal, and the Distant Arms for diverging Lines must be carried on Brackets to the right or left of the Main Distant according to the direction in which the Junctions diverge.

**Home
Signals.**

Home Signals are provided for the protection of Stations, Junctions, Cross-over Roads, or Siding Connections. Any Signal protecting such points is regarded as a Home Signal.

When there is more than one Home Signal in connection with a Signal Box, the Signal first reached by the Driver is the Outer Home and the second is the Inner Home. Home Signals are erected as close to the Signal Box as possible, so

that, if possible, the Signalman may be able to communicate verbally with the Driver of an engine standing at the Signal. **Home Signals** (continued).

Home Signals should be fixed, if possible, so as to be seen by Drivers from the Distant Signal.

Inner Home Signals should be seen by Drivers from the Signal next in the rear.

Junction Home Signals are placed as near as possible to the facing points to which they apply, and otherwise the same rules apply to Junction Home Signals as to other Home Signals. **Junction Home Signals.**

Junction Home Signals for protecting a Junction in the trailing direction are fixed sufficiently far from the fouling point to afford a margin for a Driver should he accidentally draw past the Signal.

Main Line Junction Signals are in all cases on Bracket Posts, or on separate dolls upon a bridge. They should not be fixed upon the same Post one above another.

In the case of Signals in Sidings or Loop Lines the Arms are occasionally placed

**Junction
Home
Signals**
(continued).

one above the other, and in such cases the Top Arm applies to the Road leading off to the left-hand, the second Arm to the next left-hand Road and so on.

**Starting
Signals.**

Starting Signals are such Stop Signals in advance of a Signal Box (*i.e.* after passing a Box) as do not protect any Station, Junction, or Cross-over Road. Signals fixed at the end of platforms are not named Starting Signals unless they meet these conditions.

Starting Signals should not, as a rule, exceed 15ft. in height, and should be seen by Drivers the whole length of the platform, or from the Signal next in the rear, as the case may be.

**Advance
Starting
Signals.**

Advance Starting Signals are those Stop Signals fixed in advance of Starting Signals.

Starting and Advanced Starting Signals should in no case be fixed at a greater distance from the Signal Box than will permit of an engine standing at them, or at any point between the Box and the Signal, being clearly visible from the Box.

Advanced Starting Signals should be seen by Drivers from the Signal next in the rear, and should as a rule, not exceed 20ft. in height.

**Height and
Position of
Signals.**

When Starting and Advanced Starting Signals carry Lower Distant Arms the height must be arranged accordingly.

A Main Line Signal must in no case be less than 15ft. in height.

Signals more than 45ft. in height must have a Lower or Fog Arm to co-act with the Top Arm as low down the post as permissible. Every effort must, however, be made to avoid Signals above this height.

Signals should not be of a greater height than necessary for the Driver's view, and the provision of very high Signals should be avoided unless where absolutely necessary.

Signals which cannot be seen from the Signal Box are provided with Electrical Repeaters, and the height of Signals is not increased for the sake of avoiding Repeaters except in cases where a small addition to the height would enable this to be done.

Siding Signals.

Siding Signals have small Arms and Lights, and in some cases are Dwarf Signals.

Calling-on Arms.

Calling-on Arms are fixed where necessary under Home Signals. They are short Arms, and a small Green Light is shown by night when they are lowered. When at Danger no light is shown.

Position of Signals.

