

No. 200



T

EASTERN REGION

(London, Tilbury and Southend Line)

SPECIAL NOTICE

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING THE INSTALLATION OF NEW SIGNALLING BETWEEN
LAINDON (EXCLUSIVE) AND STEPNEY JUNCTION (INCLUSIVE)

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

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NEW SIGNALLING BETWEEN LAINDON (EXCLUSIVE) AND STEPNEY JUNCTION (INCLUSIVE)

Commencing on Monday, 6th February, 1961, the existing Block Sections and Intermediate Block Sections between Laindon (exclusive) and Stepney Junction (inclusive), and the signals controlling them, will be replaced in stages by continuous track circuiting and colour light signals.

The existing colour light area under the control of Fenchurch Street, Stepney East and Gas Factory Junction signal boxes will be brought under the control of Fenchurch Street signal box.

Between the various stages, temporary signalling link-up arrangements will be necessary, and these will be described in the Permanent Way or Special Notice preceding each stage.

As adjacent stages are completed, the continuous track circuiting and control thus exercised over the colour light signals enables Absolute Block Working to be dispensed with, and trains will be described from one box to the next.

The undermentioned signal boxes will be open continuously :—

Name of box	Code letters
Upminster	UM
Barking	BK
Fenchurch Street	F
Woodgrange Park	WP

The remaining signal boxes in this sector will be closed.

RUNNING SIGNALS

Running signals except between Gas Factory Junction and Fenchurch Street are all colour lights of the "searchlight" pattern, i.e., one lens capable of displaying a red, yellow or green aspect with an additional lens to complete the double yellow aspect of a 4-aspect signal. The signalling between Upminster (exclusive) and Barking (exclusive) is of the 3-aspect type (i.e., Red, Yellow and Green only). See plan. They are either fully automatic, semi-automatic, or fully controlled from a signal box. Between Gas Factory Junction and Fenchurch Street the existing multiple aspect signals are retained.

Automatic signals are designated by the usual sign, see Rule 35 (c), and in addition for individual identification they carry a plate bearing the prefix letter U or D (Up or Down) followed by a number

Semi-automatic signals are found at places in automatic areas where an over-riding control from the ground is provided, e.g., ground frames or level crossings. They are designated in the usual manner, see Rule 35 (c), plus the identification plate bearing letters and a number similar to automatic signals.

Controlled signals are in the controlled areas of signal boxes. They are individually identified by a plate bearing the code letters of the box and a number. These signals also carry the diamond sign referred to in Rule 55.

The following types of indicators and subsidiary signals are affixed to certain colour light signals :—

- (a) Junction indicators at 45 degrees, or 45 degrees and 90 degrees, as described in Rule 35 (c). The illumination of a Junction indicator does not constitute authority to pass the running signal unless the latter is displaying a "Proceed" aspect.
- (b) Calling-on, Warning and Shunt Ahead signals of the position light type, fixed below the running signal, and which normally display no light. The "Proceed" indication is given by two white lights at an angle of 45 degrees. A letter "C," "W" or "S" is illuminated to denote the appropriate proceed aspect in accordance with Rules 44, 45 and 46.
- (c) Miniature yellow signals affixed by brackets which apply into Reception Lines or Sidings. These signals normally display no light, the "Proceed" indication being given by a small yellow light, and they apply only as far as the line is clear (Rule 35 (e)).
- (d) "Stencil" type route indicators which display the appropriate route when a "Proceed" aspect is shown in the running signal.

SHUNTING SIGNALS

Shunting signals are the position light type as described in Rule 35 (b) (iii) and apply as set out in Rule 147. A number of these shunting signals are fitted with "Stencil" type route indicators and when the "Proceed" aspect is given a letter or number appears indicating the particular route applicable.

