

**THE RAILWAY EXECUTIVE**  
**BRITISH RAILWAYS—EASTERN REGION**

**NEW SIGNALLING BETWEEN**  
**LIVERPOOL STREET, BETHNAL GREEN**  
**AND BOW JUNCTION**

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*The instructions contained in this Circular must  
be carefully read and observed by all concerned*

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**A. R. DUNBAR,**  
Operating Superintendent,  
(Eastern Section)  
(DI/Elec. Pad)

# SIGNALLING RECORD SOCIETY

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**THE RAILWAY EXECUTIVE  
BRITISH RAILWAYS — EASTERN REGION**

**NEW SIGNALLING BETWEEN LIVERPOOL STREET,  
BETHNAL GREEN AND BOW JUNCTION**

On Saturday/Sunday, January 29th/30th, 1949, signalling and permanent way alterations will be carried out as follows:—

The undermentioned signal boxes will be dispensed with together with all signals worked therefrom:—

Bishopsgate North.  
Middle Box.  
Coborn Road.

The existing semaphore running signals and banner repeaters on the Up and Down Suburban Lines between Liverpool Street West and Bethnal Green Junction, also on the Up and Down Through and Local Lines between Bethnal Green and Bow Junction, will be dispensed with. New controlled and automatic colour light signals will be brought into use in accordance with the attached diagram which shows the whole of the new and altered signalling and should be referred to in connection with the various items in this notice.

Other signal alterations will be carried out as described herein.

**LIVERPOOL STREET WEST.**

The Down Suburban Starting signal will be dispensed with and replaced by a colour light signal displaying Red, Yellow, Double Yellow and Green aspects 90 yards farther from the box.

A new colour light signal displaying Red, Yellow and Green aspects will be provided between the Down Local and Up Suburban lines 50 yards on the country side of the present Bishopsgate North signal box and will apply as Liverpool Street West Up Suburban Outer Home signal.

**BISHOPSGATE SOUTH.**

A new colour light signal displaying Red, Yellow and Green aspects will be brought into use on the face of Three Colts footbridge 90 yards on the country side of the present Middle Box. This signal, which is to the left of the Up Local Line, will apply as Bishopsgate South Up Local Outer Home signal.

**EAST LONDON JUNCTION.**

A new colour light signal displaying Red, Yellow and Green aspects will be brought into use on the face of Three Colts footbridge 90 yards on the country side of the present Middle Box. This signal, which is to the left of the Up Through Line, will apply as East London Junction Up Through Outer Home signal.

**BETHNAL GREEN.**

The existing Bethnal Green Junction signal box will be dispensed with together with all semaphore and disc signals worked therefrom. The points at present worked from the existing Bethnal Green Junction box will be coupled to and worked from a new signal box which will be named "BETHNAL GREEN" situated immediately west of the existing box.

The following connections at present clamped out of use will be coupled to and worked from the new box:—

The two Double Junctions between the Local and Suburban Lines on the London side of Bethnal Green Station.

The Crossover between Up and Down Suburban Lines at the London end of Bethnal Green Station.

A new Facing Connection Up Reception Line to Up Through Line or Spitalfields Yard 200 yards west of the new box.

A new Double Junction between the Through and Local Lines 250 yards east of the new box.

A new Facing Connection Up Through to Up Reception Line 120 yards east of the new box, together with new trap points in the Up Coal Siding at the fouling with the new Connection.

New controlled and automatic colour light running signals, and ground shunt signals of the internally illuminated banner type, will be brought into use as shown on the accompanying diagram.

**MILE END.**

The existing Devonshire Street East signal box will be dispensed with, together with all semaphore and disc signals worked therefrom. The points at present worked from the existing box will be coupled to and worked from a new box which will be named "MILE END," situated immediately east of the existing box.

The Up Reception Line has been extended towards London and an outlet connection to the Up Through Line at the London end will be coupled to and worked from the new box.

The connections at the London end of the Devonshire Street Up Yard at present worked from a ground frame will remain unaltered, the ground frame being electrically controlled from the new box.

A new Facing Connection from the Up Local Line to the inclined road to the Lower Goods Yard opposite the new box, and a new Crossover between the Up and Down Local Lines immediately east of this new Connection will be brought into use and worked from the new box.

Two new Double Junctions will be brought into use as follows and will be worked from the new box:—

Between the Through and Local Lines 120 yards east of the new box.

