

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

**NEW SIGNALLING BETWEEN  
ILFORD STATION, ILFORD CAR SHEDS  
AND GOODMAYES**

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

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Divisional Operating Superintendent (Eastern)  
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# SIGNALLING RECORD SOCIETY

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**NEW SIGNALLING BETWEEN ILFORD STATION,  
ILFORD CAR SHEDS AND GOODMAYES**

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:—

Ilford Carriage Sidings  
Seven Kings

A new signal box, to be known as Ilford Car Sheds Box, will be brought into use on the Down side of the Down Local Line approximately 350 yards east of the existing Ilford Carriage Sidings Box.

The points at present worked from Ilford Carriage Sidings and Seven Kings signal boxes will be controlled from the new box.

The existing semaphore running signals on the Up and Down Through and Local Lines between Ilford Station and Seven Kings 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 Goodmayes in accordance with the attached diagrams which show the whole of the new and altered signalling and should be referred to in connection with the various items in this notice.

The crossover between the Down and Up Through lines at the London end of Seven Kings Station at present worked from the existing Seven Kings Box, will in future be worked from a 2-lever ground frame electrically controlled from the new box.

The existing Up Refuge Siding together with the front road of the Up Yard will in future form a new Up Goods Loop.

A new facing connection into this Loop will be provided opposite to and worked from the new box.

The connection from the existing Up Refuge Siding to the Up Through Line together with the connection to the outside Siding opposite to and at present worked from the existing Ilford Carriage Sidings Box, will in future be worked from a 6-lever ground frame electrically controlled from the new box.

The existing connection from the Up Yard to the Up Through Line, 350 yards to the west of the existing Ilford Carriage Sidings Box and at present worked from a ground frame, will in future be connected to and worked from the new box and form an outlet from the new Up Goods Loop.

A new double junction between Through and Local Lines will be brought into use approximately 875 yards west of the new box and will be connected to and worked from the new box.

The existing connection from the Car Sheds to Down Local Line adjacent to the existing Ilford Carriage Sidings Box will be dispensed with.

A new connection from the Car Sheds to Down Local Line will be provided 166 yards east of and worked from the new box.

New connections to and from the new Car Sheds will be provided in the Down and Up Newbury Park curve lines and will be worked from the new box.

**GENERAL****Track Circuiting**

Continuous track circuiting will be provided on all running lines from Ilford Station to connect up with the existing track circuiting at Goodmayes.

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 :—

IS Ilford Station  
IC Ilford Car Sheds

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 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 ILFORD STATION AND GIDEA PARK.

## ILFORD STATION — ILFORD CAR SHEDS — GOODMAYES

### 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 Ilford Car Sheds or Ilford Station 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
Ilford Station Down Through Distant also acting as Distant for DM.7 and IC.59	Semaphore Distant beneath Aldersbrook Down Local Starter	On ... .. Off ... ..	To Down Through. Ilford Station Down Through Home On. To Down Through. Ilford Station Down Through Home Off and DM.7 at Y/Y or G.
Distant for IC.61	Semaphore Distant beneath Ilford Station Down Through Home	On ... .. Off ... ..	To Down Through. IC.61 at R. To Down Through. IC.61 at Y, Y/Y or G.
DM.7 Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Down Through. IC.59 at R. To Down Through. IC.59 at Y or Y/Y. To Down Through. IC.59 at Y/Y or G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.57/59	4-aspect with left-hand Junction Indicator with 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 Y ...	To Down Through. IC.61 at R. To Down Through. IC.61 at Y or Y/Y. To Down Through. IC.61, IC.63, IC.65 at Y/Y or IC.61 at G. To Down Local. IC.45 at R. To Down Local. IC.45 at Y. To Down Local. IC.45 at Y/Y or G.  To Ilford Car Sheds or Goods.
IC.61	4-aspect  D Sign	Y ... Y/Y ... G ...	To Down Through. IC.63 at R. To Down Through. IC.63 at Y or Y/Y. To Down Through. IC.63, IC.65, IC.67 at Y/Y or IC.63 at G.
IC.63	4-aspect  D Sign	Y ... Y/Y ... G ...	To Down Through. IC.65 at R. To Down Through. IC.65 at Y or Y/Y. To Down Through. IC.65, IC.67, DM.8 at Y/Y or IC.65 at G.
IC.65	4-aspect  D Sign	Y ... Y/Y ... G ...	To Down Through. IC.67 at R. To Down Through. IC.67 at Y or Y/Y. To Down Through. IC.67, DM.8, DM.8B at Y/Y or IC.67 at G.
IC.67	4-aspect  D Sign	Y ... Y/Y ... G ...	To Down Through. DM.8 at R. To Down Through. DM.8 at Y or Y/Y. To Down Through. DM.8, DM.8B, G.55 at Y/Y or DM.8 at G.
DM.8 Automatic	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, G.55, G.59 at Y/Y or DM.8B at G.

