

**BRITISH TRANSPORT COMMISSION
BRITISH RAILWAYS – EASTERN REGION
GREAT EASTERN LINE**

**NEW SIGNALLING BETWEEN
STRATFORD, TEMPLE MILLS EAST,
TEMPLE MILLS WEST AND
COPPER MILL JUNCTION**

The instructions contained herein must be
carefully read and observed by all concerned

Liverpool Street Station.
21st June, 1958.

W. G. THORPE,
Line Traffic Manager.
(ER2/Pad 13)

SIGNALLING RECORD SOCIETY

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NEW SIGNALLING BETWEEN STRATFORD, TEMPLE MILLS EAST, TEMPLE MILLS WEST AND COPPER MILL JUNCTION

On Saturday/Sunday, 28th/29th June, the following signal boxes, together with all signals worked therefrom will be abolished :—

Chobham Farm
Loop Junction
Loughton Branch Junction
Lea Bridge Yard Temporary Box.

Three new signal boxes will be brought into use as follows :—

Temple Mills East (panel operated) on the Down side of Main lines opposite the existing Loughton Branch Junction signal box.

Temple Mills West (panel operated) on the Down side of Main lines opposite the existing temporary Lea Bridge Yard signal box.

Manor Yard (mechanically operated) outside the Up Goods line about 100 yards east of Ruckholt Road Bridge. This signal box will only control the Up and Down Goods lines and connections thereto.

In addition there will be a Pointsman's box to control the points at the subsidiary hump at the Manor Yard end of the Sorting Sidings. A second Pointsman's box will control the points at the east end of the East Yard.

The Pointsman's box at the west end of the West Yard is already in use.

All new running signals on the Up and Down Main lines and Up and Down Goods lines controlled from these new signal boxes will be of the colour light type. The ground shunt signals at Temple Mills East and Temple Mills West will be of the position light type.

The ground shunt signals controlled from Manor Yard signal box will be standard mechanical disc signals.

The semaphore Starting signals from the Down line and from Reception Roads Nos. 1 and 2 to Loughton Branch Junction worked from High Meads Junction will be replaced by colour light signals.

The diagrams attached to this notice show the complete layout from Lea Bridge Station to Stratford as it will be on completion of the entire work.

The attached list of running and shunt signals indicate all the signals which will be in use after 28th/29th June with the exceptions indicated below :—

Temple Mills West.

The Down Goods line beyond the present temporary Lea Bridge Yard box towards Copper Mill Junction will not be brought into use at this stage. The Up Goods line will follow a temporary alignment under Lea Bridge Road Bridge until further notice.

Signal TW.20 will remain out of use.

The routes to the Down Goods line on signals TW.14, TW.16 and TW.18 will not be brought into operation at this stage.

Ground Shunt Signals 33 and 66 will not be in use until further notice.

Signal TW.12 will remain temporarily out of use and movements will only be possible from Manor Yard Sidings to No. 3 Arrival Road, the points adjacent to Signal TW.12 being clamped out of use.

Ground Shunt Signal 39 will remain out of use until further notice.

At Signals TW.2, TW.8 and TW.10 the routes to No. 3 Arrival Road will remain out of use for the present, the appropriate points in the Down Goods and No. 3 Arrival Roads being clamped out of use.

The Hump Control Tower and the Hump Shunters' Cabin and the points and signals controlled therefrom will not be brought into use until a later date and existing arrangements in this area will remain until further notice.

The points leading from the West Yard Reception Roads Nos. 1 and 2 to the Transfer Siding will be clamped out of use.

Until further notice the ground shunt signals at Signals TW.15 and TW.17 and Ground Shunt Signal 30 will remain out of use.

Colour Light Signals.

The colour light running signals will be replaced to Red when the engine passes them.

All colour light signals carry 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 shown in this notice.

Running signals worked from the new Temple Mills West signal box bear the prefix TW. and those worked from Temple Mills East signal box bear the prefix TE.

Prefix MY. and HM. indicate, respectively, colour light signals worked from the new Manor Yard signal box and the existing High Meads Junction signal box.

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

The aspects and meanings of the colour light signals are in accordance with General Rule 35 (b) (i) and are further amplified in the list of signals.

Junction Indicators and Route Indicators.

Certain signals are provided with junction indicators and/or route indicators, the applications of which are shown in the list of signals. In no circumstances must a movement be made when the junction indicator or a route indicator is illuminated, unless the appropriate colour light, subsidiary signal or ground shunting signal is displaying an "OFF" aspect.

Miniature Yellow Colour Light Signals.

These are generally on brackets fixed on the main post of colour light running signals and lead to "NO BLOCK" running lines or other routes which may be either clear or occupied. There is no normal aspect. The "OFF" indication is a small yellow light which authorises a movement past the red light in the direction to which the miniature signal applies but only as far as the line is clear towards the next signal or into a siding.

