

# LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.

(MIDLAND SECTION.)

Notice to Engine Drivers, Motormen, Guards, Signalmen and others respecting the introduction of semi-automatic two-aspect colour light signals (in place of existing semaphore signals) on the up and down local (electrified) lines at East Ham Nos. 1 and 2 and Little Ilford No. 1 Signal Boxes.

On Sunday, February 26th, from 1.30 a.m., or after cessation of electric trains, until 7.30 a.m., and on Monday, February 27th, from 1.0 a.m., or after cessation of electric trains, until 4.0 a.m., the Engineer's and Electrical Departments will have entire possession of the up and down local electrified lines between Upton Park and Little Ilford No. 2 Signal Boxes for the purpose of installing and bringing into use semi-automatic two-aspect colour light signals.

Arrangements will be made for the 10.5 p.m. freight train Pitsea to Plaistow to cross from the down loop line to the up through line at East Ham No. 2 at 1.53 a.m. on Sunday, February 26th.

On Monday, February 27th, the 2.55 a.m. stopping freight train Plaistow to Purfleet and 3.20 a.m. stopping freight train Plaistow to Pitsea will run on the down through line from Plaistow to East Ham No. 2, and arrangements will be made for them to cross from the down through line to the up loop line at East Ham No. 2 for the purpose of entering Little Ilford Northern Sidings.

From 1.0 a.m. on Sunday, February 26th, until 4.0 a.m. on Monday, February 27th, the locking at Upton Park, East Ham Nos. 1 and 2 and Little Ilford No. 1 Signal Boxes on the up and down local lines will be disconnected as required.

On Sunday, February 26th, from 1.0 a.m. until 6.0 a.m., the locking at East Ham No. 2 Signal Box on the up and down through lines will be disconnected.

On Sunday, February 26th, from 1.0 a.m. until 6.0 a.m., the locking at East Ham No. 2 and Little Ilford No. 1 Signal Boxes on the up and down loop lines to bay line will be disconnected.

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At 1.30 a.m. on Sunday, February 26th, the semaphore signals on the up and down local lines worked from Upton Park, East Ham Nos. 1 and 2 and Little Ilford No. 1 Signal Boxes will be abolished. The "shunt limit" board for the down local line between East Ham No. 2 and Little Ilford No. 1 Signal Boxes, referred to on page 25 of No. 26 Appendix "B" to the Working Time Table, will be abolished. Block telegraph working on the up and down local lines between Upton Park and Little Ilford No. 1 Signal Boxes will also be abolished.

The East Ham No. 1 distant signal from up through to up local line, fixed under East Ham No. 2 up through inner home signal to up local, and the East Ham No. 1 up local distant signal from down loop fixed under East Ham No. 2 down loop home signal to up local, will be abolished.

A new semaphore distant signal for East Ham No. 1 from down loop to up through line, fixed under East Ham No. 2 down loop home signal, will be brought into use.

The existing dwarf semaphore signals at East Ham No. 2 and Little Ilford No. 1 will not be altered.

From 1.30 a.m. on Sunday, February 26th, until 4.0 a.m. on Monday, February 27th, Flagmen will be employed at the site of the present local line semaphore signals worked from Upton Park, East Ham Nos. 1 and 2 and Little Ilford No. 1 Signal Boxes.

Commencing at 1.30 a.m. on Sunday, February 26th, and until 4.0 a.m. on Monday, February 27th, the up and down local (electrified) lines between Upton Park and Little Ilford No. 1 Signal Boxes will be worked by telephone instead of by block telegraph in accordance with the following instructions:—

The Signaller must send the necessary bell signals as messages by telephone as follows:—

Is  $\left. \begin{array}{l} \text{up} \\ \text{down} \end{array} \right\}$  local line clear for\*  
 Up  $\left. \begin{array}{l} \\ \text{Down} \end{array} \right\}$  local line is clear for\*  
 Up  $\left. \begin{array}{l} \\ \text{Down} \end{array} \right\}$  train entering section.  
 Up  $\left. \begin{array}{l} \\ \text{Down} \end{array} \right\}$  train out of section.  
 \* Description of train to be given.