**RUNNING SIGNALS. DOWN LOCAL LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
Ilford Station Down Local Distant and Manor Park Down Through Starter	3-aspect D Sign	Y ... .. G ... ..	To Down Local. Ilford Station Down Local Home On. To Down Local. Ilford Station Down Local Home Off and IS.2 at Y, Y/Y or G.
IS.2 Ilford Station Down Local Starter	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Down Local. IC.43 at R. To Down Local. IC.43 at Y. To Down Local. IC.43 at Y/Y or G.
IC.41/43	4-aspect with Miniature D Sign	Y ... .. Y/Y ... .. G ... ..  Miniature Y ... ..	To Down Local. IC.45 at R. To Down Local. IC.45 at Y. To Down Local. IC.45 at Y/Y or G.  To Ilford Car Sheds or Goods.
IC.45	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. IC.47 at R. To Down Local. IC.47 at Y. To Down Local. IC.47 at Y/Y or G.
IC.47	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. IC.49 at R. To Down Local. IC.49 at Y or Y/Y. To Down Local. IC.49, IC.55 at Y/Y or IC.49 at G.
IC.49	4-aspect Diamond Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. IC.55 at R. To Down Local. IC.55 at Y or Y/Y. To Down Local. IC.55, DE.8 at Y/Y or IC.55 at G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.55	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 Down Local. DE.8 at R. To Down Local. DE.8 at Y or Y/Y. To Down Local. DE.8 at G.  To Down Through. DM.8 at R. To Down Through. DM.8 at Y or Y/Y. To Down Through. DM.8, DM.8B, G.55 at Y/Y or DM.8 at G.
DE.8 Automatic	4-aspect	Y ... Y/Y ... G ...	To Down Local. DE.8B at R. To Down Local. DE.8B at Y. To Down Local. DE.8B at Y/Y or G.
DE.8B Automatic	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.

**RUNNING SIGNALS. UP THROUGH LINE**

IC.60	4-aspect  D Sign	Y ... Y/Y ... G ...	To Up Through. IC.64 at R. To Up Through. IC.64 at Y or Y/Y. To Up Through. IC.64, IC.66 at Y/Y or IC.64 at G.
IC.62/64	4-aspect with two right-hand Junction Indicators and Miniature  D Sign	Y without Junction Indicator ... Y/Y without Junction Indicator ... G without Junction Indicator ...  Y with Upper right-hand Junction Indicator Y/Y with Upper right-hand Junction Indicator G with Upper right-hand Junction Indicator  Y with Lower right-hand Junction Indicator G with Lower right-hand Junction Indicator  Miniature Y ...	To Up Through. IC.66 at R. To Up Through. IC.66 at Y or Y/Y, To Up Through. IC.66, IC.70 at Y/Y or IC.66 at G.  To Up Local. IC.50 at R. To Up Local. IC.50 at Y. To Up Local. IC.50 at Y/Y or G.  To Newbury Park. LP.26 at R. To Newbury Park. LP.26 at G.  To Ilford Car Sheds or Goods.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.66/68	4-aspect with Miniature D Sign	Y ... .. Y/Y ... .. G ... ..  Miniature Y ... ..	To Up Through. IC.70 at R. To Up Through. IC.70 at Y or Y/Y. To Up Through. IC.70, IC.74 at Y/Y or IC.70 at G.  To Up Goods Loop, clear or occupied.
IC.70	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. IC.74 at R. To Up Through. IC.74 at Y or Y/Y. To Up Through. IC.74, IS.51 at Y/Y or IC.74 at G.
IC.74	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. IS.51 at R. To Up Through. IS.51 at Y or Y/Y. To Up Through. IS.51 at G.
IS.51	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. IS.50 at R. To Up Through. IS.50 at Y. To Up Through. IS.50 at G.