" IN SECTION " GROUND FRAMES

Ground Frames (other than those released from a signal box) will be brought into use at the following places :—

Name	Purpose
West Horndon—	
Ground Frame A	... Down Private Siding Connection.
" " B	... Down Goodsyrd Siding Connection.
" " C	... Facing Crossover.
Hornchurch—	
Ground Frame A	... Up Siding Connection.
" " B	... Down Siding Connection.
" " C	... Trailing Crossover.
Dagenham East—	
Ground Frame A	... Up Siding Connection.
" " B	... Down Siding Connection.
" " C	... Trailing Crossover.
Dagenham (May & Bakers)	... Down Siding Connection.
Upton Park—	
Ground Frame A	... Facing Crossover.
" " B	... Up Siding Connection.
West Ham (Plaistow)	... Up Siding Connection.
Upper Abbey Mills	... Facing and Trailing Crossover.
Bromley—	
Ground Frame A	... Down line to Up Siding Connection.
" " B	... Up line to Up Siding Connection.

Special instructions on their operation will be exhibited at each ground frame. Except as shown below, before the ground frame can be operated, the protecting semi-automatic signals must be placed to Danger, and they are automatically maintained at Red until the ground frame has been restored to Normal and the appropriate track circuits are clear.

Dagenham (May & Baker's)

Signals are placed to Danger by the occupation of certain track circuits and release for the ground frame is obtained in co-operation with the L.T.E. (See special instructions exhibited at the ground frame.)

TELEPHONES

Telephones are provided at most controlled colour light running signals, i.e., those signals equipped with a diamond sign, and when a signal is at Red, as shown in the following pages, these instructions must apply.

At automatic and semi-automatic signals Drivers must use the telephone in accordance with Rule 55 (g). At controlled signals Drivers should also use the telephone (where provided) if their train is detained two minutes. Between Barking and Fenchurch Street Drivers need not communicate with the Signaller when they can see that the section ahead is occupied by a train or engine. (L.T. & S. Sectional Appendix, page 37.) Telephones at automatic and semi-automatic signals are connected to the next box in advance which is open, except on the Down lines between Fenchurch Street and Gas Factory Junction where they are connected to Fenchurch Street box. Signal post telephones between Upminster and Laindon are switched through to Pitsea when Laindon is closed.

When trainmen use signal post telephones they must always quote the prefix letters and number of the signal, and they must assure themselves to which signal box they are speaking.

The lists in the following pages set out, stage by stage, all details of every new signal and indicator.

A diagrammatic plan of the running signals throughout this sector is also appended.

LIST OF SIGNALS

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

R	...	...	...	...	Red.
Y	...	...	...	...	Yellow.
Y/Y	...	...	...	...	Double Yellow.
G	...	...	...	...	Green.
M/Y	...	...	...	...	Miniature Yellow.
Auto	...	...	...	...	Automatic.
Semi-Auto	...	...	...	...	Semi-Automatic.

STAGE I

MONDAY, 6th FEBRUARY, 1961

UPMINSTER

The existing signals at Upminster will be abolished and new colour light signals as follows will be brought into use. Upminster West signal box will be abolished.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Main			
UM.103	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To UM.105 at R. To UM.105 at Y or Y/Y. To UM.105 at Y/Y or G.
UM.105	4 Aspect with right-hand Junction Indicator	R Y Y/Y G Y with Junction Indicator	Rule 55 (Diamond sign). To UM.107 at R. To UM.107 at Y or Y/Y. To UM.107 at Y/Y or G. To No. 2 Platform Up Stop signal.
UM.107	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To UM.109 at R. To UM.109 at Y. To UM.109 at Y/Y or G.
UM.109	4 Aspect with right-hand Junction Indicator	R Y Y/Y G Y or G with Junction Indicator	Rule 55 (Diamond sign). To UM.111 at R. To UM.111 at Y. To UM.111 at Y/Y or G. To Romford Branch Single line. Driver must be in possession of Single Line Token.
UM.111	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To U.15 at R. To U.15 at Y. To U.15 at G.