Between the Local and Through Lines 250 yards east of the new box.

New controlled and automatic colour light running signals, and ground shunt signals of the flood-lit disc type, will be brought into use as shown on the accompanying diagram.

**BOW JUNCTION.**

The Up Through and Up Local Starting signals will be dispensed with and replaced by two new colour light signals on a signal bridge 300 yards west of the box. These signals will each display Red, Yellow, Double Yellow and Green aspects and will apply as follows:—

The signal on the left of the Up Through Line will apply as Bow Junction Up Through Starting signal.

The signal on the left of the Up Local Line will apply as Bow Junction Up Local Starting signal.

## GENERAL

### Track Circuiting.

Continuous track circuiting will be provided on all running lines from Liverpool Street Down Starting signals as far as Bow Junction.

Lock and Block working will be dispensed with in this area except between Liverpool Street West and Bishopsgate South on the Local Lines, and Liverpool Street East and East London Junction on the Through Lines.

### Telephones.

Telephones will be provided at all colour light signals fitted with 'D' signs or automatic plates.

## COLOUR LIGHT SIGNALS.

### Running Signals.

The colour light signals will be replaced to Red as soon as the engine passes them.

All colour light signals carry an enamelled iron plate bearing reference letters and numerals to identify each signal and a full description of each is given in the list of signals included in this notice.

Controlled colour light signals bear the following letters indicating from which box they are worked:—

LW	Liverpool Street West.
BGS	Bishopsgate South.
ELJ	East London Junction.
BG	Bethnal Green.
ME	Mile End.
BJ	Bow Junction.

Automatic colour light signals bear the following letters indicating the line to which they apply:—

DS	Down Suburban.
US	Up Suburban.
DE	Down Through.
UE	Up Through.
DM	Down Local.
UM	Up Local.

Drivers and others having to refer to any of the signals must always quote the letters and number.

The aspects and meanings of the colour light signals are as shown below:—

2-aspect Signal	3-aspect Signal	4-aspect Signal	Meaning
Red ... ..	Red ... ..	Red ... ..	Stop.
Single Yellow	Single Yellow	Single Yellow	Proceed—be prepared to stop at next signal.
		Double Yellow	Proceed—be prepared to pass next signal at restricted speed.
	Green ... ..	Green ... ..	Proceed.

Braking distance is provided from the first signal exhibiting a Double Yellow aspect to the signal in advance which is showing a Red aspect at that time. A Single Yellow aspect will always be exhibited at the signal next in rear of the signal showing Red. Explanatory diagrams of the signal aspect sequence for the Up and Down directions are attached to this notice.

### Miniature Signals.

These signals are bracketed on colour light running signals and lead to "No-block" Lines and Reception Lines. No normal aspect is shown and the Off indication is a small Yellow light which authorizes a movement as far as the line is clear towards the next signal only.

### **SUBSIDIARY SIGNALS.**

All subsidiary signals, whether ground shunt signals or those fixed below running signals, are of the floodlit disc type or internally illuminated banner type. They exhibit the same indications by day and night, and do not show a red, yellow, or green light. The OFF indication may be exhibited with or without a junction indicator or a route indication.

The OFF indication of a subsidiary signal authorizes a movement as far as the line is clear towards the next signal only, but the turning off of a subsidiary signal does NOT authorize the next signal ahead to be passed at Danger.

Ground shunt signals carry an enamelled plate upon which are prefix letters and a number.

In making set-back movements on running lines it is essential that all the vehicles should pass beyond the signal applicable for the set-back movement to ensure that the controlling track circuit is clear. IF THE CONTROLLING TRACK CIRCUITS ARE NOT CLEARED, THE SIGNALMAN IS NOT ABLE TO CHANGE THE POSITION OF THE POINTS CONCERNED.

### **JUNCTION INDICATORS AND ROUTE INDICATORS.**

Certain signals are provided with junction indicators or route indicators, and some signals with both junction and route indicators. Under no circumstances must a movement be made when the junction indicator or a route indication is showing unless the colour light or subsidiary signal concerned is OFF.

### **BISHOPSGATE NORTH BOX.**

**Loud Sounding Bell and Hooter.**

The instruction under the above heading shown on page 99 of the Sectional Appendix is cancelled.

### **BETHNAL GREEN.**

The undermentioned instructions shown on page 100 of the Sectional Appendix have been amended in the current Permanent Way Notice:—

Assisting Down Trains on Suburban Line off Bank.