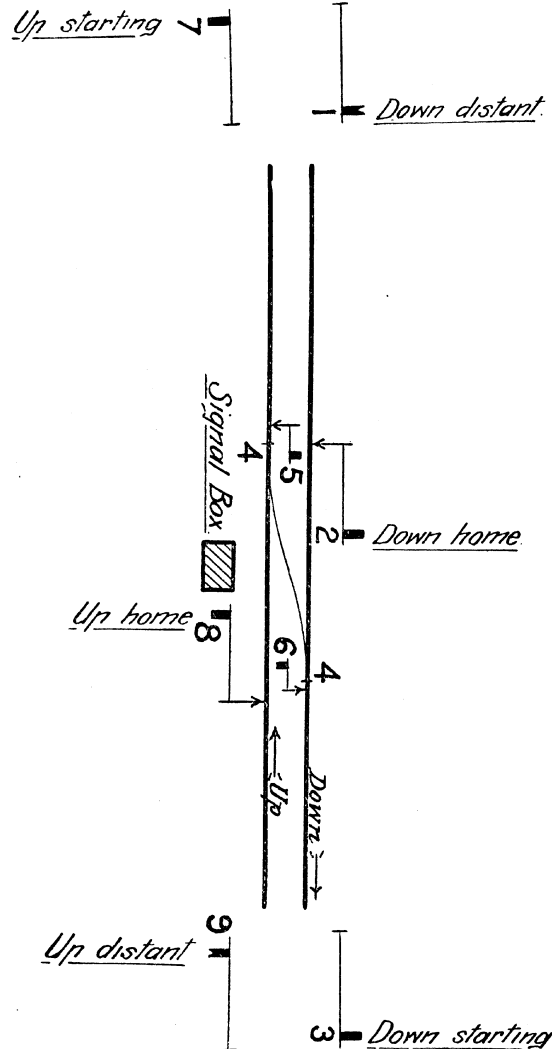
All Signals should, as far as possible, be fixed on the left-hand side of, and as near as possible to, the Road to which they apply.

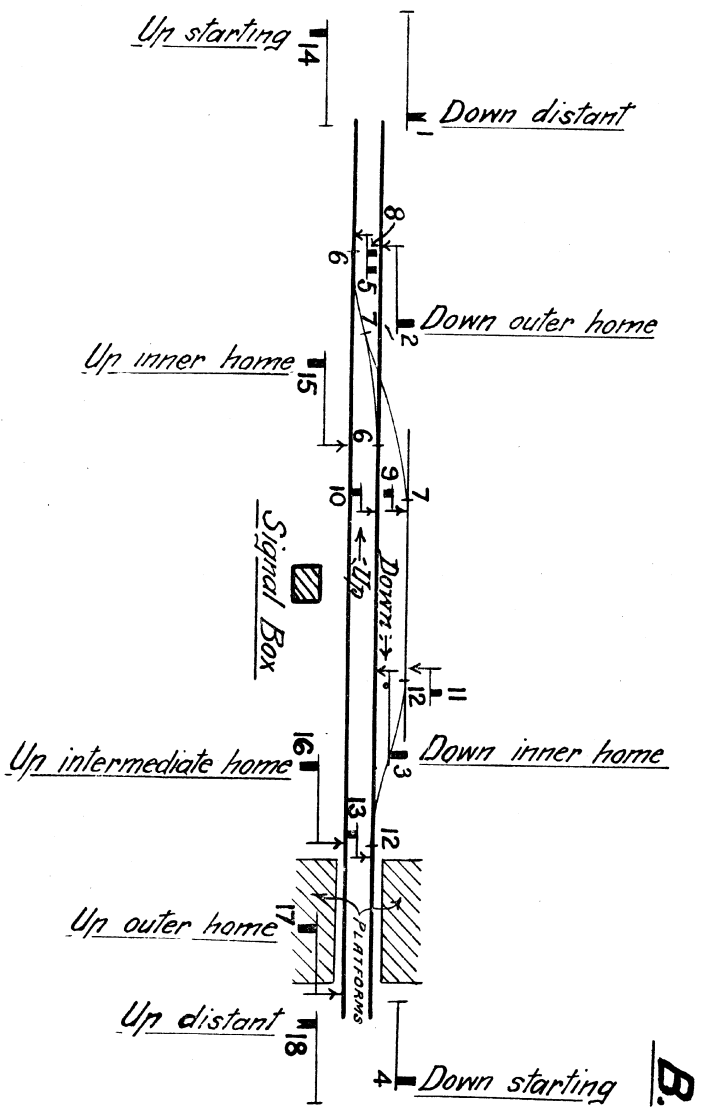
Back Lights.