In certain cases on "NO BLOCK" lines where there is no main running colour light signal the miniature yellow is above the red light, the latter being extinguished when the miniature yellow is displayed. The miniature yellow applies along the "NO BLOCK" line only as far as the line is clear towards the next signal.

Subsidiary Signals.

These are fixed below running signals and are of the position light type. There is no normal aspect. The "OFF" aspect is indicated by two white lights inclined upwards at 45°. The "OFF" aspect authorises a movement to proceed at caution past the signal displaying a red aspect as far as the line is clear towards the next signal. The nature of the movement is qualified by the accompanying letter 'C' for call-on, 'W' for warning and 'S' for shunt ahead, as amplified in the enclosed list of signals.

The "OFF" aspect of a subsidiary signal does not authorise the next signal ahead to be passed at danger.

Ground Shunt Signals.

These are of the position light type except at Manor Yard signal box where standard mechanical disc signals are provided.

The "ON" aspect is given by two horizontal lights, red to the left of white. The "OFF" aspect is given by two white lights inclined upwards at 45°.

In making setting back movements it is essential that all the vehicles should pass beyond the signal applicable to the setting back movement to ensure that the controlling track circuits are clear. If the controlling track circuits are not cleared, the Signaller is not able to change the position of the points concerned.

Telephones.

A telephone for the use of Enginemen is provided at all signals fitted with a D sign. These are indicated in the accompanying list. In every case the telephone communicates with the controlling signal box as indicated by the prefix letters on the signal number plate. The instructions regarding the use of these telephones are set out on pages 15 and 16 of No. 1 Supplement to the General Appendix.

ABSOLUTE BLOCK WORKING—

Main Lines. Absolute Block Working will be in operation on the Up and Down Main lines between :—

Stratford and Temple Mills East.
High Meads and Temple Mills East.
Temple Mills East and Temple Mills West.
Temple Mills West and Copper Mill Junction.

NO BLOCK " WORKING—

Goods Lines. The following Goods lines will be worked in accordance with the "REGULATIONS FOR WORKING TRAINS OVER GOODS LINES NOT WORKED ON ANY BLOCK SYSTEM" shown on pages 16 and 17 of the General Appendix :—

Stratford and Temple Mills East—Up and Down.
Temple Mills East and Temple Mills West—Down.
Temple Mills West and Manor Yard—Up.
Manor Yard and Temple Mills East—Up.
*Copper Mill Junction and Temple Mills West—Up.

*This line is continuously track circuited and a position light "Call-on" signal will be displayed when the line towards the next stop signal is occupied.

LIST OF SIGNALS

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

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

TEMPLE MILLS EAST

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Down Main from Stratford			
S18	Existing 3 aspect Signal converted to 4 aspect	—	Existing Stratford Down Starting Signal from Platform 13.
S20	Existing 3 aspect Signal converted to 4 aspect	—	Existing Stratford Down Starting Signal from Platform 12.
TE14 on left-hand bracket	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	To Down Main Signal TE6 at R. To Down Main Signal TE6 at Y. To Down Main Signal TE6 at Y/Y or G. To Loughton Branch. Single Line Signal TE10 at R.
TE6	4 aspect with Miniature Yellow on right D Sign	Y Y/Y G Miniature Y	To Down Main Signal TE8 at R. To Down Main Signal TE8 at Y. To Down Main Signal TE8 at Y/Y or G. To Down Goods Clear or Occupied.
TE8	4 aspect with Miniature Yellow on right with 2-way Route Indicator D Sign	Y Y/Y G Miniature Y and Indication G Miniature Y and Indication R	To Down Main Signal TW2 at R. To Down Main Signal TW2 at Y. To Down Main Signal TW2 at Y/Y or G. To Down Goods Clear or occupied. To Down Reception Road Clear or occupied.
From Down Loughton Branch Single Line			
TE10	2 aspect with Miniature Yellow on left with Route Indicator D Sign	Y Miniature Y and Indication DG Miniature Y and Indication DR Miniature Y and Indication U.G.	To Loughton Branch Down Line to Leyton. To Down Goods Clear or Occupied. To Departure Roads with Shunt Signal 38 off. To Up Goods with Shunt Signal 38 off and Shunt Signal 40 off for East. Yard or Leyton Depot.
TE12	2 aspect and Miniature Yellow on left	Y Miniature Y	To Loughton Branch Down Line to Leyton. To Leyton Depot.