Signal No.	Type of Signal	Aspect to Drivers	Application
UPMINSTER—continued			
Down Main			
UM.104	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To UM.106 at R. To UM.106 at Y or Y/Y. To UM.106 at Y/Y or G.
UM.106	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To UM.108 at R. To UM.108 at Y or Y/Y. To UM.108 at Y/Y or G.
UM.108	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To UM.110 at R. To UM.110 at Y or Y/Y. To UM.110 at G.
UM.110	4 Aspect with right-hand Junction Indicator	R Y Y/Y G Y with Junction Indicator	Rule 55 (Diamond sign). To D.15 at R. To D.15 at Y. To D.15 at Y/Y or G. To Ockendon Branch— UM.126 at R.
OCKENDON BRANCH			
Up Line			
UM.123	3 Aspect	Y Y/Y G	To UM.125 at R. To UM.125 at Y. To UM.125 at G.
UM.125	3 Aspect	R Y G	Rule 55 (Diamond sign). To UM.127 at R. To UM.127 at G.
UM.127	3 Aspect with two right- hand Junction Indica- tors at 45° and 90° and left-hand Miniature Yellow	R Main G Y with 45° Indicator Y with 90° Indicator Miniature Y	Rule 55 (Diamond sign). To Bay Platform. To UM.107 at R. To No. 2 Platform Up Stop signal. To Reception Road.
Down Line			
UM.120	3 Aspect	R Y G	Rule 55 (Diamond sign). To UM.126 at R. To UM.126 at G.
UM.126	2 Aspect	R G	Rule 55 (Diamond sign). To Ockendon. Driver must be in possession of Single Line Staff or Token.
ROMFORD BRANCH			
Up Line			
UM.133	2 Aspect	R G	Rule 55 (Diamond sign). To Romford. Driver must be in possession of Single Line Token.

Signal No.	Type of Signal	Aspect to Drivers	Application
ROMFORD BRANCH—continued			
Down Line			
UM.132	2 Aspect	Y G	To UM.134 at R. To UM.134 at G.
UM.134	3 Aspect with right-hand Junction Indicator	R Main G Y with Junction Indicator G with Junction Indicator	Rule 55 (Diamond sign). To No. 6 Platform. To UM.108 at R. To UM.108 at Y/Y or G.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indication Provided	Applicable
UPMINSTER			
UM.120	Bay Platform	—	Siding only.
UM.143	Siding	—	To Siding and Coal Yard and Up to UM.145.
UM.145	Siding	“ B ” “ UM ”	To Bay Platform. To Up Main.
UM.146	Up Main	—	To Down Main.
UM.153	Down Main	—	To Up Main.
UM.156	Up Main	—	Siding only.
UM.166	Siding	—	To Ockendon Branch.

STAGE 2

MONDAY, 13th FEBRUARY, 1961

Between Upminster and 20-Mile Post

The existing signals between 20-Mile Post will be abolished and new colour light signals as follows will be brought into use. Dunton West, West Horndon Station, Warley and Cranham signal boxes will be abolished, and three “ In Section ” Ground Frames brought into use at West Horndon.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Line			
U.20	4 Aspect Auto	R Y Y/Y G	Rule 55 (Telephone). To U.20B at R. To U.20B at Y. To U.20B at Y/Y or G.
U.20B	4 Aspect Semi-Auto. (controlled to Red by West Horndon ground frames “A” and “C”)	R Y Y/Y G	Rule 55 (Telephone). To U.20C at R. To U.20C at Y. To U.20C at Y/Y or G.