Drivers of Light Engines to call out to Lad in Timekeeper's Box.

Guards to call out the number of their train to Lad in Timekeeper's Box.

# LIVERPOOL STREET—BETHNAL GREEN—MILE END—BOW JUNCTION.

## DESCRIPTION OF SIGNALS.

The abbreviations used in the following list are as under:—

R ... .. Red.  
 Y ... .. Yellow.  
 Y/Y ... .. Double Yellow.  
 G ... .. Green.

At signals shown to be fitted with a " D " sign a telephone is provided communicating with the signal box concerned.

The junction indicators apply as set out in Rule 35(e).

## RUNNING SIGNALS. DOWN THROUGH LINE.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
Down Through Automatic Distant for BG14	Semaphore ... ..	On ... .. Off ... ..	To Down Through. BG14 at R. To Down Through. BG14 at Y, Y/Y or G.
BG14 Bethnal Green Down Through First Home	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Through. BG16 at R. To Down Through. BG16 at Y. To Down Through. BG16 at Y/Y or G.
BG16 Bethnal Green Down Through Second Home	4-aspect with left-hand Junction Indicator D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Down Through. BG18 at R. To Down Through. BG18 at Y. To Down Through. BG18 at Y/Y or G. To Down Local. BG10 A or B at Y. To Down Local. BG10 A at G or BG10B at Y/Y or G.

**RUNNING SIGNALS. DOWN THROUGH LINE—continued**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
BG18 Bethnal Green Down Through Starter	4-aspect with left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Down Through. ME5 at R. To Down Through. ME5 at Y. To Down Through. ME5 at Y/Y or G. To Down Local. DMI at R. To Down Local. DMI at Y. To Down Local. DMI at Y/Y or G.
BG20 Down Goods Starter	3-aspect ... ..  D Sign	Y ... .. G ... ..	To Down Through. BG16 at R. To Down Through. BG16 at Y, Y/Y or G.
ME5 Mile End Down Through First Home	4-aspect ... ..  D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Through. ME7 at R. To Down Through. ME7 at Y. To Down Through. ME7 at Y/Y or G.
ME7 Mile End Down Through Second Home	4-aspect ... ..  D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Through. ME9 at R. To Down Through. ME9 at Y. To Down Through. ME9 at Y/Y or G.
ME9 Mile End Down Through Starter	4-aspect with left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Down Through. DE2 at R. To Down Through. DE2 at Y. To Down Through. DE2 at Y/Y or G. To Down Local. DM2 at R. To Down Local. DM2 at Y. To Down Local. DM2 at Y/Y or G.
ME13 Up Reception Line Outlet Signal	3-aspect with 2 way Route Indicator and Shunt-ahead	Y and Indication M ... .. G and Indication M ... .. Y and Indication E ... .. G and Indication E ... .. Shunt-ahead off with Indication D ... ..	To Down Local. DM2 at R. To Down Local. DM2 at Y, Y/Y or G. To Down Through. DE2 at R. To Down Through DE2 at Y, Y/Y or G. Shunt to Down Through.

**RUNNING SIGNALS. DOWN THROUGH LINE—continued**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
Automatic D2	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Down Through. BJ7/9 at R. To Down Through. BJ7/9 at Y. To Down Through. BJ7/9 at G.
BJ7/9 Bow Junction Down Through Home	3-aspect with left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Down Through. Bridge Box Down Through Home at Danger. To Down Through. Bridge Box Down Through Home off. To Down Local. Bow Junction Down Local Starter at R. To Down Local. Bow Junction Down Local Starter at Y or G.

**RUNNING SIGNALS. DOWN LOCAL LINE**

Down Local Automatic Distant for BG8	2-aspect	Y ... .. G ... ..	To Down Local. BG8 at R. To Down Local. BG8 at Y, Y/Y or G.
BG8 Bethnal Green Down Local Home	4-aspect with one right and one left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Down Local. BG10 A or B at R. To Down Local. BG10 A or B at Y. To Down Local. BG10 A at G or BG10B at Y/Y or G. To Down Through. BG16 at R. To Down Through. BG16 at Y. To Down Through. BG16 at Y/Y or G. To Down Suburban. BG6 A or B at R. To Down Suburban. BG6 A or B at Y. To Down Suburban. BG6 A or B at G.
BG10A Bethnal Green Down Local to Down Fast Starter	3-aspect to Cambridge ... .. 4-aspect to Down Local ... ..  D Sign	Y ... .. G ... ..	To Down Fast. DFI at R. To Down Fast. DFI at Y or G.
BG10B Bethnal Green Down Local Inner Home		Y ... .. Y/Y ... .. G ... ..	To Down Local. BG12 at R. To Down Local. BG12 at Y. To Down Local. BG12 at Y/Y or G.