Signalmen forwarding signals as above described on the circuit telephones must satisfy themselves that they are speaking to the Signaller who should receive the communication.

A train must not be allowed to enter the section until the **Is line clear** signal has been acknowledged by the Signaller in advance.

All signals sent on the telephone must be recorded, also the time each train departs.

Commencing at 4.0 a.m. on Monday, February 27th, two-aspect colour light home and starting signals will be brought into use as shown on the diagram issued with this notice. The stop signals will show a red light when in the **Danger** position and a green light when in the **All right** position. All the signals which exhibit a red light will be stop signals, and there will be no distant signals except a distant signal for Little Ilford No. 2, provided under Little Ilford No. 1 down local line home signal L<sub>1</sub>.28, which will show a yellow light for **Caution**.

Back lights will not be provided.

Train stops will be provided at each of the semi-automatic colour light stop signals.

The normal position of the two-aspect semi-automatic colour light signals will be **All right**, except signal L<sub>1</sub>.27 (Little Ilford No. 1 down local starting signal) and L<sub>1</sub>.26 (Little Ilford No. 1 up local home signal), the normal position of which will be **Danger**.

The normal position of signal U.41 (Upton Park down local starting signal) and U.25 (Upton Park up local outer home signal) will be altered from normal **Danger** to normal **All right**.

The light aspects of the new colour light signals will be the same by day as by night.

Fog repeaters will be provided in connection with each colour light stop signal for use in foggy weather or during falling snow. In foggy weather or during falling snow, a (lunar) white light with the word "Fog" will be exhibited when the signal which it repeats is at **Danger**, and a green light when the signal it repeats is at **All right**. In cases where the fog repeater for the next signal ahead is fixed below a colour light signal, when the signal under which it is fixed is at **Danger**, no indication will be given on the fog repeater.

Fogsignalmen will not be employed at the semi-automatic two-aspect colour light stop signals, but will be employed at the Little Ilford No. 2 down local distant signal.

The local lines will be track circuited throughout between Upton Park and Little Ilford No. 1, and the two-aspect colour light signals will be automatically controlled by the track circuits and also by levers in the respective Signal Boxes.

#### SIGNALMEN'S HOURS OF DUTY.

##### Upper Abbey Mills Junction:—

Until further notice, the Upper Abbey Mills Junction Signal Box will be open continuously.

##### East Ham No. 1:—

Commencing on Sunday, February 26th, and until further notice, the East Ham No. 1 Signal Box will be open continuously.

**The following two-aspect semi-automatic colour light signals and fog repeaters for the up and down local (electrified) lines will be brought into use:—**

##### East Ham No. 1 (distinguishing letter H<sub>1</sub>).

Down local fog repeater for H<sub>1</sub>.18, fixed on down side of line on East Ham side of Plashet Lane Bridge.

Down local outer home signal H<sub>1</sub>.18, fixed on down side of line between Plashet Lane and Katherine Road Bridges. Provided with telephone.

Down local fog repeater for H<sub>1</sub>.19, fixed on down side of line between Katherine Road and High Street North Bridges.

Down local inner home signal H<sub>1</sub>.19, with lower fog repeater for H<sub>1</sub>.20, fixed on down side of line on Upton Park side of East Ham No. 1 Signal Box.

Down local starting signal H<sub>1</sub>.20, fixed on down side of line immediately on Upton Park side of High Street North Bridge.

Up local fog repeater for H<sub>1</sub>.25, fixed on up local platform near Barking end of platform awning.

Up local home signal H<sub>1</sub>.25, fixed at Upton Park end of up local platform. Provided with telephone.

Up local fog repeater for H<sub>1</sub>.24, fixed between up local and down through lines between High Street North and Katherine Road Bridges.