Signal	Type of Signal	Aspect to Drivers	Application
BETWEEN UPMINSTER AND 20 MILE POST—continued			
Up Line—continued			
U.20C	4 Aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.19 at R. To U.19 at Y. To U.19 at Y/Y or G.
U.19	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.19B at R. To U.19B at Y. To U.19B at Y/Y or G.
U.19B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.18 at R. To U.18 at Y. To U.18 at Y/Y or G.
U.18	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.18B at R. To U.18B at Y. To U.18B at Y/Y or G.
U.18B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.17 at R. To U.17 at Y. To U.17 at Y/Y or G.
U.17	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.17B at R. To U.17B at Y. To U.17B at Y/Y or G.
U.17B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.17C at R. To U.17C at Y. To U.17C at Y/Y or G.
U.17C	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To UM.103 at R. To UM.103 at Y or Y/Y. To UM.103 at Y/Y or G.
Down Line			
D.15	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.15B at R. To D.15B at Y. To D.15B at Y/Y or G.
D.15B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.16 at R. To D.16 at Y. To D.16 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
BETWEEN UPMINSTER AND 20 MILE POST—continued			
Down Line—continued			
D.16	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.16B at R. To D.16B at Y. To D.16B at Y/Y or G.
D.16B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.17 at R. To D.17 at Y. To D.17 at Y/Y or G.
D.17	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.17B at R. To D.17B at Y. To D.17B at Y/Y or G.
D.17B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.18 at R. To D.18 at Y. To D.18 at Y/Y or G.
D.18	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.18B at R. To D.18B at Y. To D.18B at Y/Y or G.
D.18B	4 Aspect Semi-Auto. (controlled to Red by West Horndon ground frame "A")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.18C at R. To D.18C at Y. To D.18C at Y/Y or G.
D.18C	4 Aspect Semi-Auto. (controlled to Red by West Horndon ground frames "A," "B" and "C")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.19 at R. To D.19 at Y. To D.19 at Y/Y or G.
D.19	4 Aspect Semi-Auto. (controlled to Red by West Horndon ground frames "B" and "C")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.19B at R. To D.19B at Y. To D.19B at Y/Y or G.
D.19B	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.19C at R. To D.19C at Y. To D.19C at Y/Y or G.
D.19C	4 Aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.20 at R. To D.20 at Y. To D.20 at Y/Y or G.