Signal No.	Type of Signal	Aspect to Drivers	Application
From Down Goods from Stratford			
TE16	3 aspect with Subsidiary and Miniature Yellow to left D Sign	Y G Subsidiary off with letter "C" Miniature Y	To Down Goods. Clear to Signal TE4 at R. To Down Goods Signal TE4 at G. Call on to Down Goods occupied. To Jubilee Siding.
TE4	3 aspect with Miniature Yellow on right with Route Indicator D Sign	Y G Miniature Y and Indication D.R. Miniature Y and Indication U	To Down Main Signal TE8 at R. To Down Main Signal TE8 at Y/Y or G. To Departure Roads with Shunt Signal 36 off. To Up side with Shunt Signal 36 off and Shunt Signal 40 off for East Yard or Leyton Depot.
From Down Sidings adjacent to Down Goods			
TE18	2 aspect with Miniature Yellow on left D Sign	Y Miniature Y	To Down Goods clear to Signal TE4. To Jubilee Siding.
From Up Line from Fork Junction			
TE24	3 aspect and Subsidiary D Sign	Y G Subsidiary off with letter "W"	To Up line from Fork Junction. Signal TE22 at R. To Up line from Fork Junction. Signal TE22 at Y or G. "Warning." Line clear to Signal TE22 but occupied immediately ahead.
TE22	3 aspect and Subsidiary with Miniature Yellow to left D Sign	Y G Miniature Y Subsidiary off with letter "C"	To Down Goods clear to Signal TE4 at R. To Down Goods. Signal TE4 at G. To Jubilee Siding. Call-on to Down Goods occupied.
From Down Line to Fork Junction			
TE20	2 aspect with Miniature Yellow to left D Sign	Y Miniature Y	To Down Goods clear to Signal TE4. To Jubilee Siding.
Up Main			
TE1	4 aspect D Sign	Y Y/Y G	To Up Main Signal TE3 at R. To Up Main Signal TE3 at Y or Y/Y without Junction Indicator. To Up Main Signal TE3 at Y/Y and TE19 at Y/Y or G. or TE3 at G and TE19 at G.

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Main—continued			
TE3	4 aspect and 2 right-hand Junction Indicators with Miniature Yellow on right D Sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with 1st right-hand Junction Indicator Y with 2nd right-hand Junction Indicator Miniature Y	To Up Main Signal TE19 at R. To Up Main Signal TE19 at Y/Y. To Up Main Signal TE19 at G. To Up Goods. Clear to Signal TE23. To High Meads. Line clear to High Meads Up Homes. To Loco. Jubilee Siding via Up Goods.
TE19	4 aspect D Sign	Y Y/Y G	To Up Main Signal TE21 at R. To Up Main Signal TE21 at Y. To Up Main Signal TE21 at Y/Y or G.
TE21 also controlled from Stratford	4 aspect D Sign	Y Y/Y G	To Up Main Signal S17 at R. To Up Main Signal S17 at Y. To Up Main Signal S17 at G.
From Departure Roads			
TE5	2 aspect and Route Indicator	Y and Indication S Y and Indication B Y and Indication M Y and Indication G Y and Indication L Y and Indication H	To Shunt Line alongside Loughton Branch Single Line. To Loughton Branch Single Line. Clear to Signal TE17. To Up Main. Clear to Signal TE19. To Up Goods. Clear to Signal TE23. To Loco. Jubilee Siding. To High Meads. Clear to High Meads Up Homes.
From Up Goods			
TE7	4 aspect with 2 right-hand Junction Indicators with Miniature Yellow on left with Route Indicator and Miniature Yellow on right D Sign	Y Y/Y G Y with 1st right-hand Junction Indicator Y with 2nd right-hand Junction Indicator Miniature Y and Indication S on left Miniature Y and Indication B on left Miniature Y on right	To Up Main Signal TE19 at R. To Up Main Signal TE19 at Y/Y. To Up Main Signal TE19 at G. To Up Goods clear to Signal TE23. To High Meads. Line clear to High Meads Up Homes. To Shunt Line alongside Loughton Branch Single line. To Loughton Branch Single Line clear to Signal TE17. To Loco. Jubilee Siding via Up Goods.

