

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

**NEW SIGNALLING BETWEEN
SEVEN KINGS, GOODMAYES AND
CHADWELL HEATH**

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

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(DI/Elec. Pad)

SIGNALLING RECORD SOCIETY

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THE RAILWAY EXECUTIVE
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**NEW SIGNALLING BETWEEN SEVEN KINGS,
GOODMAYES AND CHADWELL HEATH**

On a date to be notified in the Permanent Way Programme, Signalling and Permanent Way alterations will be carried out as follows :—

The undermentioned signal boxes will be dispensed with :—
Goodmayes West
Goodmayes East
Chadwell Heath Station

A new signal box, to be known as Goodmayes Signal Box, will be brought into use on the Down Side of the Down Local Line approximately 160 yards west of Goodmayes East Box and 600 yards east of Goodmayes West Box.

The points at present worked from Goodmayes West, Goodmayes East and Chadwell Heath Station signal boxes will be controlled from the new box.

The existing semaphore running signals on the Up and Down Through and Local lines between Seven Kings and Chadwell Heath Station will be dispensed with. New controlled and automatic colour light signals will be brought into use to connect with the existing colour light signalling at Chadwell Heath in accordance with the attached diagrams which shew the whole of the new and altered signalling and should be referred to in connection with the various items in this notice.

The two-lever ground frame controlling the emergency crossovers in the Through and Local Lines at the London end of Goodmayes Station, at present equipped with Annetts Keys, will in future be controlled electrically from the new box.

The crossover between the Down and Up Local Lines at the London end of Chadwell Heath Station, at present worked from Chadwell Heath Station Box, will in future be worked by a one-lever ground frame controlled by Annetts Key which will be kept in a locked cupboard adjacent to the London end of the crossover. The Key to this cupboard will be kept in Goodmayes signal box.

A new connection leading from the present Up Arrival Line to the existing Up Reception Line at the London end of Chadwell Heath Station will be brought into use. This connection will be worked from the existing ground frame situate at the entrance to Goodmayes Up Arrival Roads at the back of Chadwell Heath Station Up Through Platform. The ground frame will be electrically controlled from Chadwell Heath and Goodmayes signal boxes.

The present Up Arrival Line extending from Chadwell Heath Box to Goodmayes Up Yard will be renamed Reception Line.

A new connection 400 yards east of Goodmayes new box, worked from the Up Hump Cabin and electrically controlled from the new box, will be brought into use and the present Up Reception Line will be extended to the London end of Goodmayes Up Yard.

A new connection from the new Up Reception Line to the Up Through Line has been laid in 70 yards west of Goodmayes new box.

The existing shunting spur adjacent to the Up Through Line at the London end of Goodmayes Up Yard has been extended to form a new Departure Line with an outlet connection to the Up Through Line 530 yards west of Goodmayes Station.

GENERAL

Track Circuiting

Continuous track circuiting will be provided on all running lines from Seven Kings to connect up with the existing track circuiting at Chadwell Heath.

Lock and Block working will be dispensed with in this area.

Telephones

Telephones will be provided at all colour light signals fitted with "D" signs or automatic plates. Drivers brought to a stand at these signals must communicate with the Signaller in accordance with Rule 55.

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 have an enamelled 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 :—

SK	Seven Kings
G	Goodmayes
C	Chadwell Heath

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

DM	Down Through
UM	Up Through
DE	Down Local
UE	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 shewn 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, but in some cases there may be one or more signals displaying a Double Yellow aspect in rear of the signal showing the Single Yellow aspect. Explanatory diagrams of the signal aspect sequence for the Up and Down directions are attached to this notice.

Miniature Signals

These signals (with the exception of G.60, G.62 and G.64) are associated with colour light running signals and lead to "No-block" Lines and Reception Lines. No normal aspect is shewn 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 fixed below running signals, are of the floodlit disc 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 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 have an enamelled plate bearing reference letters and a number for identification purposes.

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.

SPEED RESTRICTION

TRAINS, OTHER THAN THOSE BOOKED TO STOP AT ALL STATIONS, MUST NOT EXCEED A SPEED OF 30 MILES PER HOUR OVER THE UP AND DOWN LOCAL LINES BETWEEN SEVEN KINGS AND GIDEA PARK.

