

**THE RAILWAY EXECUTIVE**

**BRITISH RAILWAYS—EASTERN REGION**

**NEW SIGNALLING BETWEEN  
MARYLAND STATION, FOREST GATE JUNCTION  
AND MANOR PARK STATION**

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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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## **THE RAILWAY EXECUTIVE**

### **BRITISH RAILWAYS—EASTERN REGION**

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## **NEW SIGNALLING BETWEEN MARYLAND STATION, FOREST GATE JUNCTION AND MANOR PARK STATION**

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

The existing semaphore running signals worked from Forest Gate Junction Box will be dispensed with. New controlled and automatic colour light signals will be brought into use between Forest Gate Junction and Stratford Eastern Junction Boxes, 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.

A new Down Goods Loop to hold a train of 40 wagons will be brought into use on the Down Side of the Down Local line immediately on the London side of Forest Gate Station. The inlet facing points in the Down Local line are approximately 1,585 yards from Forest Gate Junction Box and the outlet trailing points in the Down Local line are approximately 1,080 yards from Forest Gate Junction Box.

The crossovers in the Through and Local lines at the London end of Forest Gate Station, at present clamped out of use, will in future be worked from a 2-lever ground frame controlled by Annetts Key kept in a locked cupboard adjacent to the ground frame. The key to this cupboard will be kept in the Foreman's room at Forest Gate Station.

Self-acting run-back catch points will be provided in the Down Branch line to Woodgrange Park 258 yards before reaching the Down Branch Starting signal.

**GENERAL****Track Circuiting**

Continuous track circuiting will be provided on all running lines from Stratford Eastern Box to connect up with the existing track circuiting at Forest Gate Junction Box.

**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 :—

SE Stratford Eastern  
F Forest Gate Junction

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

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, 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 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 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**

STEAM 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 STRATFORD STATION AND GIDEA PARK.

# FOREST GATE 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 either Forest Gate or Stratford Eastern 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
DE.4 Automatic	4-aspect    ...    ...    ...    ...    ...	Y    ...    ...    ...    ...    ...    ... Y/Y    ...    ...    ...    ...    ...    ... G    ...    ...    ...    ...    ...    ...	To Down Through. DE.4B at R. To Down Through. DE.4B at Y or Y/Y. To Down Through. DE.4B at G.
DE.4B Automatic	4-aspect    ...    ...    ...    ...    ...	Y    ...    ...    ...    ...    ...    ... Y/Y    ...    ...    ...    ...    ...    ... G    ...    ...    ...    ...    ...    ...	To Down Through. DE.4C at R. To Down Through. DE.4C at Y. To Down Through. DE.4C at Y/Y or G.
DE.4C Automatic	4-aspect    ...    ...    ...    ...    ...	Y    ...    ...    ...    ...    ...    ... Y/Y    ...    ...    ...    ...    ...    ... G    ...    ...    ...    ...    ...    ...	To Down Through. DE.4D at R. To Down Through. DE.4D at Y. To Down Through. DE.4D at Y/Y or G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
DE.4D Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. DE.4E at R. To Down Through. DE.4E at Y. To Down Through. DE.4E at Y/Y or G.
DE.4E Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. DE.4F at R. To Down Through. DE.4F at Y or Y/Y. To Down Through. DE.4F and DE.5 at Y/Y or DE.4F at G.
DE.4F Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. DE.5 at R. To Down Through. DE.5 at Y or Y/Y. To Down Through. DE.5 at G.
DE.5 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. DE.5B at R. To Down Through. DE.5B at Y. To Down Through. DE.5B at Y/Y or G.
DE.5B Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. DE.5C at R. To Down Through. DE.5C at Y. To Down Through. DE.5C at Y/Y or G.
DE.5C Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Through. F.37 at R. To Down Through. F.37 at Y. To Down Through. F.37 at Y/Y or G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
F.37	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Through. F.39 at R. To Down Through. F.39 at Y. To Down Through. F.39 at Y/Y or G.
F.39	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 Through. DE.5D at R. To Down Through. DE.5D at Y. To Down Through. DE.5D at Y/Y or G.  To Woodgrange Park Branch. F.41 at R. To Woodgrange Park Branch. F.41 at Y. To Woodgrange Park Branch. F.41 at G.