**RUNNING SIGNALS. DOWN LOCAL LINE—continued**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
BG12 Bethnal Green Down Local Starter	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. DMI at R. To Down Local. DMI at Y. To Down Local. DMI at Y/Y or G.
DMI Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Local. ME1 at R. To Down Local. ME1 at Y. To Down Local. ME1 at Y/Y or G.
ME1 Mile End Down Local Home	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. ME3 at R. To Down Local. ME3 at Y. To Down Local. ME3 at Y/Y or G.
ME3 Mile End Down Local Starter	4-aspect and right-hand Junction Indicator and Shunt-ahead D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... .. Shunt-ahead off ... ..	To Down Local. DM2 at R. To Down Local. DM2 at Y. To Down Local. DM2 at Y/Y or G. To Down Through. DE2 at R. To Down Through. DE2 at Y. To Down Through. DE2 at Y/Y or G. Shunt to Down Local.
ME11 Lower Yard Outlet Signal	3-aspect, 2-way Junction Indicator and Shunt-ahead	Y and Indication M ... .. G and Indication M ... .. Y and Indication E ... .. G and Indication E ... .. Shunt-ahead off with Indication E ... .. Shunt-ahead off with Indication M ... ..	To Down Local. DM2 at R. To Down Local. DM2 at Y, Y/Y or G. To Down Through. DE2 at R. To Down Through. DE2 at Y, Y/Y or G. Shunt to Down Through. Shunt to Down Local.
DM2 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Local. BJ11/12/15 at R. To Down Local. BJ11/12/15 at Y. To Down Local. BJ11/12/15 at G.
BJ11/12/15 Bow Junction Down Local Home	3-aspect with right and left-hand Junction Indicator	Y without Junction Indicator ... .. G without Junction Indicator ... ..  Y with left-hand Junction Indicator ... .. Y with right-hand Junction Indicator ... ..	To Down Local. Bow Junction Local Starters at R. To Down Local. Bow Junction Local Starters at Yor G and Bridge Box Down Local Home off. To Down Cambridge. Bridge Box Home on or off. To Down Through. Bridge Box Home on or off

**RUNNING SIGNALS. DOWN SUBURBAN LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
LWI47 Liverpool Street Down Suburban Starter	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Suburban DSO at R. To Down Suburban DSO at Y. To Down Suburban DSO at Y/Y or G.
Automatic DSO	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Suburban. DSOB at R. To Down Suburban. DSOB at Y. To Down Suburban. DSOB at Y/Y or G.
Automatic DSOB	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Suburban. DSOC at R. To Down Suburban. DSOC at Y. To Down Suburban. DSOC at Y/Y or G.
Automatic DSOC	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Suburban. BG2 at R. To Down Suburban. BG2 at Y. To Down Suburban. BG2 at Y/Y or G.
BG2 Bethnal Green Down Suburban First Home	4-aspect with right-hand Junction Indicator	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... ..	To Down Suburban. BG4 at R. To Down Suburban. BG4 at Y. To Down Suburban. BG4 at G. To Down Local. BG10 A or B at R. To Down Local. BG10 A or B at Y. To Down Local. BG10 A or B at Y/Y or G.
BG4 Bethnal Green Down Suburban Second Home	3-aspect ... .. D Sign	Y ... .. G ... ..	To Down Suburban. BG6 A or B at R. To Down Suburban. BG6 A or B at G.
BG6A Bethnal Green Down Suburban Starter	3-aspect ... .. D Sign	Y ... .. G ... ..	To Down Suburban. DSI at R. To Down Suburban. DSI at Y, Y/Y or G.
BG6B Bethnal Green Down Suburban to Down Fast Starter		Y ... .. G ... ..	To Down Fast. DFI at R. To Down Fast. DFI at Y or G.