Back Lights which cannot be seen by the Signalman working the Signals are dispensed with, unless they can be seen from the Station Platform or by the Signalman controlling the Home or Starting Signal on the same Post, under which circumstances they are retained.

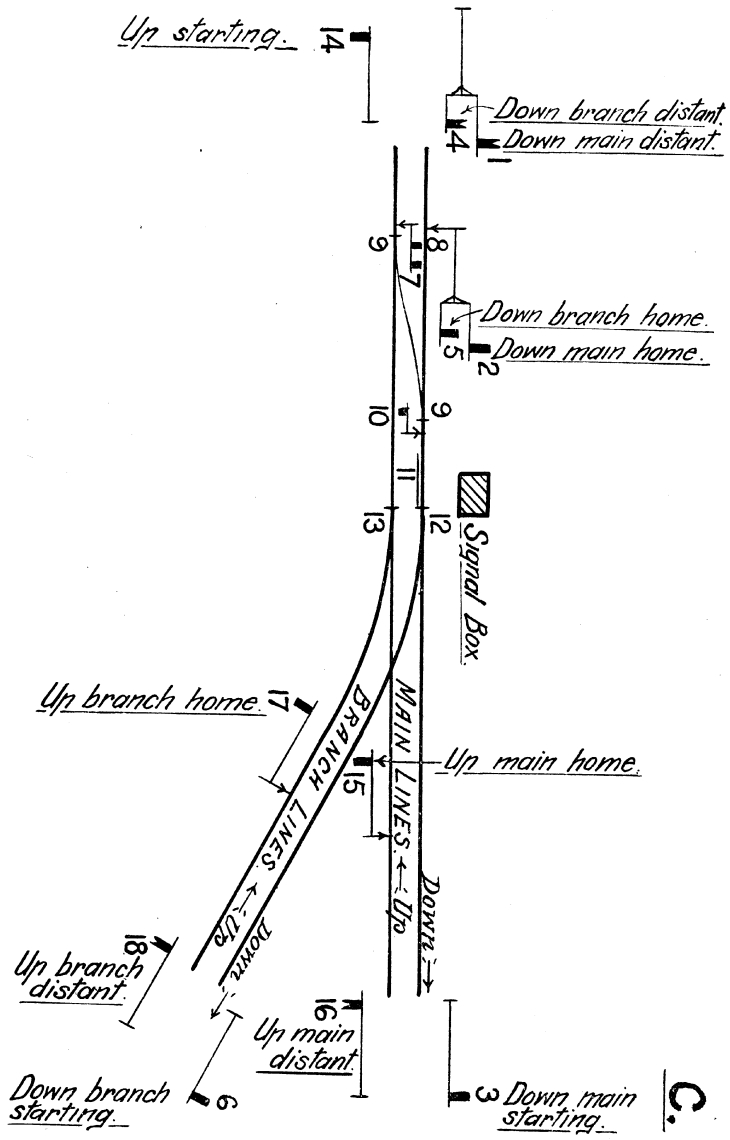
Signal Boxes.

Signal Boxes are placed so that the Signalman can see the whole of the points worked from his Box, Trains standing at all the Home or Starting Signals worked by him, and the Tail Lights of Trains passing the Box.