Signal No.	Type of Signal	Aspect to Drivers	Application
From East Yard			
TE9	2 aspect with Route Indicator and Ground Shunt Signal to left D Sign	Y and Indication S .. Y and Indication B .. Y and Indication M .. Y and Indication G .. Y and Indication L .. Y and Indication H .. Ground Shunt Signal off..	To Shunt Line alongside Loughton Branch Single Line. To Loughton Branch Single Line clear to Signal TE17. To Up Main clear to Signal TE19. To Up Goods clear to Signal TE23. To Loco. Jubilee Siding via Up Goods. To High Meads. Line clear to High Meads Up Homes. To East Yard Shunt Spur.
From Leyton Depot			
TE11	2 aspect with Route Indicator and Ground Shunt Signal to right D Sign	Y and Indication B .. Y and Indication M .. Y and Indication G .. Y and Indication L .. Y and Indication H .. Ground Shunt Signal off..	To Loughton Branch Single Line clear to Signal TE15. To Up Main clear to Signal TE19. To Up Goods clear to Signal TE23. To Loco. Jubilee Siding via Up Goods. To High Meads. Line clear to High Meads Up Homes. To East Yard Shunt Spur.
From Up Loughton Branch			
TE13	3 aspect D Sign	Y G	To Loughton Branch Single Line clear to Signal TE15. To Loughton Branch Single Line Signal TE15 at Y or G.
TE15	2 aspect with subsidiary and Miniature Yellow on left D Sign	Y Subsidiary off with letter "C" Miniature Y	To Loughton Branch Single Line clear to Signal TE17. Call-On to Loughton Branch Single Line occupied. To Carriage & Wagon Sidings or Shunt Line alongside Loughton Branch Single Line.
TE17	Ground Level searchlight with Miniature Yellow on left D Sign	Y G Miniature Y	To Up Main clear to Signal TE21 at R. To Up Main. Signal TE21 at Y, Y/Y or G. To Up Siding up to Ground Shunt Signal 33.
From Up Goods			
TE23 on left-hand bracket	2 aspect and Miniature Yellow on left D Sign	Y Miniature Y	To Down Line to Fork Junction. Clear to Signal TE25. To Up Goods to Stratford. Clear or occupied.

Signal No.	Type of Signal	Aspect to Drivers	Application
From Down Line to Fork Junction			
TE25	3 aspect and Miniature Yellow with Route Indicator on left and Miniature Yellow on right D Sign	Y G Miniature Y and Indication E on left Miniature Y and Indication C on left Miniature Y on right	To Down Line to Fork Junction. Clear to Signal TE27. To Down Line to Fork Junction Signal TE27 at Y or G. To Engine Road. To Carriage Shop Sidings worked by Ground Frame. To Coal Road, etc., worked by Ground Frame.
TE27	3 aspect D Sign	Y G	To Down Line. Clear to Fork Junction Home. Fork Junction Distant to Stratford Southern Junction clear.
Down Lines from High Meads			
HM32 High Meads Down Main Starting also controlled from Temple Mills East	3 aspect and Miniature Yellow and Route Indicator on right D Sign	Y G Miniature Y and Indication DR Miniature Y and Indication U	To Down Main. Clear to Signal TE8. To Down Main. Signal TE8 at Y/Y or G. To Departure Roads with Ground Shunt Signal 36 off. To Up side with Ground Shunt Signal 36 off and Ground Shunt Signal 40 off for East Yard or Leyton Depot.
HM35 High Meads Down Starting from Reception Road No. 1 also controlled from Temple Mills East	Ground Level searchlight with Miniature Yellow and Route Indicator on right	Y Miniature Y and Indication DR Miniature Y and Indication U	To Down Main. Clear to Signal TE8. To Departure Roads with Ground Shunt Signal 36 off. To Up side with Ground Shunt Signal 36 off and Ground Shunt Signal 40 off for East Yard or Leyton Depot.
HM33 High Meads Down Starting from Reception Road No. 2 also controlled from Temple Mills East	Ground Level Searchlight with Miniature Yellow and Route Indicator on right	Y Miniature Y and Indication DR Miniature Y and Indication U	To Down Main, clear to Signal TE8. To Departure Roads with Ground Shunt Signal 36 off. To Up side with Ground Shunt Signal 36 off and Ground Shunt Signal 40 off for East Yard or Leyton Depot.