Up local starting signal H<sub>1</sub>.24, fixed between up local and down through lines immediately on East Ham side of Katherine Road Bridge. Slotted from Upton Park. Provided with telephone to Upton Park Signal Box.

**East Ham No. 2** (distinguishing letter H<sub>2</sub>).

Down local fog repeaters for H<sub>2</sub>.55 and H<sub>2</sub>.58, fixed under down local platform awning at Upton Park end of station.

Down local home signal H<sub>2</sub>.55, and down local home signal to down through H<sub>2</sub>.58, fixed at the Barking end of the down local platform. The light on the left (H<sub>2</sub>.55) is the down local home signal, and the light on the right (H<sub>2</sub>.58) is the down local home signal to down through. Provided with telephone.

Down local fog repeaters for H<sub>2</sub>.52 and H<sub>2</sub>.56, fixed between down local and down loop lines between East Ham Station and the footbridge near East Ham No. 2 Signal Box.

Down local starting signal to up loop H<sub>2</sub>.52, and down local starting signal H<sub>2</sub>.56, slotted from Little Ilford No. 1, with lower fog repeaters for L<sub>1</sub>.56 or 60 and L<sub>1</sub>.28, fixed between down local and down loop lines immediately on the East Ham side of the footbridge near East Ham No. 2 Signal Box. The light on the left (H<sub>2</sub>.52) is the down local starting signal to up loop, and the light on the right (H<sub>2</sub>.56) is the down local starting signal. These signals also apply to trains travelling from the down through line to up loop or down local lines.

Up local fog repeaters for H<sub>2</sub>.96 and H<sub>2</sub>.102, fixed between up local line and neck of steam carriage sidings near junction of line from electric carriage sidings with up local line.

Up local home signal to up through H<sub>2</sub>.96, and up local outer home signal H<sub>2</sub>.102, with lower fog repeater for H<sub>2</sub>.101, fixed between up local and down through lines about 70 yards on Barking side of footbridge near East Ham No. 2 Signal Box. These signals will not apply to trains from the down loop line to the up local or up through lines. The light on the left (H<sub>2</sub>.96) is the up local home signal to up through, and the light on the right (H<sub>2</sub>.102) is the up local outer home signal.

Up local inner home signal, H<sub>2</sub>.101, with lower fog repeater for H<sub>2</sub>.100, fixed between up local and down through lines, about 40 yards on the East Ham Station side of East Ham No. 2 Signal Box.

Up local starting signal H<sub>2</sub>.100, fixed between up local and down through lines near Barking end of up local platform.

**Little Ilford No. 1** (distinguishing letter L<sub>1</sub>).

Down local home signal to electric carriage sidings L<sub>1</sub>.56, down local home signal to traffic siding L<sub>1</sub>.60, and down local home signal L<sub>1</sub>.28, with lower distant signal for Little Ilford No. 2 Signal Box and lower fog repeater for L<sub>1</sub>.27, fixed between down local line and shunting neck immediately on the East Ham side of junction to electric carriage sidings. The top light (L<sub>1</sub>.56) on the left is the down local home signal to electric carriage sidings, the lower light (L<sub>1</sub>.60) on the left is the down local home signal to traffic siding, the top light (L<sub>1</sub>.28) on the right is the down local home signal, and the lower light on the right is the down local distant signal for Little Ilford No. 2.

Down local starting signal L<sub>1</sub>.27, fixed between down local line and traffic siding at East Ham side of electric car shed.

Up local fog repeater for L<sub>1</sub>.26, fixed between up local line and steam carriage sidings opposite down local starting signal L<sub>1</sub>.27.

Up local home signal L<sub>1</sub>.26, fixed between up local line and steam carriage sidings opposite Little Ilford No. 1 Signal Box, slotted from East Ham No. 2.