**RUNNING SIGNALS. UP THROUGH LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
B172 Bow Junction Up Through Starter	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE3B at R. To Up Through. UE3B at Y. To Up Through. UE3B at Y/Y or G.
UE3B Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Up Through. ME10 at R. To Up Through. ME10 at Y. To Up Through. ME10 at Y/Y or G.
ME10 Mile End Up Through Home	4-aspect with right-hand Junction Indicator D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... ..	To Up Through. ME12 at R. To Up Through. ME12 at Y. To Up Through. ME12 at Y/Y or G. To Up Local. ME6 at R. To Up Local. ME6 at Y. To Up Local. ME6 at Y/Y or G.
ME12/14 Mile End Up Through Second Home	4-aspect with Miniature D Sign	Y ... .. Y/Y ... .. G ... .. Miniature Y ... ..	To Up Through. ME16 at R. To Up Through. ME16 at Y. To Up Through. ME16 at Y/Y or G. To Up Reception Road, clear or occupied.
ME16 Mile End Up Through Starter	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. BG15 at R. To Up Through. BG15 at Y. To Up Through. BG15 at Y/Y or G.
ME18 Up Reception Line Starter	3-aspect D Sign	Y ... .. G ... ..	To Up Through. BG15 at R. To Up Through. BG 15 at Y, Y/Y or G.
BG15/17 Bethnal Green Up Through First Home	4-aspect with Miniature D Sign	Y ... .. Y/Y ... .. G ... .. Miniature Y ... ..	To Up Through. BG19 at R. To Up Through. BG19 at Y. To Up Through. BG19 at Y/Y or G. To Up Goods Reception Road, clear or occupied.
BG19 Bethnal Green Up Through Second Home	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. BG21 at R. To Up Through. BG21 at Y. To Up Through. BG21 at Y/Y or G.

**RUNNING SIGNALS. UP THROUGH LINE—continued**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
BG21 Bethnal Green Up Through Starter	4-aspect with right-hand Junction Indicator and Miniature with Route Indicator.  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator. ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... .. Miniature Y with Route indication " S " ... .. Miniature Y with Route indication " G " ... ..	To Up Through. East London Junction 18 at R. To Up Through. East London Junction. 18 at Y. To Up Through. East London Junction. 18 at G. To Up Local Bishopsgate South. 7 at R. To Up Local Bishopsgate South. 7 at Y. To Up Local Bishopsgate South. 7 at G. To Granary Sidings. To Granary Up Goods.
BG23 Up Reception Line Outlet Signal	2-aspect with Subsidiary Disc.	Y ... .. Subsidiary Disc off ... ..	To Up Through. BG21 at R. To Granary Sidings.
ELJ18 East London Junction Up Through Outer Home	3-aspect  D Sign	Y ... .. G ... ..	To Up Through. East London Junction Inner Home at Danger. To Up Through. East London Junction Inner Home and Starter off.

**RUNNING SIGNALS. UP LOCAL LINE**

BJ65 Bow Junction Up Local Starter	4-aspect  D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM3B at R. To Up Local. UM3B at Y. To Up Local. UM3B at Y/Y or G.
UM3B Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. ME4 at R. To Up Local. ME4 at Y. To Up Local. ME4 at Y/Y or G.
ME4 Mile End Up Local Home	4-aspect with left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction indicator ... ..	To Up Local. ME6 at R. To Up Local. ME6 at Y. To Up Local. ME6 at Y/Y or G. To Up Through. ME12 at R. To Up Through. ME12 at Y. To Up Through. ME12 at Y/Y or G.