STAGE 3

MONDAY, 20th MARCH, 1961

BARKING

The existing signals at Barking will be abolished and new colour light signals as follows will be brought into use. Barking East and Barking West and Little Ilford No. 3 signal boxes will be abolished and the new Barking signal box will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Main			
BK.3	4 Aspect with left-hand and right-hand Junction Indicators	R ... Y ... Y/Y ... G ... Y with left-hand Indicator Y/Y with left-hand Indicator Y with right-hand Indicator	Rule 55 (Diamond sign). To BK.5 at R. To BK.5 at Y. To BK.5 at Y/Y or G. To BK.49 at R. To BK.49 at Y, Y/Y or G. To No. 4 Platform Up Stop Signal.
BK.5	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.7 at R. To BK.7 at Y or Y/Y. To BK.7 at Y/Y or G.
BK.7	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.9 at R. To BK.9 at Y or Y/Y. To BK.9 at G.
BK.9	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.11 at R. To BK.11 at Y. To BK.11 at Y/Y or G.
BK.11	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.13 at R. To BK.13 at Y. To BK.13 at Y/Y or G.
BK.13	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.19 at R. To BK.19 at Y. To BK.19 at Y/Y or G.
BK.19	4 Aspect with right-hand Miniature Yellow	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To BK.21 at R. To BK.21 at Y. To BK.21 at Y/Y or G. To East Ham Car Sheds.
BK.21	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.23 at R. To BK.23 at Y. To BK.23 at Y/Y or G.
BK.23	4 Aspect (controlled to Red by Carriage Washer Outlet ground frame)	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.25 at R. To BK.25 at Y. To BK.25 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
BARKING — continued			
Up Main—continued			
BK.25	4 Aspect (controlled to Red by Upton Park ground frame "B")	R Y Y/Y G	Rule 55 (Diamond sign). To U.6 at R. To U.6 at Y. To U.6 at Y/Y or G.
Down Main			
BK.16	4 Aspect with right-hand Miniature Yellow	R Y Y/Y G Miniature Y	Rule 55 (Diamond sign). To BK.18 at R. To BK.18 at Y. To BK.18 at Y/Y or G. To Inlet line.
BK.18	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To BK.20 at R. To BK.20 at Y. To BK.20 at Y/Y or G.
BK.20	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To BK.22 at R. To BK.22 at Y. To BK.22 at Y/Y or G.
BK.22	4 Aspect with right-hand Junction Indicator	R Y Y/Y G Y with Junction Indicator	Rule 55 (Diamond sign). To BK.24 at R. To BK.24 at Y or Y/Y. To BK.24 at Y/Y or G. To BK.58 at R, Y, Y/Y or G.
BK.24	4 Aspect with right-hand Junction Indicator	R Y Y/Y G Y with Junction Indicator Y/Y with Junction Indicator G with Junction Indicator	Rule 55 (Diamond Sign). To BK.26 at R. To BK.26 at Y or Y/Y. To BK.26 at Y/Y or G. To BK.56 at R. To BK.56 at Y, Y/Y or G. To BK.56 at Y/Y or G.
BK.26	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To BK.28 at R. To BK.28 at Y or Y/Y. To BK.28 at G.
BK.28	4 Aspect	R Y Y/Y G	Rule 55 (Diamond sign). To BK.30 at R. To BK.30 at Y. To BK.30 at G.
BK.30	3 Aspect	R Y G	Rule 55 (Diamond sign). To BK.34 at R. To BK.34 at Y or G.
BK.34	3 Aspect	R Y G	Rule 55 (Diamond sign). To D.8 at R. To D.8 at Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
ST. PANCRAS—TILBURY LINES			
Up Line			
BK.45	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.47 at R. To BK.47 at Y. To BK.47 at Y/Y or G.
BK.47	4 Aspect with left-hand Miniature Yellow	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To BK.51 at R. To BK.51 at Y. To BK.51 at G. To Up Goods.
BK.51	4 Aspect with left-hand Junction Indicator and left-hand Miniature Yellow	R ... Y ... G ... Y with Junction Indicator Y/Y with Junction Indicator Miniature Y	Rule 55 (Diamond sign). To BK.55 at R. To BK.55 at Y or G. To BK.53 at R. To BK.53 at Y, Y/Y or G. To Up Goods Loop.
BK.55	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To WP.6 at R. To WP.6 at Y, Y/Y or G.
Down Line			
WP.46	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.42 at R. To BK.42 at Y. To BK.42 at Y/Y or G.
BK.42	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.48 at R. To BK.48 at Y. To BK.48 at Y/Y or G.
BK.48	4 Aspect with left-hand Junction Indicator	R ... Y ... Y/Y ... G ... Y with Junction Indicator Y/Y with Junction Indicator	Rule 55 (Diamond sign). To BK.54 at R. To BK.54 at Y. To BK.54 at Y/Y or G. To BK.66 at R. To BK.66 at Y.
BK.54	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.58 at R. To BK.58 at Y. To BK.58 at Y/Y or G.
BK.58	4 Aspect with left-hand and right-hand Junction Indicators and "Shunt Ahead" Subsidiary	R ... Y ... Y/Y ... G ... Y/Y with left-hand Indicator Y with right-hand Indicator Y/Y with right-hand Indicator "Shunt Ahead" with right-hand Indicator	Rule 55 (Diamond sign). To DM.8 at R. To DM.8 at Y. To DM.8 at Y/Y or G. To BK.34 at Y. To DG.8 at R. To DG.8 at Y. To Down Goods only.