SEVEN KINGS — GOODMAYES — CHADWELL HEATH

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 shewn to be fitted with a "D" sign a telephone is provided communicating with either Seven Kings, Goodmayes or Chadwell Heath according to the signal concerned.

At automatic signals a telephone is provided communicating with the next signal box ahead.

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
SK.4 Seven Kings Down Through Starter	4-aspect	Y Y/Y G	To Down Through. DM.8B at R. To Down Through. DM.8B at Y or Y/Y. To Down Through. DM.8B at Y/Y or G.
DM.8B Automatic	4-aspect	Y Y/Y G	To Down Through. G.55 at R. To Down Through. G.55 at Y or Y/Y. To Down Through. G.55 at Y/Y or G.
G.55	4-aspect D Sign	Y Y/Y G	To Down Through. G.59 at R. To Down Through. G.59 at Y or Y/Y. To Down Through. G.59 at Y/Y or G.

RUNNING SIGNALS. DOWN THROUGH LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
G.57/59	4-aspect with left-hand Junction Indicator and Miniature with 2-way Route 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 Miniature Y with Indication 1 Miniature Y with Indication 2	To Down Through. G.61 at R. To Down Through. G.61 at Y or Y/Y. To Down Through. G.61 at Y/Y or G. To Down Local. G.39 at R. To Down Local. G.39 at Y. To Down Local. G.39 at Y/Y or G. To Down Reception Line No. 1, clear or occupied. To Down Reception Line No. 2, clear or occupied.
G.61	4-aspect D Sign	Y Y/Y G	To Down Through. G.63 at R. To Down Through. G.63 at Y or Y/Y. To Down Through. G.63 at Y/Y or G.
G.63	4-aspect D Sign	Y Y/Y G	To Down Through. G.65 at R. To Down Through. G.65 at Y or Y/Y. To Down Through. G.65 at Y/Y or G.
G.65	4-aspect D Sign	Y Y/Y G	To Down Through. G.67 at R. To Down Through. G.67 at Y or Y/Y. To Down Through. G.67 at G.
G.67	4-aspect D Sign	Y Y/Y G	To Down Through. G.71/C.41 at R. To Down Through. G.71/C.41 at Y or Y/Y. To Down Through. G.71/C.41 at Y/Y or G.
G.71/C.41	4-aspect D Sign	Y Y/Y G	To Down Through. C.43 at R. To Down Through. C.43 at Y or Y/Y. To Down Through. C.43 at Y/Y or G.

RUNNING SIGNALS. DOWN LOCAL LINE

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
SK.11 Seven Kings Down Local Starter	4-aspect	Y Y/Y G	To Down Local. DE.8C at R. To Down Local. DE.8C at Y. To Down Local. DE.8C at Y/Y or G.
DE.8C Automatic	4-aspect	Y Y/Y G	To Down Local. G.31 at R. To Down Local. G.31 at Y or Y/Y. To Down Local. G.31 at Y/Y or G
G.31	4-aspect D Sign	Y Y/Y G	To Down Local. G.33 at R. To Down Local. G.33 at Y or Y/Y. To Down Local. G.33 at G.
G.33/35	4-aspect and Miniature with 2-way Route Indicator D Sign	Y Y/Y G Miniature Y with Indication 1 Miniature Y with Indication 2	To Down Local. G.39 at R. To Down Local. G.39 at Y. To Down Local. G.39 at Y/Y or G. To Down Reception Line No. 1, clear or occupied. To Down Reception Line No. 2, clear or occupied.
G.39	4-aspect D Sign	Y Y/Y G	To Down Local. G.41 at R. To Down Local. G.41 at Y. To Down Local. G.41 at Y/Y or G.
G.41	4-aspect D Sign	Y Y/Y G	To Down Local. G.43 at R. To Down Local. G.43 at Y. To Down Local. G.43 at Y/Y or G.

RUNNING SIGNALS. DOWN LOCAL LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
G.43	4-aspect D Sign	Y Y/Y G	To Down Local. G.45 at R. To Down Local. G.45 at Y or Y/Y. To Down Local. G.45 at Y/Y or G.
G.45	4-aspect D Sign	Y Y/Y G	To Down Local. G.47 at R. To Down Local. G.47 at Y or Y/Y. To Down Local. G.47 at G.
G.47	4-aspect D Sign	Y Y/Y G	To Down Local. G.53 at R. To Down Local. G.53 at Y. To Down Local. G.53 at Y/Y or G.
G.53	4-aspect D Sign	Y Y/Y G	To Down Local. C.31 at R. To Down Local. C.31 at Y. To Down Local. C.31 at Y/Y or G.