**RUNNING SIGNALS. DOWN LOCAL LINE.**

DM.4 Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Down Local. DM.4B at R. To Down Local. DM.4B at Y or Y/Y. To Down Local. DM.4B DM.4C and F.23 at Y/Y or DM.4B at G.
DM.4B Automatic	4-aspect	Y ... .. Y/Y ... .. G ... ..	To Down Local. DM.4C at R. To Down Local. DM.4C at Y or Y/Y. To Down Local. DM.4C, F.23 and F.25 at Y/Y or DM.4C at G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
DM.4C Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Down Local. F.23 at R. To Down Local. F.23 at Y or Y/Y. To Down Local. F.23, F.25 and F.27 at Y/Y or F.23 at G.
F.21/23	4-aspect and Miniature D Sign ... ..	Y ... .. Y/Y ... .. G ... ..  Miniature Y ... ..	To Down Local. F.25 at R. To Down Local. F.25 at Y or Y/Y. To Down Local. F.25, F.27 and F.31 at Y/Y or F.25 at G.  To Down Goods Loop. F.29 at R.
F.25	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. F.27 at R. To Down Local. F.27 at Y or Y/Y. To Down Local. F.27 at G.
F.27	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. F.31 at R. To Down Local. F.31 at Y or Y/Y. To Down Local. F.31 and F.33 at Y/Y or F.31 at G.
F.31	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. F.33 at R. To Down Local. F.33 at Y or Y/Y. To Down Local. F.33 and F.35 at Y/Y or F.33 at G.
F.33	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Down Local. F.35 at R. To Down Local. F.35 at Y or Y/Y. To Down Local. F.35 and DM.5 at Y/Y or F.35 at G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
F.35	4-aspect with two right-hand Junction Indicators ... ..  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 ... .. Y/Y with lower right-hand Junction Indicator ... .. G with lower right-hand Junction Indicator ... ..	To Down Local. DM.5 at R. To Down Local. DM.5 at Y or Y/Y. To Down Local. DM.5 and DM.6 at Y/Y or DM.5 at G.  To Down Through. DE.5D at R. To Down Through. DE.5D at Y. To Down Through. DE.5D at Y/Y or G.  To Woodgrange Park Branch. F.41 at R. To Woodgrange Park Branch. F.41 at Y. To Woodgrange Park Branch. F.41 at G.

**RUNNING SIGNALS. UP THROUGH LINE.**

UE.7D Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. F.26 at R. To Up Through. F.26 at Y. To Up Through. F.26 at Y/Y or G.
F.26	4-aspect ... ..  D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. F.28 at R. To Up Through. F.28 at Y. To Up Through. F.28 at Y/Y or G.
F.28	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. UE.6 at R. To Up Through. UE.6 at Y or Y/Y. To Up Through. UE.6 and UE.6B at Y/Y or UE.6 at G.  To Up Local. UM.6 at R. To Up Local. UM.6 at Y or Y/Y. To Up Local. UM.6 at G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UE.6 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.6B at R. To Up Through. UE.6B at Y or Y/Y. To Up Through. UE.6B and UE.6C at Y/Y or UE.6B at G.
UE.6B Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.6C at R. To Up Through. UE.6C at Y or Y/Y. To Up Through. UE.6C at G.
UE.6C Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.6D at R. To Up Through. UE.6D at Y. To Up Through. UE.6D at Y/Y or G.
UE.6D Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.6E at R. To Up Through. UE.6E at Y. To Up Through. UE.6E at Y/Y or G.
UE.6E Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.5 at R. To Up Through. UE.5 at Y or Y/Y. To Up Through. UE.5 and UE.5B at Y/Y or UE.5 at G.
UE.5 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. UE.5B at R. To Up Through. UE.5B at Y or Y/Y. To Up Through. UE.5B at G.
UE.5B Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Through. SE.6 at R. To Up Through. SE.6 at Y. To Up Through. SE.6 at G.

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
SE.6 Stratford Eastern Up Through Outer Home	3-aspect ... .. D Sign	Y ... ..	To Up Through. Stratford Eastern Up Through Home On.
		G ... ..	To Up Through. Stratford Eastern Up Through Home and Starter Off.

**RUNNING SIGNALS. UP LOCAL LINE**

F.22	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Local. F.24 at R. To Up Local. F.24 at Y or Y/Y. To Up Local. F.24 and UM.6 at Y/Y or F.24 at G.
F.24	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM.6 at R. To Up Local. UM.6 at Y or Y/Y. To Up Local. UM.6 at G.
UM.6 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM.6B at R. To Up Local. UM.6B at Y or Y/Y. To Up Local. UM.6B and UM.6C at Y/Y or UM.6B at G.
UM.6B Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM.6C at R. To Up Local. UM.6C at Y or Y/Y. To Up Local. UM.6C and UM.6D at Y/Y or UM.6C at G.
UM.6C Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM.6D at R. To Up Local. UM.6D at Y or Y/Y. To Up Local. UM.6D and UM.5 at Y/Y or UM.6D at G.

**RUNNING SIGNALS. UP LOCAL LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UM.6D Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. UM.5 at R. To Up Local. UM.5 at Y. To Up Local. UM.5 at Y/Y or G.
UM.5 Automatic	4-aspect ... ..	Y ... .. Y/Y ... .. G ... ..	To Up Local. SE.1 at R. To Up Local. SE.1 at Y. To Up Local. SE.1 at Y/Y or G.
SE.1 Stratford Eastern Up Local Outer Home	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Local. Stratford Eastern Up Local Home On. To Up Local. Stratford Eastern Up Local Home Off. To Up Local. Stratford Eastern Up Local Home and Stratford Western Up Local Distant Off.