Signal No.	Type of Signal	Aspect to Drivers	Application
ST. PANCRAS—TILBURY LINES—continued			
Down Line—continued			
DM.8	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To RL.102 at R. To RL.102 at Y. To RL.102 at Y/Y or G.
Up Connecting Line			
BK.49	4 Aspect with left-hand Miniature Yellow	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To BK.51 at R. To BK.51 at Y. To BK.51 at G. To Up Goods.
Up Goods			
BK.77	4 Aspect with left-hand Miniature Yellow	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To BK.51 at R. To BK.51 at Y. To BK.51 at G. To Up Goods.
BK.79	4 Aspect with left-hand Junction Indicator and left-hand Miniature Yellow	R ... Y ... G ... Y with Junction Indicator Y/Y with Junction Indicator Miniature Y	Rule 55 (Diamond sign). To BK.55 at R. To BK.55 at Y or G. To BK.53 at R. To BK.53 at Y, Y/Y or G. To Up Goods Loop.
BK.17	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To BK.19 at R or Min. Y. To BK.19 at Y, Y/Y or G.
Down Goods			
DG.8	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To RL.120 at R. To RL.120 at Y.
Up Main to Down Main			
BK.32	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To BK.34 at R. To BK.34 at Y or G.
TILBURY — FENCHURCH STREET LINES			
Up Line			
BK.53	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.19 at R. To BK.19 at Y. To BK.19 at Y/Y or G.
Down Line			
BK.56	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To BK.58 at R. To BK.58 at Y. To BK.58 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
ST. PANCRAS—BARKING LINES			
Up Line			
BK.63	3 Aspect	R Y G	Rule 55 (Diamond sign). To BK.65 at R. To BK.65 at Y or G.
BK.65	3 Aspect	R Y G	Rule 55 (Diamond sign). To WP.6 at R. To WP.6 at Y, Y/Y or G.
Down Line			
BK.66	2 Aspect	R Y	Rule 55 (Diamond sign). To Platform I.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where indication provided	Applicable
BK.17	Up Goods Loop	—	To Spur only.
BK.81	Down Main Tilbury	“G” “U”	To Up Goods. To Up Main Tilbury.
BK.83	Down Main	“U” “D”	To Up Main To Down Main.
BK.84	Up Main	—	To East Ham Car Sheds (West End).
BK.85	Down Main	—	To Up Main.
BK.87 (East)	East Ham Car Sheds (West End)	“U” “W”	To Up Main. To Carriage Washer line
BK.87B (West)	Carriage Washer line	—	To East Ham Car Sheds (West End)
BK.88	East Ham Car Sheds (East End)	“D” “N” “X”	To Down Main. To spur. To Up Tilbury—Fen- church Street.
BK.89	Down Main	—	East Ham Car Sheds (East End).
BK.90	Up Main	—	To Down Main.
BK.92	Engine Spur	—	To Platform I.
BK.93	Dock	—	To Engine Run Round.
BK.94	Up Goods Loop	—	To No. BK.96 signal.

Shunt No.	Application from	Route where indication provided	Applicable
GROUND SHUNT SIGNALS—continued			
BK.96	Up St. Pancras-Tilbury ...	—	To Down Main Tilbury.
<u>BK.97</u>	Down Main Tilbury ...	“ G ” “ U ” “ B ”	To Up Goods Loop. To Up Tilbury-Fenchurch Street. To Up St. Pancras-Tilbury.
Elevated Pos. Light	Lavatory Flushing Apron	—	To Carriage Washer line.