In addition to the instructions shown on pages 86 to 93 of Midland Section Appendix "B," the following instructions must be observed between Bow Road and Little Ilford No. 1 Signal Boxes in connection with Semi-Automatic Two-Aspect Colour Light Signalling:—

(1) Telephones are provided at the following signals, and in the case of a train being stopped at these signals the driver or motorman must, after waiting one minute, advise the signalman by means of the telephone that his train is waiting at the signal and act on any instructions he may receive from the signalman. The handle on the right-hand side of the telephone must be held upwards to the peg marked "Ring" to ring the bell in the Signal Box. After it has been held in that position for a second or so, it must then be held downwards to the peg marked "Speak," and held there during the conversation with the receiver to the ear. Any instructions or information communicated by means of the telephone must be clearly understood, and both the driver or motorman and the signalman must not terminate the conversation until they are sure that a clear understanding has been reached. These signals must not be passed at **Danger** except by the instructions of the signalman.

Bromley down local line starting.  
 Bromley up local line outer home.  
 Bromley up local line inner homes.  
 Upper Abbey Mills down local line outer home.  
 Upper Abbey Mills down local line starting.  
 West Ham down local line home.  
 West Ham up local line starting.  
 Plaistow down local line starting.  
 Plaistow up local line outer home.  
 Plaistow up local line intermediate home.  
 Plaistow up local line inner home.  
 Upton Park down local line outer home.  
 Upton Park down local line intermediate home.  
 Upton Park down local line inner home.  
 Upton Park up local line starting.  
 East Ham No. 1 down local line outer home.  
 East Ham No. 1 up local line home.  
 East Ham No. 1 up local line starting. (Telephone to Upton Park.)  
 East Ham No. 2 down local line homes.

(2) Signals not provided with a telephone must not be passed at **Danger**, except as provided for in Rule 73, and in the event of a failure of a semi-automatic signal, or a track circuit controlling a semi-automatic signal not provided with a telephone, a hand signalman must be appointed to carry out the provisions of Rule 73.

(3) The driver or motorman of each train passing a signal at **Danger**, in accordance with clauses (1) or (2), must proceed cautiously, having the train under complete control, and be prepared to stop short of any obstruction until the train has passed the next two stop signals ahead (if showing the **All right** indication). If the signal or signals ahead of the defective signal are at **Danger**, the instructions contained in clauses (1) or (2) must be carried out.

(4) Should a stop signal exhibit simultaneously more than one aspect, it must be treated as a **Danger** signal, and the provisions of clauses (1) or (2) of these instructions must be carried out.

(5) Rule 40 (clause (a)) of the Book of Rules and Regulations will not apply to electric trains, but will apply to steam trains working over the local (electrified) lines.

(6) Rule 55 (clause (a)) of the Book of Rules and Regulations will not apply to either steam or electric trains on the local (electrified) lines between Campbell Road Junction and Little Ilford No. 1, but at signals at which telephones are provided the provisions of paragraph (1) of these instructions must be carried out.

(7) Should a train be delayed at a semi-automatic colour light signal not provided with a telephone for an unusually long time, the driver or motorman must sound his whistle at intervals to remind the signalman of the position of the train.

(8) Rules 227 to 239 of the Book of Rules and Regulations will apply with the following modifications and additions:—When single line working is in operation, should the semi-automatic two-aspect colour light signals for the line which is being used as a single line be in working order, electric trains and steam trains running in the proper direction may be allowed to follow each other in the usual manner over the single line after the pilotman has carried out the provision of Rule 231, clauses (a) and (b), but a steam train must not be allowed to follow another train with a less interval than 5 minutes. If the colour light signals have failed, electric trains and steam trains running in the proper direction must be dealt with as provided for in Rule 231, clauses (a) and (b), but a steam train must not be allowed to follow another train with a less interval than 5 minutes.

Electric trains and steam trains running in the wrong direction must be dealt with as provided for in Rule 231, clauses (a) and (b), but a steam train must not be allowed to follow another train with a less interval than 5 minutes.

(9) Rule 227, clause (a) (ii.). A junction pilotman must not be appointed in connection with single line working on the local (electrified) lines, but the section pilotman must also control the movement of all trains running upon or fouling the portion of single line at the junction.