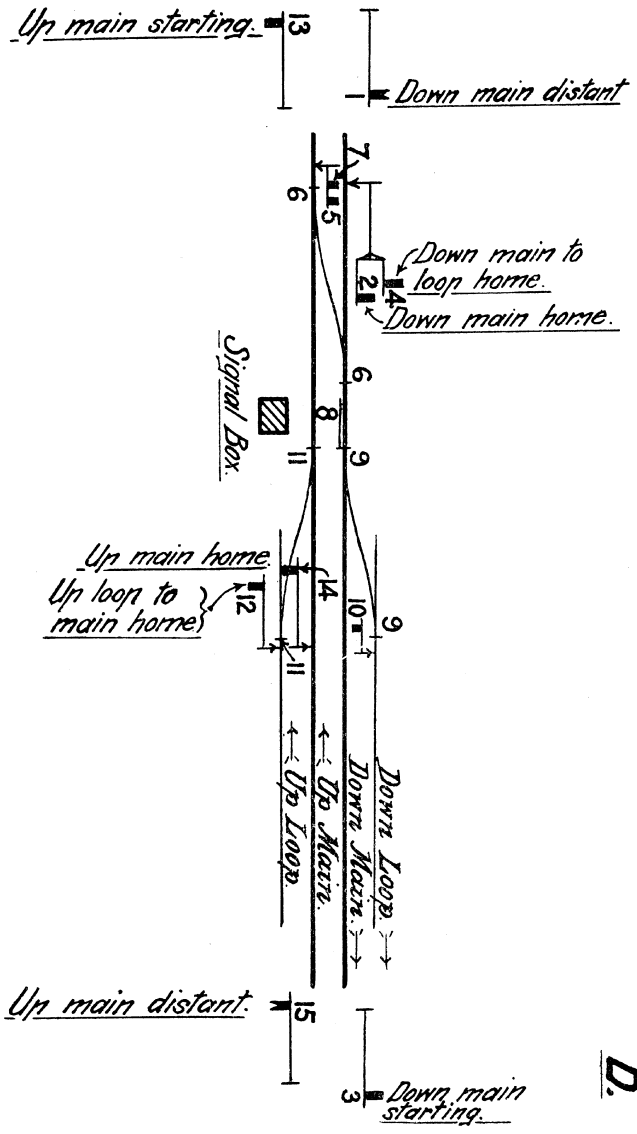




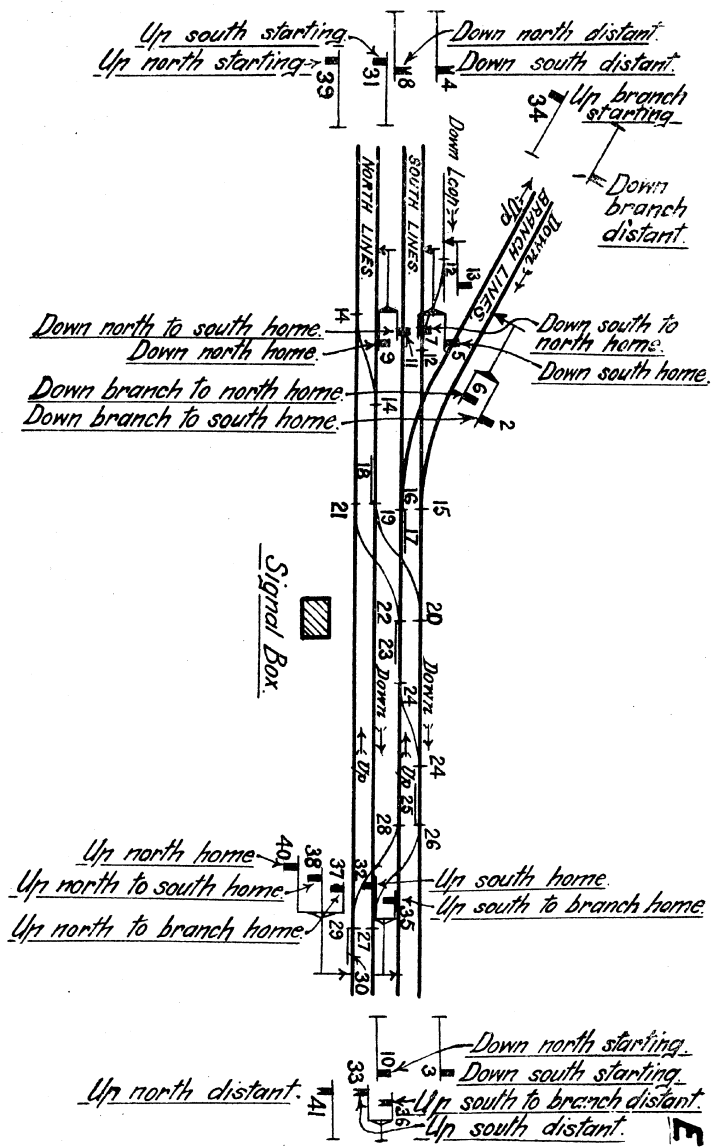
B.