RUNNING SIGNALS. UP THROUGH LINE

G.42	4-aspect D Sign	Y Y/Y G	To Up Through. G.44 at R. To Up Through. G.44 at Y or Y/Y. To Up Through. G.44 at Y/Y or G.
G.44/46	4-aspect with Miniature D Sign	Y Y/Y G Miniature Y	To Up Through. G.48 at R. To Up Through. G.48 at Y or Y/Y. To Up Through. G.48 at Y/Y or G. To Up Goods Line, clear or occupied.

RUNNING SIGNALS. UP THROUGH LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
G.48	4-aspect D Sign	Y Y/Y G	To Up Through. G.50 at R. To Up Through. G.50 at Y or Y/Y. To Up Through. G.50 at Y/Y or G.
G.50	4-aspect D Sign	Y Y/Y G	To Up Through. G.52 at R. To Up Through. G.52 at Y or Y/Y. To Up Through. G.52 at Y/Y or G.
G.52	4-aspect D Sign	Y Y/Y G	To Up Through. G.54 at R. To Up Through. G.54 at Y or Y/Y. To Up Through. G.54 at Y/Y or G.
G.54	4-aspect D Sign	Y Y/Y G	To Up Through. G.56 at R. To Up Through. G.56 at Y or Y/Y. To Up Through. G.56 at Y/Y or G.
G.56	4-aspect D Sign	Y Y/Y G	To Up Through. G.58 at R. To Up Through. G.58 at Y or Y/Y. To Up Through. G.58 at G.
G.58	4-aspect D Sign	Y Y/Y G	To Up Through. SK.41 at R. To Up Through. SK.41 at Y or Y/Y. To Up Through. SK.41 at G.
SK.41 Seven Kings Up Through Outer Home	4-aspect D Sign	Y Y/Y G	To Up Through. SK.38/39/40 at R. To Up Through. SK.38/39/40 at Y. To Up Through. SK.38/39/40 at G.

RUNNING SIGNALS. UP LOCAL LINE

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UE.10 Automatic	4-aspect	Y Y/Y G	To Up Local. G.30 at R. To Up Local. G.30 at Y. To Up Local. G.30 at Y/Y or G.
G.30	4-aspect D Sign	Y Y/Y G	To Up Local. G.32 at R. To Up Local. G.32 at Y or Y/Y. To Up Local. G.32 at Y/Y or G.
G.32	4-aspect D Sign	Y Y/Y G	To Up Local. G.34 at R. To Up Local. G.34 at Y or Y/Y. To Up Local. G.34 at Y/Y or G.
G.34	4-aspect D Sign	Y Y/Y G	To Up Local. G.38 at R. To Up Local. G.38 at Y or Y/Y. To Up Local. G.38 at G.
G.38	4-aspect D Sign	Y Y/Y G	To Up Local. G.40 at R. To Up Local. G.40 at Y. To Up Local. G.40 at Y/Y or G.
G.40	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. UE.10B at R. To Up Local. UE.10B at Y. To Up Local. UE.10B at Y/Y or G. To Up Through. G.56 at R. To Up Through. G.56 at Y or Y/Y. To Up Through. G.56 at Y/Y or G.

RUNNING SIGNALS. UP LOCAL LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UE.10B Automatic	4-aspect	Y Y/Y G	To Up Local. UE.9 at R. To Up Local. UE.9 at Y or Y/Y. To Up Local. UE.9 at Y/Y or G.
UE.9 Automatic	4-aspect	Y Y/Y G	To Up Local. SK.37 at R. To Up Local. SK.37 at Y. To Up Local. SK.37 at Y/Y or G.
SK.37 Seven Kings Up Local Outer Home	4-aspect D Sign	Y Y/Y G	To Up Local. Seven Kings Up Local Home On. To Up Local. Seven Kings Up Local Home Off and Ilford Carriage Sidings Up Local Distant On. To Up Local. Seven Kings Up Local Home Off and Ilford Carriage Sidings Up Local Distant Off.