STAGE 4**MONDAY, 27th MARCH, 1961****Between Upminster and Barking**

The existing signals between Upminster and Barking will be abolished and new colour light signals will be brought into use. Hornchurch, Dagenham East Station, Becontree and Upney signal boxes will be abolished. Three “ In Section ” ground frames at Hornchurch and three “ In Section ” ground frames at Dagenham East will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Line			
U.15	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To U.15B at R. To U.15B at Y or G.
U.15B	3 Aspect Semi-Auto. (controlled to Red by Hornchurch ground frame “ C ”)	R Y G	Rule 55 (Telephone). To U.14 at R. To U.14 at Y or G.
U.14	3 Aspect Semi-Auto. (controlled to Red by Hornchurch ground frames “ A ” and “ C ”)	R Y G	Rule 55 (Telephone). To U.13 at R. To U.13 at Y or G.
U.13	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To U.13B at R. To U.13B at Y or G.
U.13B	3 Aspect Semi-Auto. (controlled to Red by Dagenham East ground frame “ C ”)	R Y G	Rule 55 (Telephone). To U.12 at R. To U.12 at Y or G.
U.12	3 Aspect Semi-Auto. (controlled to Red by Dagenham East ground frames “ A,” “ B ” and “ C ”)	R Y G	Rule 55 (Telephone). To U.11 at R. To U.11 at Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
BETWEEN UPMINSTER AND BARKING G—continued			
Up Line—continued			
U.11	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To U.10 at R. To U.10 at Y or G.
U.10	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To U.10B at R. To U.10B at Y, Y/Y or G.
U.10B	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To BK.3 at R. To BK.3 at Y. To BK.3 at Y/Y or G.
Down Line			
D.8	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To D.8B at R. To D.8B at Y or G.
D.8B	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To D.9 at R. To D.9 at Y or G.
D.9	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To D.10 at R. To D.10 at Y or G.
D.10	3 Aspect Semi-Auto. (controlled to Red by Dagenham East ground frame "B")	R Y G	Rule 55 (Telephone). To D.11 at R. To D.11 at Y or G.
D.11	3 Aspect Semi-Auto. (controlled to Red by Dagenham East ground frames "B" and "C")	R Y G	Rule 55 (Telephone). To D.11B at R. To D.11B at Y or G.
D.11B	3 Aspect Auto.	R Y G	Rule 55 (Telephone). To D.12 at R. To D.12 at Y or G.
D.12	3 Aspect Semi-Auto. (controlled to Red by Hornchurch ground frames "A," "B" and "C")	R Y G	Rule 55 (Telephone). To D.13 at R. To D.13 at Y or G.
D.13	3 Aspect Semi-Auto. (controlled to Red by Hornchurch ground frames "A," "B" and "C")	R Y G	Rule 55 (Telephone). To D.13B at R. To D.13B at Y, Y/Y or G.
D.13B	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.14 at R. To D.14 at Y. To D.14 at Y/Y or G.
D.14	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To UM.104 at R. To UM.104 at Y or Y/Y. To UM.104 at Y/Y or G.

STAGE 5**MONDAY, 10th APRIL, 1961****Woodgrange Park**

The existing signals at Woodgrange Park will be abolished (except the disc shunting signals) and new colour light signals as follows will be brought into use. Little Ilford No. 2 signal box will be abolished.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Line			
WP.6	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To WP.7 at R. To WP.7 at Y. To WP.7 at G.
WP.7	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To WP.8 at R. To WP.8 at G.
WP.8/9	3 Aspect—No. 8 with right-hand Junction Indicator—No. 9	R ... Y with Junction Indicator G with Junction Indicator G ...	Rule 55 (Diamond sign). To Forest Gate 32 at R. To Forest Gate 32 at Y, Y/Y or G. To Wanstead Park Branch.
Down Line			
WP.49	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To WP.46 at R. To WP.46 at Y, Y/Y or G.
WP.48	3 Aspect	Y ... Y/Y ... G ...	To WP.47 at R. To WP.47 at Y. To WP.47 at G.
WP.47	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To WP.46 at R. To WP.46 at Y, Y/Y or G.