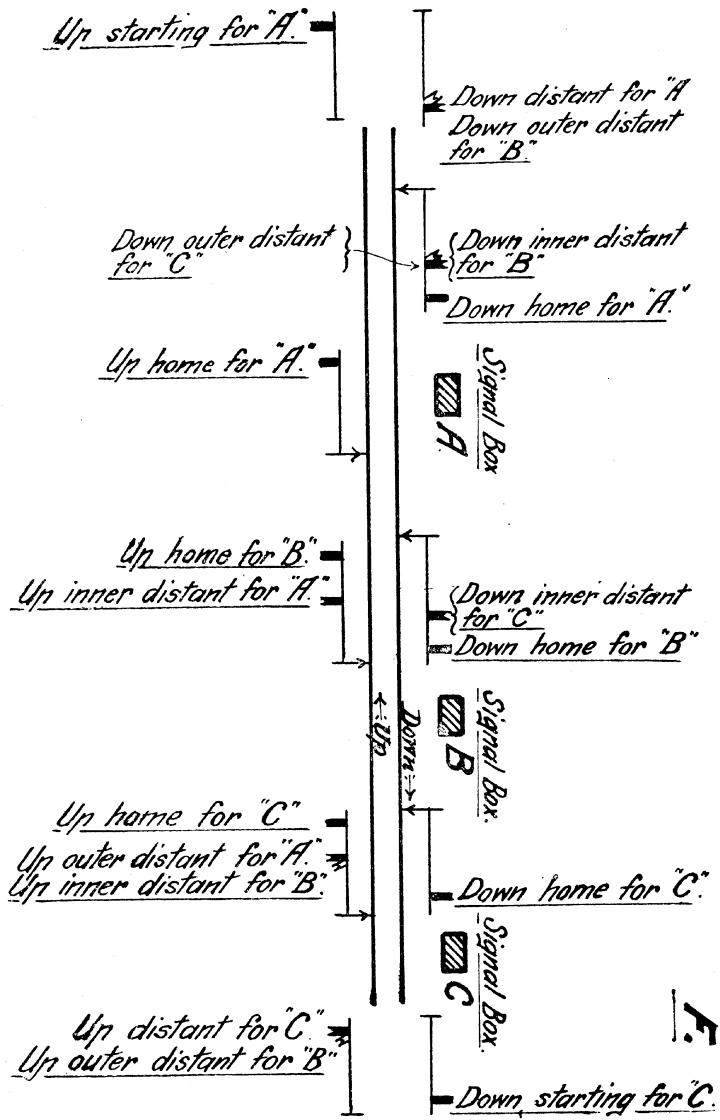


C.



D.

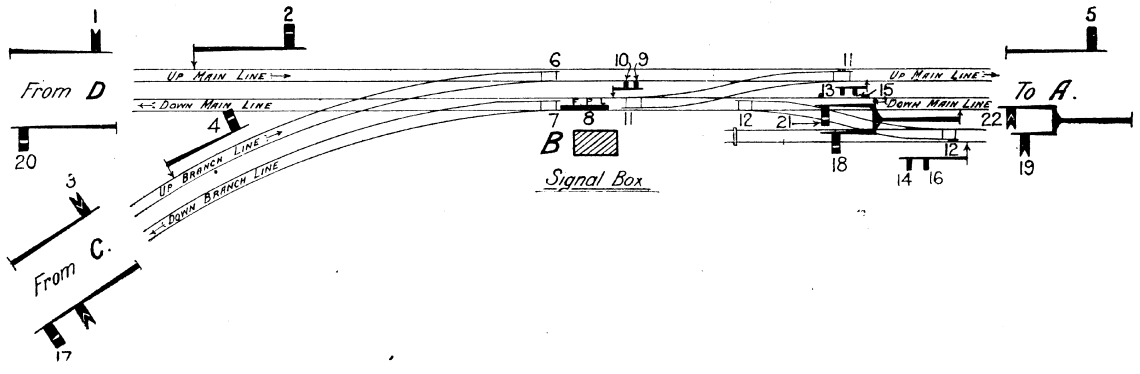




F.