(10) Rule 230 of the Book of Rules and Regulations will not apply, but in foggy weather or during falling snow, except for electric trains running in the proper direction when the semi-automatic two-aspect colour light signals are working correctly, the pilotman must accompany each train over the single line.

(11) Rule 232, clause (c). The steam train indicators for trains in both directions will not be worked during single line working.

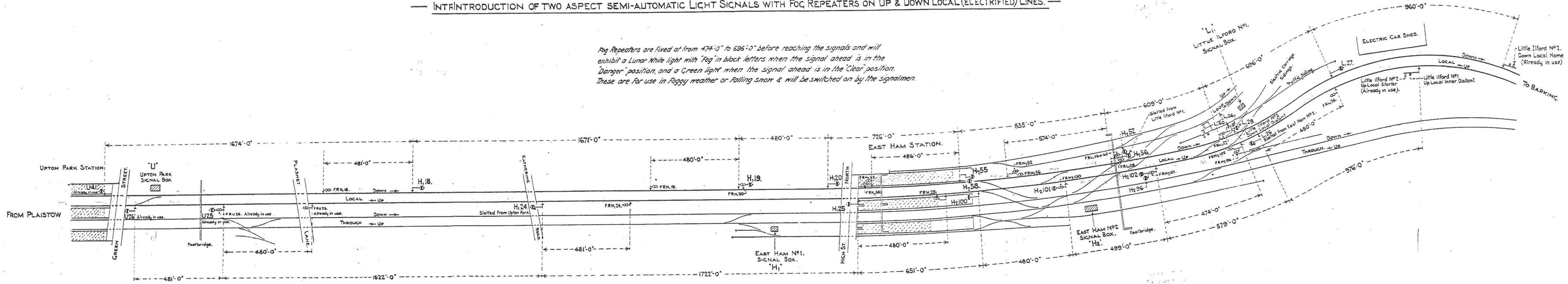
**CHIEF GENERAL SUPERINTENDENT.**

Derby, February 15th, 1928.

— L. M & S. R. MIDLAND SECTION. —  
 — BETWEEN UPTON PARK & LITTLE ILFORD. —

— INTRODUCTION OF TWO ASPECT SEMI-AUTOMATIC LIGHT SIGNALS WITH FOG REPEATERS ON UP & DOWN LOCAL (ELECTRIFIED) LINES. —

*Fog Repeaters are fixed at from 474'-0" to 696'-0" before reaching the signals and will exhibit a Lunar White light with "Fog" in black letters when the signal ahead is in the "Danger" position, and a Green light when the signal ahead is in the "Clear" position. These are for use in Foggy weather or falling snow & will be switched on by the signalmen.*



EAST HAM N<sup>o</sup>1  
DISTINGUISHING LETTER H<sub>1</sub>.

DOWN LOCAL LINE SIGNALS.

- H<sub>1</sub>.18. Outer Home. (Provided with telephone).
- H<sub>1</sub>.19. Inner Home.

UP LOCAL LINE SIGNALS.

- H<sub>1</sub>.25. Home. (Provided with telephone).
- H<sub>1</sub>.24. Starter (Slotted from Upton Park, and provided

EAST HAM N<sup>o</sup>2.  
DISTINGUISHING LETTER H<sub>2</sub>.

DOWN LOCAL LINE SIGNALS.

- H<sub>2</sub>.55. Home.
- H<sub>2</sub>.58. Home to Through.

UP LOCAL LINE SIGNALS.

- H<sub>2</sub>.96. Home to Through.
- H<sub>2</sub>.102. Outer Home.

LITTLE ILFORD N<sup>o</sup>1.  
DISTINGUISHING LETTER L<sub>1</sub>.

DOWN LOCAL LINE SIGNALS.

- L<sub>1</sub>.56. Home to Electric carriage sidings
- L<sub>1</sub>.60. Home to Traffic siding.

UP LOCAL LINE SIGNALS.

- L<sub>1</sub>.26. Home. (Slotted from East Ham N<sup>o</sup>2).