**RUNNING SIGNALS. UP LOCAL LINE**

UE.9B Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Up Local. IC.44 at R. To Up Local. IC.44 at Y or Y/Y. To Up Local. IC.44 at G.
IC.44	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Local. IC.48 at R. To Up Local. IC.48 at Y. To Up Local. IC.48 at Y/Y or G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.46/48	4-aspect with right-hand Junction Indicator and Miniature  D Sign	Y without Junction Indicator ... Y/Y without Junction Indicator ... G without Junction Indicator. ...  Y with right-hand Junction Indicator ... G with right-hand Junction Indicator ...  Miniature Y ...	To Up Local. IC.50 at R. To Up Local. IC.50 at Y. To Up Local. IC.50 at Y/Y or G.  To Newbury Park. LP.26 at R. To Newbury Park. LP.26 at G.  To Ilford Car Sheds or Goods.
IC.50	4-aspect  D Sign	Y ... Y/Y ... G ...	To Up Local. IC.52 at R. To Up Local. IC.52 at Y. To Up Local. IC.52 at Y/Y or G.
IC.52	4-aspect  D Sign	Y ... Y/Y ... G ...	To Up Local. IC.58 at R. To Up Local. IC.58 at Y. To Up Local. IC.58 at Y/Y or G.
IC.58	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. IS.42 at R. To Up Local. IS.42 at Y. To Up Local. IS.42 at G.  To Up Through. IS.51 at R. To Up Through. IS.51 at Y or Y/Y. To Up Through. IS.51 at G.
IS.42	4-aspect  D Sign	Y ... G ... Y/Y aspect not in use at this stage	To Up Local. Ilford Station Up Local Home On. To Up Local. Ilford Station Up Local Home Off.

**RUNNING SIGNALS. UP GOODS LOOP**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.72	3-aspect and Subsidiary Disc ... ..	Y ... .. G ... ..	To Up Through. IC.74 at R. To Up Through. IC.74 at Y, Y/Y or G.
	D Sign	Subsidiary Disc off ... ..	Up Goods Loop to Shunt Spur.

**RUNNING SIGNALS. CAR SHEDS (DOWN LOCAL)**

IC.69	2-aspect ... .. D Sign ...	Y ... ..	To Down Local. IC.55 at R, Y, Y/Y or G.
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**RUNNING SIGNALS. CAR SHEDS (DOWN LOCAL)**

IC.51	2-aspect ... .. D Sign	Y ... ..	To Down Local. IC.55 at R, Y, Y/Y or G.
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**RUNNING SIGNALS. UP LINE FROM NEWBURY PARK**

RIC.53	2-aspect ... ..	Y ... ..	To Up Newbury Park Line. IC.53 at R.
		G ... ..	To Up Newbury Park Line. IC.53 at Y, Y/Y or G.
IC.53	4-aspect ... .. D Sign	Y ... ..	To Down Local. IC.55 at R.
		Y/Y ... ..	To Down Local. IC.55 at Y or Y/Y.
		G ... ..	To Down Local. IC.55, DE.8 at Y/Y or IC.55 at G.