TEMPLE MILLS EAST

GROUND SHUNT SIGNALS

Shunt No.	Applicable from	Route Indication where provided	Applicable to
Down Direction			
30	Loco. Outlet	DM DR U	Down Main. Departure Roads with Shunt Signal 36 off. Up Side with Shunt Signal 36 off and Shunt Signal 40 off to either East Yard or Leyton Depot.
32	Up Main	—	Up Main to Shunt Signal 36. Up Goods to Shunt Signal 38.
34	C. & W. Sidings or Shunt Line	DG DR U	Down Goods. Departure Roads with Shunt Signal 38 off. Up Side with Shunt Signal 38 off and Shunt Signal 40 off to either East Yard or Leyton Depot.
36	Up Goods or Up Main ..	B —	Loughton Branch Single Line towards Signal TE12. Departure Roads. With Shunt Signal 40 off to either East Yard or Leyton Depot.
38	Up Goods to Up Main connecting Line	—	Departure Roads. With Shunt Signal 40 off to either East Yard or Leyton Depot.
40	Up Goods to Up Main connecting Line or Up Goods	Upper Shunt .. Lower Shunt ..	East Yard. Leyton Depot.
42	East Yard Shunt Spur ..	Upper Shunt .. Lower Shunt ..	East Yard. Leyton Depot.
Chobham Farm and Loop Junction Area			
44	Up Siding	Upper Shunt .. Lower Shunt ..	Along Siding up to Stop Board. Siding No. 2 behind Chobham Farm Box.
46	Up Main	—	Up Siding No. 1 up to Stop Board.
48	Up Main	—	Down Main towards Signal TE6. Up Main, setback towards Shunt Signal 32.
50	Up Goods	—	Jubilee Siding. Down Goods.
52	Loop Sidings and Turntable Road	—	Jubilee Siding.
54	Loop Sidings	Upper Shunt .. Lower Shunt ..	Along siding to Shunt Signal 52. Down Goods.
56	Loop Sidings	Upper Shunt .. Lower Shunt ..	Along siding to Shunt Signal 54. Up line from Fork Junction towards Signal TE22.
58	Carriage Sidings outlet ..	—	Down Line to Fork Junction towards Signal TE20.
Up Direction			
31	Leyton Shops Siding ..	—	Loughton Branch Single Line towards Signal TE15.
33	Up Siding No. 1	Upper Shunt .. Lower Shunt ..	Along Up Siding. Up Main towards Signal TE21.
35	Up Siding No. 2	—	Up Siding.

Shunt No.	Applicable from	Route Indication where provided	Applicable to
Chobham Farm and Loop Junction Area			
37	Down Main	—	Up Main towards Signal TE21.
39	Jubilee Siding	Upper Shunt ..	Down Goods to Shunt Signal 41.
		Lower Shunt ..	Turntable Road or Loop Sidings.
41	Down Goods	G	Down Goods, set back to Shunt Signal 43.
		D	Down Line to Fork Junction towards Signal TE25.
		U	Up Line from Fork Junction to Shunt Signal 47.
		L	Loop Sidings.
43	Down Goods	G	Up Goods.
		S	Down Siding.
45	Loop Siding	—	Along Siding.
47	Up Line from Fork Junction	—	Set back on Up Line when occupied only.
			Loop Sidings.

MANOR YARD SIGNAL BOX**RUNNING SIGNALS**

Signal No.	Type of Signal	Aspect to Drivers	Application
From Down Goods			
MY30	2 aspect Red and Miniature Yellow with Miniature on right D Sign	Miniature Y alone .. Miniature Y on right of R	To Down Goods towards Signal TW8. Line clear or occupied. To Manor Yard Sidings.
From Up Goods			
MY6.. .. .	2 aspect Red and Miniature Yellow with Miniature Yellow on right and on left	Miniature Y alone .. Miniature Y on right of R Miniature Y on left of R	To Up Goods towards Signal TE7. Line clear or occupied. To Departure Roads. To East Yard Road.

MANOR YARD**SEMAPHORE SIGNALS AND GROUND DISCS**

Applicable from	Signal No.	Route Indication where provided	Applicable
Wagon Repair Sidings and Cattle Sidings (Miniature Arm and Route indicator)	1	E	To East Yard Road.
	2	G	To Up Goods towards Signal TE7. Line clear or occupied.
Up Goods (Disc)	3	D	To Departure Roads.
	8	—	To Wagon Repair and Cattle Sidings, or set back on to Up Goods occupied only.
Departure Roads (Disc with Yellow normal indication)	11	—	To Wagon Repair and Cattle Sidings or to Up Goods when occupied only.
Sidings (Disc and Route Indicator)	12	D	To Departure Roads.
	13	G	To Up Goods towards Signal TE7. Line clear or occupied.
East Yard Road (Disc) ..	14	E	To East Yard Road.
	19	—	To Manor Yard Sidings or to Up Goods up to Disc 8.
Down Goods (Disc)	23	—	To Shunt Spur or Departure Roads.
Sidings (Miniature Arm) ..	25	—	To Down Goods towards Signal TW8. Line clear or occupied.
(Disc)	26	—	To Manor Yard Sidings.

