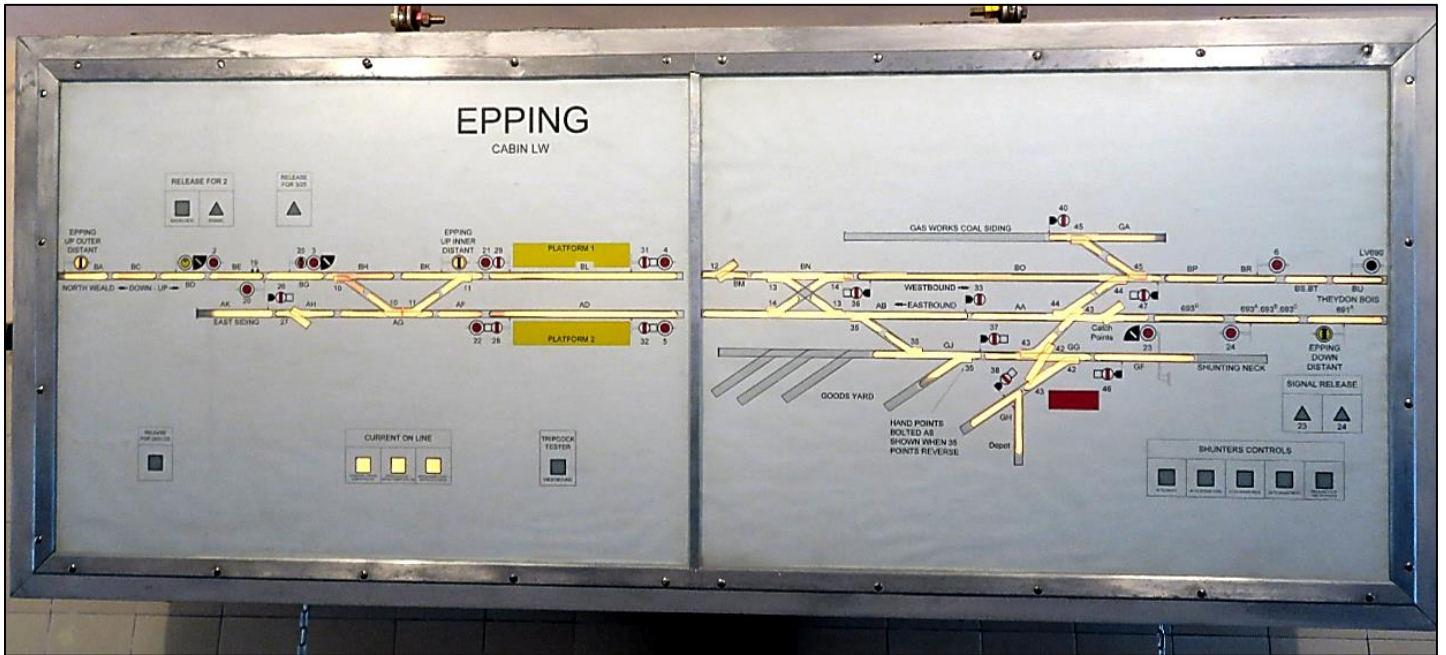


# LOCOMOTIVE L11 & EPPING SIGNAL CABIN – A VISIT

The organisers of the group “Locomotive L11 & Epping Signal Cabin” are to be congratulated on their efforts in establishing a comprehensive and interesting collection of memorabilia. In the former Epping signal cabin, there is the restored signal frame as it was when opened back in August 1949. There is also a large collection of various London Underground items in the museum area – various Underground signs, station name signs and signalling equipment to name but three. Outside the signal cabin there is L11, a former Acton Works double-ended shunting loco, superbly restored to 1983 condition when it was repainted yellow to coincide with the Acton Works Open Days. This is complemented by London Transport signalling and track equipment, recovered and donated to the group, and now in working order.

A visit is highly recommended and those interested should E-Mail Bob Yeldham at [eppingbooking@gmail.com](mailto:eppingbooking@gmail.com) or send a personal message through Messenger on the “Locomotive L11 & Epping Signal Cabin” Facebook group.