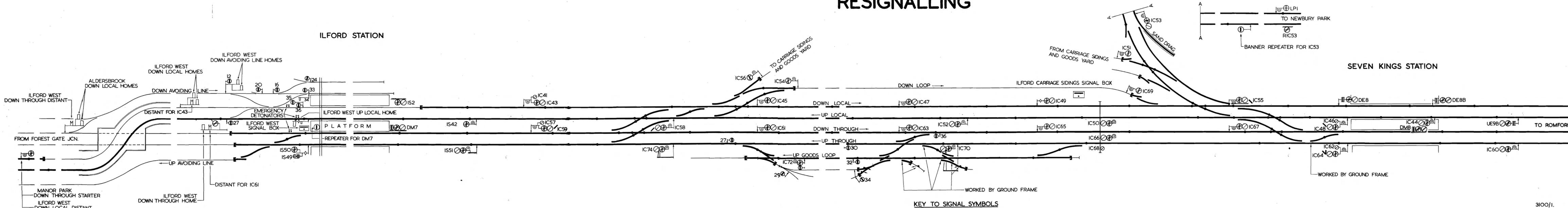
**RUNNING SIGNALS. CAR SHEDS (UP LOCAL)**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
IC.54	2-aspect ... .. D Sign	Y ... ..	To Up Local. IC.58 at R, Y, Y/Y or G.
IC.56	2-aspect ... .. D Sign	Y ... ..	To Up Local. IC.58 at R, Y, Y/Y or G.

**ILFORD CAR SHEDS**  
**GROUND SHUNT SIGNALS**

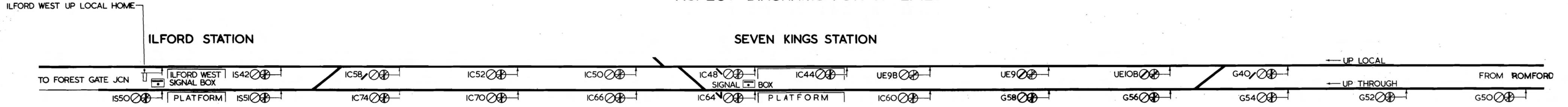
Shunt Signal No.	Applicable From	Applicable To
IC.27 ... ..	Up Through ... ..	Set-back to Up Goods Line or Sidings.
IC.29 ... ..	Up Side Sidings ... ..	Up Through or Spur.
IC.30 ... ..	Up Through ... ..	Set-back to Down Through.
IC.32 ... ..	Up Goods Loop ... ..	Down Through.
IC.34 ... ..	Up Sidings ... ..	Down Through or Up Goods Loop.
IC.36 ... ..	Down Through ... ..	Set-back to Up Sidings or Up Goods Loop or Up Through.

# ILFORD CAR SHEDS RESIGNALLING

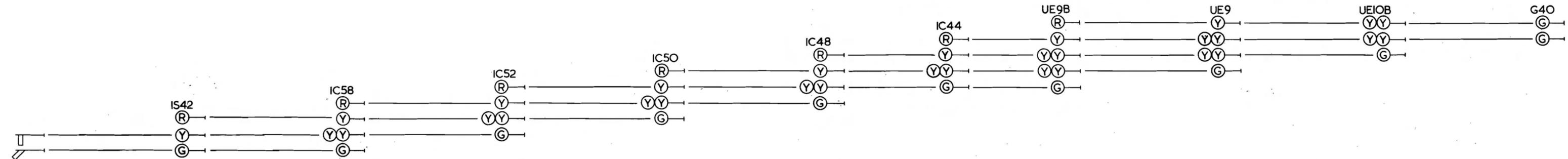


# ILFORD CAR SHEDS RESIGNALLING

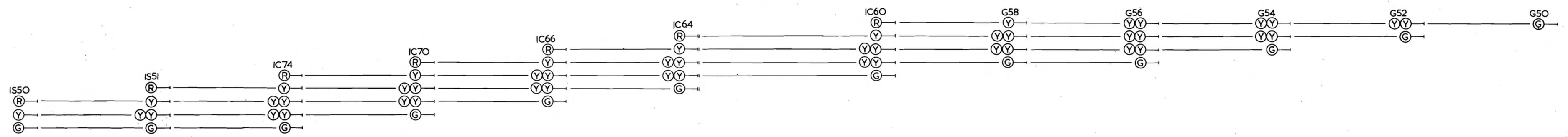
## ASPECT DIAGRAMS FOR UP LINES



### UP LOCAL



### UP THROUGH



# ILFORD CAR SHEDS RESIGNALLING

## ASPECT DIAGRAMS FOR DOWN LINES

ILFORD STATION

SEVEN KINGS STATION