TEMPLE MILLS WEST

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Down Main			
TW2	4 aspect with Miniature Yellow on right with Route Indicator D Sign	Y	To Down Main Signal TW4 at R.
		Y/Y	To Down Main Signal TW4 at Y.
		G	To Down Main Signal TW4 at Y/Y or G.
		Miniature Y and Route Indication G Miniature Y and Route Indication 3	To Down Goods Clear or occupied. To No. 3 Arrival Road.
TW4	4 aspect with Subsidiary D Sign	Y	To Down Main Signal TW6 at R.
		Y/Y	To Down Main Signal TW6 at Y
		G	To Down Main Signal TW6 at Y/Y or G.
		Subsidiary off (no letter)	Shunt along Down Main towards Signal TW6.
TW6	4 aspect D Sign	Y	To Down Main. Signal CM112 at R.
		Y/Y	To Down Main. Signal CM112 at Y for Down Main only.
		G	To Down Main. Signal CM112 at G for Down Main only.
Down Goods			
TW8	3 aspect left-hand Junction Indicator. Miniature Yellow on left and on right Subsidiary D Sign	Y	To Down Goods Clear to Signal TW14.
		G	To Down Goods. Signal TW14 at Y or G.
		Y with left-hand Junction Indicator	To Down Main clear to Signal TW4.
		Miniature Y on left ..	To Wagon Shop Spur.
		Miniature Y on right ..	To No. 3 Arrival Road.
		Subsidiary with Letter C	Call-on to Down Goods occupied.
TW14	3 aspect and left-hand Junction Indicator D Sign	Y	To Down Goods Signal TW20 at R.
		G	To Down Goods Signal TW20 at Y or G.
		Y with left-hand Junction Indicator	To Down Main clear to Signal TW6.
TW20	3 aspect D Sign	Y	To Down Goods clear to Signal CM114.
		G	To Down Goods. Signal CM114 at Y or G.
Wagon Shops Sidings Outlet			
TW10	2 aspect Red and Miniature Yellow with Ground Shunt on left and on right D Sign	Miniature Y	To Down Goods clear or occupied.
		Left-hand Shunt off ..	To Wagon Shops Spur.
		Right-hand Shunt off ..	To No. 3 Arrival Road.
Manor Yard Western Outlet			
TW12	2 aspect Red and Miniature Yellow with Ground Shunt on right D Sign	Miniature Y	To Down Goods clear or occupied.
		Shunt off	To No. 3 Arrival Road.
From No. 2 Departure Road			
TW16	Ground level Searchlight with Route Indicator D Sign	Y with Indication G ..	To Down Goods. Clear to Signal TW20.
		G with Indication G ..	To Down Goods Signal TW20 at Y or G.
		Y with Indication M ..	To Down Main. Clear to Signal TW6.

Signal No.	Type of Signal	Aspect to Drivers	Application
From West Yard Up Reception Road No. 2			
TW18	2 aspect with Route Indicator Shunt Signal on right-hand bracket with Ground Shunt Signal on right D Sign	Y with Indication M .. Y with Indication G .. Elevated Shunt Signal off Ground Shunt Signal off	To Down Main via Up Goods. Clear to Signal TW6. To Down Goods via Up Goods. Clear to Signal TW20. Facing direction on Up Goods towards either Ground Frame up to Limit of Shunt Lamp. To Main Shunt Spur and Gas Works Siding.
Up Main			
TW1	3 aspect with left-hand Junction Indicator and Miniature Yellow on left with Route Indicator D Sign	Y G Y with left-hand Junction Indicator Miniature Y with Indication Y Miniature Y with Route Indication E	To Up Main Signal TW3 at R. To Up Main Signal TW3 at Y, Y/Y or G. To Up Goods. Clear to Signal TW7. To any Reception Road from 1 to 12 via Up Goods Line or to any Reception Road from 1 to 8 via connecting line and with Shunt Signal 37 off. To Engine Line via Up Goods or to Engine Line via connection line and with Shunt Signal 37 off. Up to "Stop a Moment" Board.
TW3	4 aspect D Sign	Y Y/Y G	To Up Main Signal TE1 at R. To Up Main Signal TE1 at Y. To Up Main Signal TE1 at Y/Y or G.
Up Goods			
TW5	2 aspect with Miniature Yellow on right and Route Indicator D Sign	Y Miniature Y with Indication Y Miniature Y with Indication E	To Up Goods. Clear to TW7. To any Reception Road from 1 to 12 via Up Goods or to any Reception Road from 1 to 8 via connecting line and with Shunt Signal 37 off. To Engine Line via Up Goods or to Engine Line via connection line and with Shunt Signal 37 off.
TW7	2 aspect with subsidiary and Miniature Yellow on left with Route Indicator D Sign	Y Subsidiary off with letter C Miniature Y and Indication 1 Miniature Y and Indication 2	To Up Goods. Clear to Signal TW9. To Up Goods occupied. To West Yard Up Reception Road No. 1 To West Yard Up Reception Road No. 2

Note :—None of the " off " aspects of this signal is replaced to Red when the leading vehicle passes the signal. All remain " off " until either the entire train has passed the signal or Signaller replaces the signal to red by switch.