Junction Signalling.

G.



Up starting for "A" Box

Down distant for "A"

Up home for "A"

Down distant for "B"
Down home for "A"

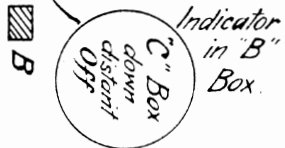
Indicator in "B" Box



Up home for "B"
Up distant for "A"

Down distant for "C"
Down home for "B"

UP
DOWN



Up home for "C"
Up distant for "B"

Down home for "C"

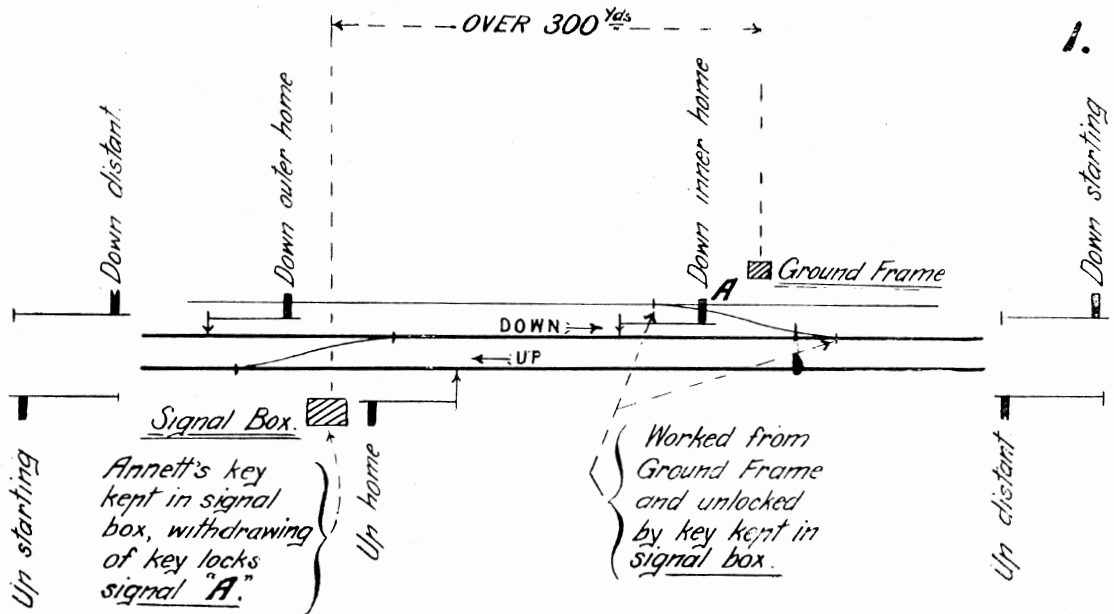


Up distant for "C"

Down starting for "C"

H.

1.



Down distant.

Down outer home

Down inner home

Down starting

OVER 300 Yds

DOWN

UP

Ground Frame

A

Signal Box.

Annett's key kept in signal box, withdrawing of key locks signal "A."