**Above:** The diagram in the signal cabin. Much of it is not original and has been recreated from the disused signal cabin at Hainault. From left to right, the top line is the single line from Ongar and underneath the east siding. The three lights towards the bottom of the left hand panel are “current on line” indicators on each of the three sections – Ongar single line, Loughton – Epping eastbound and Epping – Loughton westbound. To the right of that is the tripcock tester light. The right hand panel is west of the station, showing the gas works coal siding at the top, the west- and eastbound running lines and the goods yard below. The four indicators below are the various controls for the goods yard shunters.



**Left and Overleaf:** Sections of the lever frame. On the left, the signal levers are coloured red and when the signals are red, the indication above displays red. When the signal lever is reversed (to show green), the light is extinguished, as demonstrated by lever No.6. Spare levers are white and point levers are black, showing ‘normal’ or ‘reverse’ as appropriate. Opposite (Left) shows the yellow emergency release lever and black-and-white detonator placement lever. On the right is the red and yellow lever for the shunter’s control of the yard.





**Above:** A general view of the former goods yard from the steps of the signal cabin – the lighting mast is a relic of goods yard days. Much of the goods yard is now a station car park and one of the Underground’s largest. A train of 1992 Tube Stock has terminated in the eastbound platform.

**Left:** Proudly on display on a plinth is L11, converted in 1964 from two 1931 motor cars placed back to back. This end of the loco shows the two couplers and the three lights above for use when coupling and uncoupling.





**Above:** (Left) The display of various items of LT signalling. Working from top to bottom, the junction indicator (not yet in the correct position and incomplete), the main two-aspect red-green signal with smaller 'pigs ears' to the right hand side (these were provided so that drivers could pull right up to the signal and still see its aspect), a lamp to show an illuminated 'A' if the area is in automatic 'king lever' mode, a calling-on signal and to its right a fog repeater. Below to the left is a signal post telephone (with the 'zebra' stripes and the 'squashed 'D' indicating its presence below that). To the right is shunt signal with theatre type route indicator and an illuminated rail gap indicator to the right. At far right, pointwork showing the point motor and air piston.

**Above:** (Centre) close-up of the equipment hitherto described.

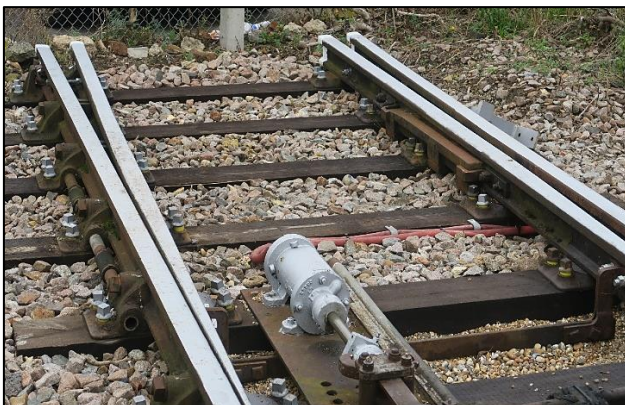
**Above:** (Right) A combined stop and repeater with the main stop signal comprising a former three-aspect with the bottom aspect patched open and a short-range colour light repeater.



**Above:** A small selection of signs on display.

**Above:** (Left) A close up view of a trainstop, which is shown in the raised position. Above the trainstop maybe seen the tripcock resetting rope.

**Left:** A closer view of the pointwork with air piston. The 'ramp' on the right (called a locked wheel ramp) is to ensure trains with locked wheels don't damage the points when passing over them.







**Above:** (Left) A close up of the two separate but fixed couplers that was provided at one end of L11 which, for a time, complemented the original Acton Works shunter (L10 – which was scrapped in 1978), which had adjustable couplers at both ends.

**Above:** (Right) On display in the signal cabin museum are a pair of rail gap indicators which, when illuminated show when current is off in the current rail section ahead. The repeater type on the left is less common and only provided where the sighting of the main indicator is limited, for example on a curved section of track.

## LOOKING BACK



**Above:** Two views of L11 shunting in Acton Works, the top photo showing its original service stock 'maroon' livery with the two couplers visible and then after repainting in yellow livery. The west end did not have two couplers as this would be unlikely to be used often in shunting stock in Acton. On the right is L11 after arrival at Epping but before any restoration work had begun on the locomotive and in the signal cabin.

**All photos: Brian Hardy**