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Goods—continued			
TW9	2 aspect Red or Miniature Yellow D Sign	Miniature Y	To Up Goods towards Signal MY6. Line clear or occupied.
Loco. Outlet near Hump Control Tower			
From Engine Line			
TW11	2 aspect Red or Miniature Yellow. With Ground Shunt Signal elevated on right-hand bracket D Sign	Miniature Y Elevated Shunt Signal "off"	To Up Goods towards Signal MY6. Line clear or occupied. To Spur.
N.B.—This Shunt Signal is normally "off" and is replaced to "on" while an engine is passing to or from the spur or is standing in the spur. Also replaced to "on" by Signaller before signalling moves to and from Engine Line and Up Goods.			
From Outwards Engine Line			
TW13	2 aspect Red or Miniature Yellow D Sign	Miniature Y	To Up Goods towards Signal MY6. Line clear or occupied.
From No. 1 Reception Road			
TW15	Ground Level 2 aspect Red or Miniature Yellow with Ground Shunt Signal on right D Sign	Miniature Y Ground Shunt Signal "off"	To Up Goods towards Signal MY6. Line clear or occupied. To Transfer Siding.
From No. 2 Reception Road			
TW17	Ground Level 2 aspect Red or Miniature Yellow with Ground Shunt Signal on right D Sign	Miniature Y Ground Shunt Signal "off"	To Up Goods towards Signal MY6. Line clear or occupied. To Transfer Siding.

TEMPLE MILLS WEST**GROUND SHUNT SIGNALS**

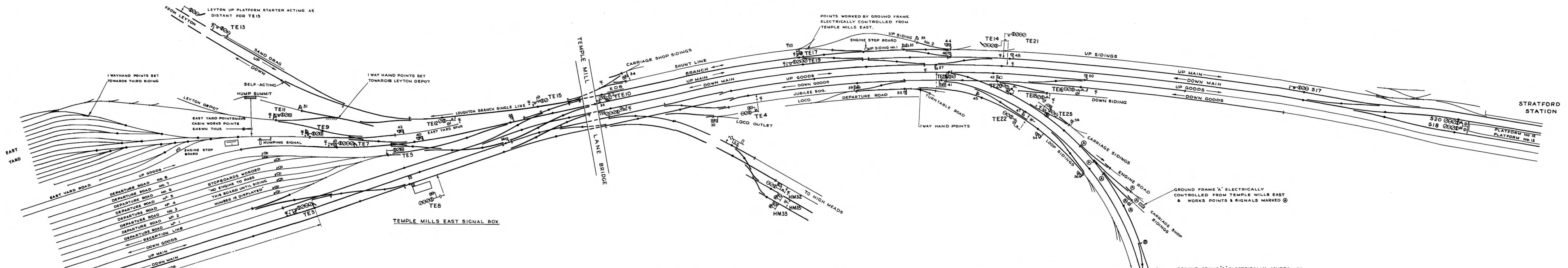
Shunt No.	Application from	Route Indication where provided	Applicable
Down Direction			
30	Transfer Siding	—	Towards Hump (worked from Hump Control Tower) OR West Yard Reception Road No. 2 only.
32	Up Goods.. ..	—	To Inwards Engine Line. OR West Yard Reception Road No. 1. OR West Yard Reception Road No. 2.
34	Spur	—	To Inwards Engine Line.

Note.—This signal stands normally off and placed to "on" position only while engine is running either way between Engine Lines and Spur. Placed to "on" position by Signaller before signalling moves to or from Engine Line or Up Goods.

Shunt No.	Application from	Route Indication where provided	Applicable
Down Direction—continued			
36	Loco. West end	—	To Loco. Spur.
38	Loco. West end	—	Outwards Up to shunts 60/62 only.
40	Humping Engine Line ..	—	Outwards up to shunts 60/62.
42	Humping Engine Line ..	—	Hump Engine Spur direct.
44	Reception Road No. 1 ..	—	Up to Shunt Signals 60/62 only.
46	Reception Road No. 2 ..	—	Up to Shunt Signals 60/62 only.
48	Reception Road No. 3 ..	—	Up to Shunt Signals 60/62 only.
50	Reception Road No. 4 ..	—	Up to Shunt Signals 60/62 only.
52	Reception Road No. 5 ..	—	Up to Shunt Signals 60/62 only.
54	Reception Road No. 6 ..	—	Up to Shunt Signals 60/62 only.
56	Reception Road No. 7 ..	—	Up to Shunt Signals 60/62 only.
58	Reception Road No. 8 ..	—	Up to Shunt Signals 60/62 only.
60	Reception Road 1 to 8 or Engines Lines	—	To Connecting Line up to Shunt Signals 64/66.
62	Reception Roads 1 to 8 or Engine Lines	—	To Hump Engine Spur.
64	Connecting Line	—	To Down Main.
66	Connecting Line	—	To Down Goods.
Up Direction			
31	Down Main	G	To Up Goods towards Signal TW7.
		Y	To any Reception Road from 1 to 12 via Up Goods or to any Reception Road from 1 to 8 via connecting line and with Shunt Signal 37 off.
		E	To Engine Line via Up Goods or to Engine Line via Connecting Line and with Shunt Signal 37 off.
		M	To Up Main towards Signal TW3.
33	Down Goods	G	To Up Goods towards Signal TW7.
		Y	To any Reception Road from 1 to 12, via Up Goods or to any Reception Road 1 to 8 via connecting line and with Shunt Signal 37 off.
		E	To Engine Line via Up Goods or to Engine Line via connecting line and with Shunt Signal 37 off.
35	Hump Engine Spur ..	← 12	To Reception Road 12.
		← 11	To Reception Road 11.
		← 10	To Reception Road 10.
		← 9	To Reception Road 9.
		← 8	To Reception Road 8 via left-hand route.
		→ 8	To Reception Road 8 via right-hand route and with Shunt Signal 37 off.
		← 7	To Reception Road 7 via left-hand route.
		→ 7	To Reception Road 7 via right-hand route and with Shunt Signal 37 off.