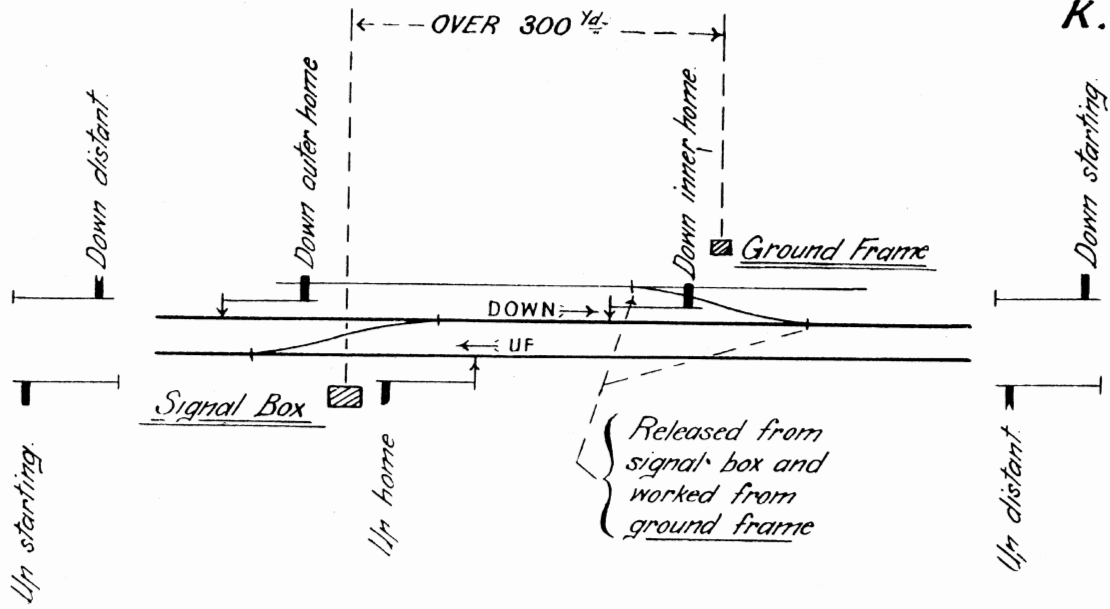
Up home

Worked from Ground Frame and unlocked by key kept in signal box.

Up starting

Up distant

K.



T
A
B
L
E
T

S
E
C
T
I
O
N

Up starting for "A."

Down distant for "A."

Up inner home for "A."

Down outer home for "A."

Up outer home for "A."

Down inner home for "A."

Up distant for "A."

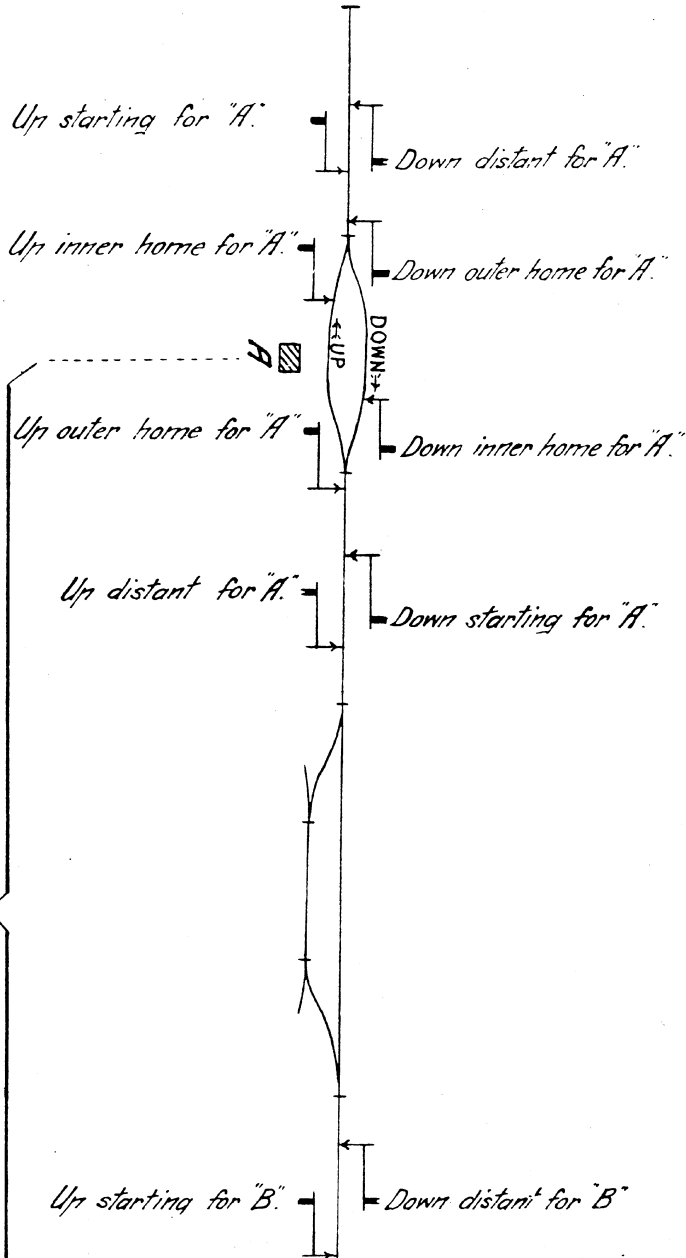
Down starting for "A."