**RUNNING SIGNALS. UP LOCAL LINE—continued.**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
ME6/8 Mile End Up Local Starter	4-aspect with Miniature D Sign	Y ... .. Y/Y ... .. G ... .. Miniature Yellow ... ..	To Up Local. UM2 at R. To Up Local. UM2 at Y. To Up Local. UM2 at Y/Y or G. To Lower Goods Yard.
UM2 Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Up Local. BG7 at R. To Up Local. BG7 at Y. To Up Local. BG7 at Y/Y or G.
BG7/13 Bethnal Green Up Local First Home	4-aspect with left-hand Junction Indicator and Miniature D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... .. Miniature Yellow ... ..	To Up Local. BG9 at R. To Up Local. BG9 at Y. To Up Local. BG9 at Y/Y or G. To Up Through. BG19 at R. To Up Through. BG19 at Y. To Up Through. BG19 at Y/Y or G. To Up Goods Reception Road, clear or occupied.
BG9 Bethnal Green Up Local Second Home	4-aspect with left-hand Junction Indicator D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Up Local. BG11 at R. To Up Local. BG11 at Y. To Up Local. BG11 at Y/Y or G. To Up Through. BG21 at R. To Up Through. BG21 at Y. To Up Through. BG21 at Y/Y or G.
BG11 Bethnal Green Up Local Starter	4-aspect with right-hand Junction Indicator D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... ..	To Up Local. BGS7 at R. To Up Local. BGS7 at Y. To Up Local. BGS7 at G. To Up Suburban. US1 at R. To Up Suburban. US1 at Y. To Up Suburban. US1 at Y/Y or G.
BGS7 Bishopsgate South Up Local Outer Home	3-aspect D Sign	Y ... .. G ... ..	To Up Local. Bishopsgate South Inner Home at Danger. To Up Local. Bishopsgate South Inner Home, Starter, and Liverpool Street West Home signals off.

**RUNNING SIGNALS. UP SUBURBAN LINE.**

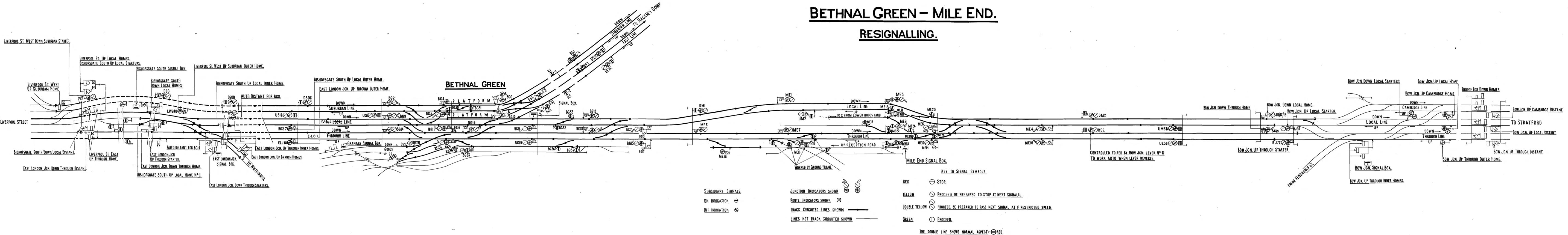
Signal No. and Description	Type of Signal	Aspect to Drivers	Application
BG1 Bethnal Green Up Suburban Home	4-aspect  D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Suburban. BG5 at R. To Up Suburban. BG5 at Y. To Up Suburban. BG5 at Y/Y or G.
BG3 Bethnal Green Up Fast Home	4-aspect with right and left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... .. Y with right-hand Junction Indicator ... .. Y/Y with right-hand Junction Indicator ... .. G with right-hand Junction Indicator ... ..	To Up Local. BG11 at R. To Up Local. BG11 at Y. To Up Local. BG11 at Y/Y or G. To Up Through. BG21 at R. To Up Through. BG21 at Y. To Up Through. BG21 at Y/Y or G. To Up Suburban. BG5 at R. To Up Suburban. BG5 at Y. To Up Suburban. BG5 at Y/Y or G.
BG5 Bethnal Green Up Suburban Starter	4-aspect with left-hand Junction Indicator  D Sign	Y without Junction Indicator ... .. Y/Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with left-hand Junction Indicator ... .. Y/Y with left-hand Junction Indicator ... .. G with left-hand Junction Indicator ... ..	To Up Suburban. US1 at R. To Up Suburban. US1 at Y. To Up Suburban. US1 at Y/Y or G. To Up Local. BGS7 at R. To Up Local. BGS7 at Y. To Up Local. BGS7 at G.
Automatic US1	4-aspect  D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Suburban. US1B at R. To Up Suburban. US1B at Y. To Up Suburban. US1B at Y/Y or G.
Automatic US1B	4-aspect  D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Suburban. LW240 at R. To Up Suburban. LW240 at Y. To Up Suburban. LW240 at G.
LW240 Liverpool Street West Up Suburban Outer Home	3-aspect  D Sign	Y ... .. G ... ..	To Up Suburban. Liverpool Street Up Suburban Home on. To Up Suburban. Liverpool Street Up Suburban Home off.