**RUNNING SIGNAL. DOWN BRANCH TO WOODGRANGE PARK**

F.41 Down Branch Starter	3-aspect ... .. D Sign	Y ... .. G ... ..	To Woodgrange Park. Woodgrange Park Down Branch Home On. To Woodgrange Park. Woodgrange Park signals all Off.
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**RUNNING SIGNALS. UP BRANCH FROM WOODGRANGE PARK.**

R.32 Distant for Up Branch Home	2-aspect ... ..	Y ... .. G ... ..	To Up Branch. F.32 at R. To Up Branch. F.32 at Y, Y/Y or G.
F.32 Up Home from Woodgrange Park	4-aspect ... .. D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. F.28 at R. To Up Through. F.28 at Y. To Up Through. F.28 at Y/Y or G.

**RUNNING SIGNAL. DOWN GOODS LOOP**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
F.29	3-aspect ... .. D Sign	Y ... .. G ... ..	To Down Local. F.31 at R. To Down Local. F.31 at Y, Y/Y or G.

**RUNNING SIGNAL. UP GOODS LINE**

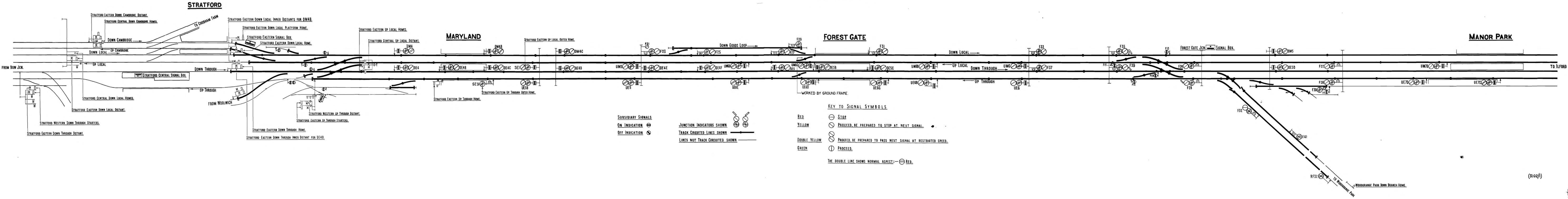
F.30	3-aspect ... .. D Sign	Y ... .. G ... ..	To Up Through. F.28 at R. To Up Through. F.28 at Y, Y/Y or G.
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## FOREST GATE JUNCTION SHUNT SIGNALS

Shunt Signal No.	Applicable From	Applicable To
F.1    ...    ...	Up Goods Line    ...    ...    ...    ...	Spur.
F.10    ...    ...	Down Through    ...    ...    ...    ...	Set-back to Up Through.
F.12    ...    ...	Up Through    ...    ...    ...    ...	Set-back to Down Through.
F.13    ...    ...	Down Local    ...    ...    ...    ...	Set-back to Up Local.
F.15    ...    ...	Up Local    ...    ...    ...    ...	Set-back to Down Local.

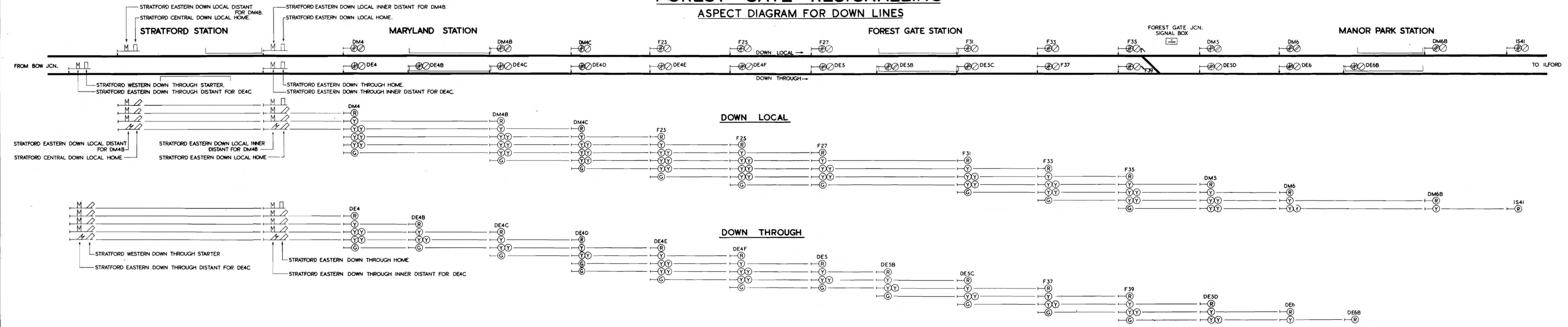
# FOREST GATE.

## RESIGNALLING.



# FOREST GATE RESIGNALLING

## ASPECT DIAGRAM FOR DOWN LINES



# FOREST GATE. RESIGNALLING.

## ASPECT DIAGRAMS FOR UP LINES.