Up starting for "B."

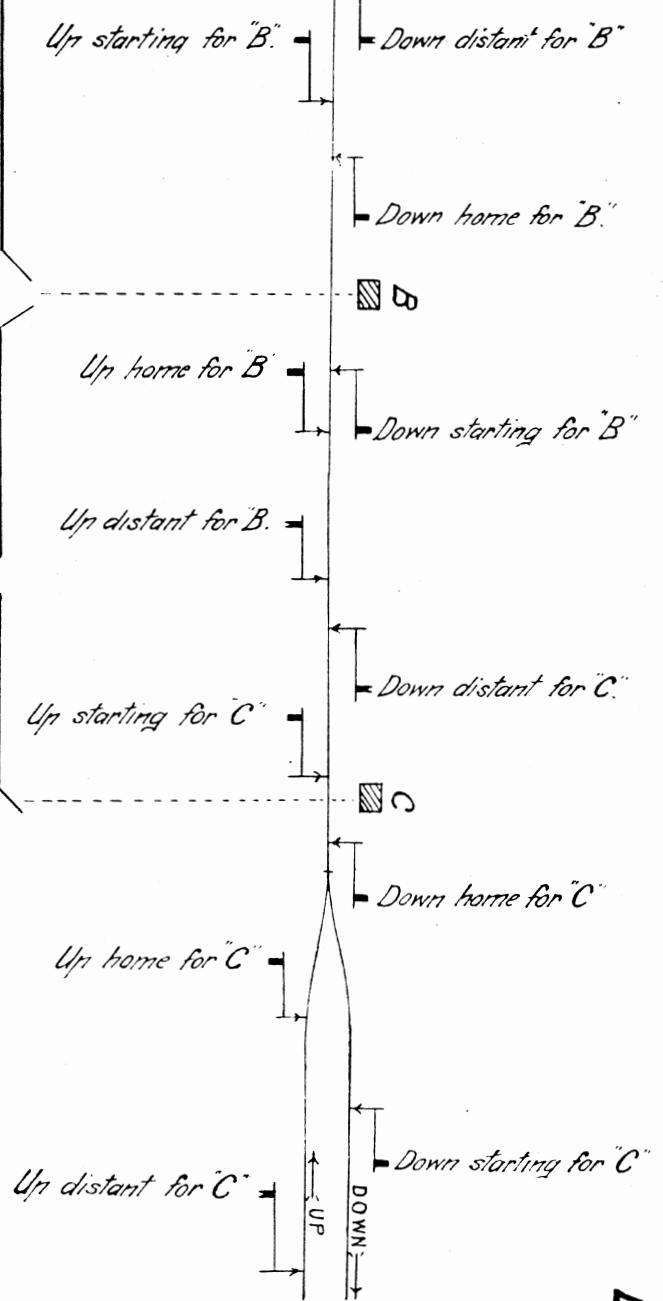
Down distant for "B."

A

UP
DOWN



TABLET SECTION



M.