**GROUND SHUNT SIGNALS  
BETHNAL GREEN.**

Shunt Signal No.	Applicable From	Applicable to
BG30 ... ..	Up Suburban ... ..	Set Back to Down Suburban.
BG31 ... ..	Down Suburban ... ..	Set Back to Up Suburban.
BG32 ... ..	Up Local ... ..	Set Back to Down Local.
BG33 ... ..	Down Local ... ..	Set Back to Up Local.
BG34 ... ..	Up Reception Line ... ..	Sidings to Up Reception Line.
BG35 ... ..	Down Through ... ..	Set Back to Granary Sidings, or To Down Goods, or To Down Through occupied, or To Down Local.
BG36 ... ..	Up Reception Line ... ..	Set Back to Coal Siding.
BG37 ... ..	Coal Sidings ... ..	Up Reception Line.
BG22 A ... ..	Granary Sidings ... ..	To Down Through.
BG22 B ... ..	Granary Sidings ... ..	Up to 34 Disc.
<b>MILE END</b>		
ME15 ... ..	Up Local ... ..	Set Back to Down Local, or Down Through.
ME17 ... ..	Down Siding ... ..	To Down Through.
ME19 ... ..	Up Through ... ..	Set Back to Down Local, or Down Through.
ME20 ... ..	Down Local ... ..	Set Back to Lower Yard, or Up Local.
ME22 ... ..	Down Through ... ..	Set Back to Down Through, clear or occupied, or To Down Siding.
ME24 ... ..	Down Through ... ..	Set Back Down Through up to No. 22 Disc or To Lower Yard.
ME26 ... ..	Down Through ... ..	Set Back to Up Reception Line, or Up Through, or Down Through up to No. 24 Disc.

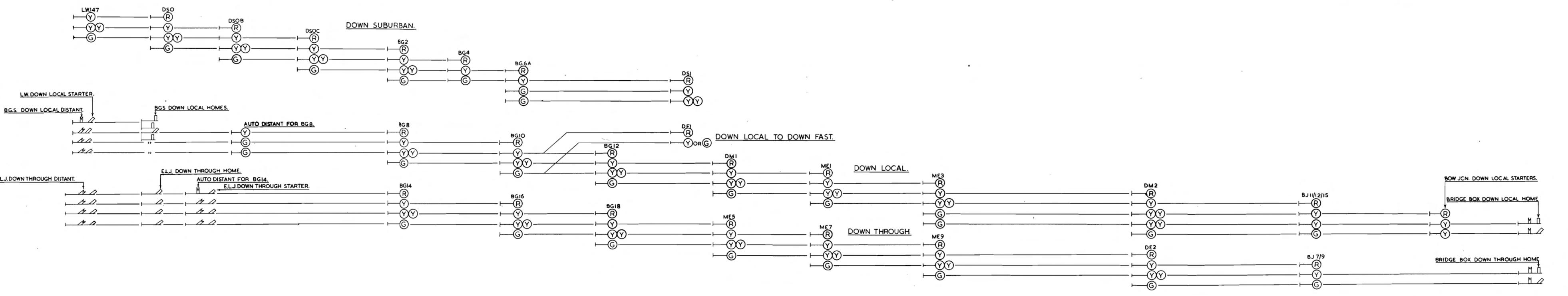
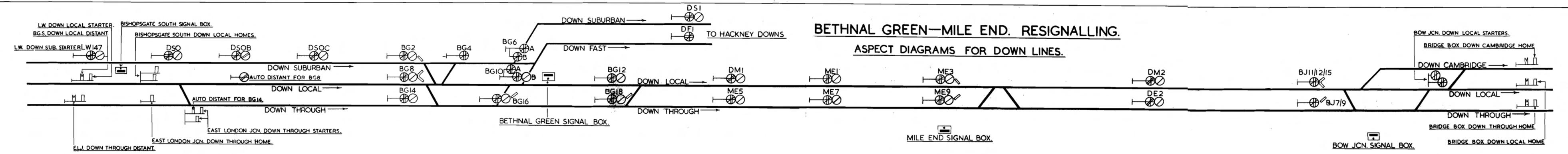
# BETHNAL GREEN - MILE END.

## RESIGNALLING.



# BETHNAL GREEN—MILE END. RESIGNALLING.

## ASPECT DIAGRAMS FOR DOWN LINES.



# BETHNAL GREEN—MILE END. RESIGNALLING.

## ASPECT DIAGRAMS FOR UP LINES.