RUNNING SIGNALS. UP GOODS LINE

G.60/62	Two 2-aspect Miniatures D Sign	Left-hand Signal Y Right-hand Signal Y.	To Up Arrival Lines, clear or occupied. To Up Reception Line, clear or occupied.
G.64 and Ground Disc	Miniature 2-aspect at ground level ...	Y Disc Off	To Up Reception Line, clear or occupied. To Up Hump. (Worked by Up Yard Cabin).
G.66/68	3-aspect and Miniature at ground level ... D Sign	Y G Miniature Y	To Up Through. G.54 at R. To Up Through. G.54 at Y, Y/Y or G. To Up Yard, clear or occupied.

RUNNING SIGNALS. UP GOODS LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
G.70/72	3-aspect and Miniature D Sign	Y G Miniature Y	To Up Through. G.56 at R. To Up Through. G.56 at Y, Y/Y or G. To Up Goods Departure Line, clear or occupied.

RUNNING SIGNALS. UP GOODS DEPARTURE LINE

G.74	3-aspect D Sign	Y G	To Up Through. SK.41 at R. To Up Through. SK.41 at Y, Y/Y or G.
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RUNNING SIGNALS. DOWN DEPARTURE LINE (UP SIDE)

G.69/26	3-aspect at ground level and Ground Disc Signal	Y G Disc Off	To Down Through. G.28 Off, G.71/C.41 at R. To Down Through. G.28 Off, G.71/C.41 at Y, Y/Y or G. To Up Goods Line.
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RUNNING SIGNALS. DOWN DEPARTURE LINES (DOWN SIDE)

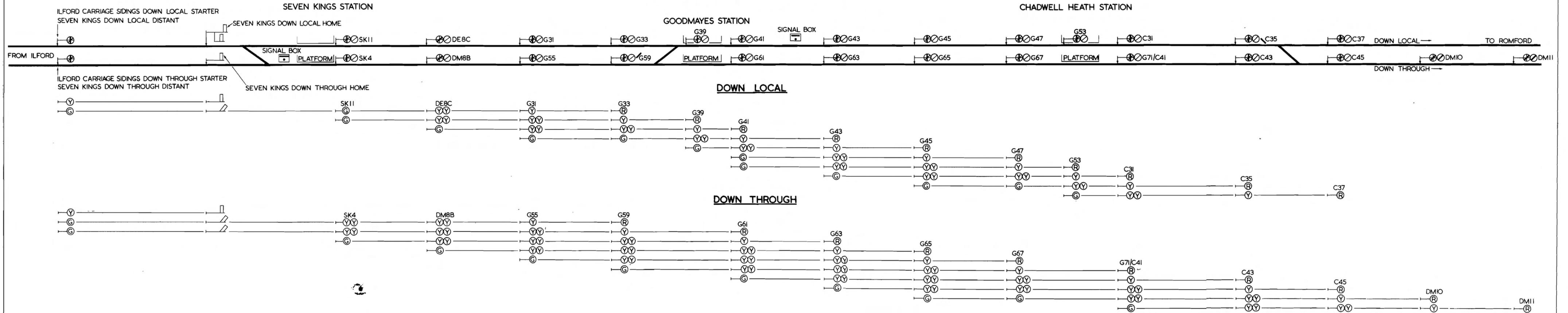
G.49	2-aspect D Sign	G	To Down Local. G.53 at Y, Y/Y or G.
G.51	2-aspect D Sign	G	To Down Local. G.53 at Y, Y/Y or G.

GOODMAYES
SHUNT SIGNALS

Shunt Signal No.	Applicable From	Applicable To
G.20	Up Through	Set back to Up Yard Sidings.
G.21	Down Yard Sidings	Up Yard Sidings.
G.22	Down Yard Sidings	Up Local.
G.23	Up Local	Set back to Down Yard.
G.24	Up Yard Sidings	Down Yard Sidings.
G.25	Up Reception	Set back to Up Arrival Lines.
G.26	Down Departure	Up Through.
G.27	Up Sidings	Down Departure Line.
G.28	Up Through	Set back to Down Through.
G.29	Down Through	Set back to Up Through.

GOODMAYES RESIGNALLING

ASPECT DIAGRAMS FOR DOWN LINES



GOODMAYES RESIGNALLING

ASPECT DIAGRAM FOR UP LINES.