Shunt No.	Application from	Route Indication where provided	Applicable
Up Direction—continued			
35	Hump Engine Spur— continued	← 6	To Reception Road 6 via left-hand route.
		→ 6	To Reception Road 6 via right-hand route and with Shunt Signal 37 off.
		← 5	To Reception Road 5 via left-hand route.
		→ 5	To Reception Road 5 via right-hand route and with Shunt Signal 37 off.
		← 4	To Reception Road 4 via left-hand route.
		→ 4	To Reception Road 4 via right-hand route and with Shunt Signal 37 off.
		← 3	To Reception Road 3 via left-hand route.
		→ 3	To Reception Road 3 via right-hand route and with Shunt Signal 37 off.
		← 2	To Reception Road 2 via left-hand route.
		→ 2	To Reception Road 2 via right-hand route and with Shunt Signal 37 off.
		← 1	To Reception Road 1 via left-hand route.
		→ 1	To Reception Road 1 via right-hand route and with Shunt Signal 37 off.
		← E	To Engine Line via left-hand route.
		→ E	To Engine Line via right-hand route and with Shunt Signal 37 off.
37	Connecting Line .. .	—	To Reception Road 8 or To Reception Road 7 or To Reception Road 6 or To Reception Road 5 or To Reception Road 4 or To Reception Road 3 or To Reception Road 2 or To Reception Road 1 or To Engine Line to "Stop a Moment" Board
39	Down Goods .. .	—	To Manor Yard Sidings.

TEMPLE MILLS EAST BOX.



TE1 CONTINUED FROM SHEET 2

KEY TO SYMBOLS.

- SIGNALS MULTI-UNIT TYPE OR
- SEARCHLIGHT TYPE
- JUNCTION INDICATORS THUS
- ROUTE INDICATORS STENCIL TYPE THUS
- POSITION LIGHT SUBSIDIARY SIGNALS THUS
- POSITION LIGHT GROUND SHUNTING SIGNALS THUS
- TRACK CIRCUITED LINES THUS
- LINES NOT TRACK CIRCUITED THUS
- POINTS WORKED FROM SIGNAL BOXES OR GROUND FRAMES THUS
- HAND POINTS THUS

SYMBOLS

- RED
- YELLOW
- DOUBLE YELLOW
- GREEN
- THE DOUBLE LINE INDICATES NORMAL ASPECT EG: RED.
- POSITION LIGHT SUBSIDIARIES NO "ON" ASPECT.
- TWO WHITE LIGHTS THUS "OFF" ASPECT.
- POSITION LIGHT GROUND SHUNT SIGNALS "ON" ASPECT
- "OFF" ASPECT

GROUND FRAME 'A' ELECTRICALLY CONTROLLED FROM TEMPLE MILLS EAST & WORKS POINTS & SIGNALS MARKED (A)

GROUND FRAME 'B' ELECTRICALLY CONTROLLED (2 RELEASES) FROM TEMPLE MILLS EAST & WORKS POINTS & SIGNALS MARKED (B) TELEPHONE TO S.B.

DISC WORKED FROM GROUND FRAME 'B'. STANDS NORMALLY "OFF" FOR MOVEMENTS ALONG THE SIDING EXCEPT WHEN INWARDS OR OUTWARDS MOVEMENTS TO UP & DOWN LINES TAKE PLACE.

ACTS ALSO AS FORK JUNC. DISTANT FROM LOOP.

FORK JUNC. HOME TO LOOP ACTING AS DISTANT FOR TE24

TEMPLE MILLS YARD MANOR YARD SIGNAL BOX.

WORKING ON UP & DOWN GOODS LINES ONLY.