STAGE 6**MONDAY, 24th APRIL, 1961****Fenchurch Street—Gas Factory Junction Area**

The existing colour light area under the control of Fenchurch Street, Stepney East and Gas Factory Junction signal boxes will be brought under the control of Fenchurch Street signal box, and Stepney East and Gas Factory Junction signal boxes will be abolished. The existing multiple aspect signals between Fenchurch Street and Gas Factory Junction are retained and the new signals between Gas Factory Junction and Stepney Junction will be as follows :—

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Main			
F.203	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.205 at R. To F.205 at Y. To F.205 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
FENCHURCH STREET—GAS FACTORY JUNCTION AREA—continued			
Up Main—continued			
F.205	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.207 at R. To F.207 at Y. To F.207 at Y/Y or G.
F.207	4 Aspect with left-hand Junction Indicator and "Call on" subsidiary	R ... Y ... Y/Y ... G ... Y with Junction Indicator "Call on" with Junction Indicator	Rule 55 (Diamond sign). To F.211 at R. To F.211 at Y. To F.211 at Y/Y or G. To Reversing line F.237 at R. To Reversing line only.
F.211	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.213 at R. To F.213 at Y. To F.213 at Y/Y or G.
F.213	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.215 at R. To F.215 at Y. To F.215 at Y/Y or G.
F.215	4 Aspect with left-hand Miniature Yellow	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To F.217 at R. To F.217 at Y. To F.217 at G. To West India Dock Branch.
F.217	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To F.219 at R. To F.219 at G.
F.219	4 Aspect with right-hand Junction Indicator	R ... Y/Y ... G ... Y/Y with Junction Indicator G with Junction Indicator	Rule 55 (Diamond sign). To U.S2 at R or Y. To U.S2 at Y/Y or G. To U.F2 at R or Y. To U.F2 at Y/Y or G.
Down Main			
F.202 (Down Fast)	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.204 at R. To F.204 at Y. To F.204 at Y/Y or G.
F.204 (Down Fast)	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.212 at R. To F.212 at Y. To F.212 at Y/Y or G.
F.208 (Down Slow)	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.210 at R. To F.210 at Y. To F.210 at Y/Y or G.
F.210 (Down Slow)	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.212 at R. To F.212 at Y. To F.212 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
FENCHURCH STREET—GAS FACTORY JUNCTION AREA—continued			
Down Main—continued			
F.212	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.214 at R. To F.214 at Y. To F.214 at Y/Y or G.
F.214	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.216 at R. To F.216 at Y. To F.216 at Y/Y or G.
F.216	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.220 at R. To F.220 at Y. To F.220 at Y/Y or G.
F.218	3 Aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To F.220 at R. To F.220 at Y, Y/Y or G.
F.220	4 Aspect with right-hand Junction Indicator	R ... Y ... Y/Y ... G ... Y with Junction Indicator	Rule 55 (Diamond sign). To F.222 at R. To F.222 at Y. To F.222 at Y/Y or G. To Reversing line F.246 at R.
F.222	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.228 at R. To F.228 at Y. To F.228 at Y/Y or G.
F.228	4 Aspect with left-hand Junction Indicator	R ... Y ... Y/Y ... G ... Y with Junction Indicator Y/Y with Junction Indicator	Rule 55 (Diamond sign). To F.230 at R. To F.230 at Y. To F.230 at Y/Y or G. To F.236 at R. To F.236 at Y.
F.230	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To D.3 at R. To D.3 at Y. To D.3 at Y/Y or G.
Up Stratford Line			
UB.4	3 Aspect Semi-Auto. (controlled to Red by Hodgson's Lock on Crossover ahead)	R ... Y ... G ...	Rule 55 (Telephone). To F.225 at R. To F.225 at Y, Y/Y or G.
F.225	4 Aspect with "Warning" subsidiary	R ... Y ... Y/Y ... G ... "Warning"	Rule 55 (Diamond sign). To F.227 at R. To F.227 at Y. To F.227 at Y/Y or G. Along up Stratford.
F.227	4 Aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To F.207 at R. To F.207 at Y. To F.207 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
FENCHURCH STREET—GAS FACTORY JUNCTION AREA—continued			
Down Stratford Line			
F.236	3 Aspect (controlled to Red by Hodgson's Lock on Crossover ahead)	R Y G	Rule 55 (Diamond sign). To B.18 at R. To B.18 at G.
Up Bow (L.M.R.) Line			
F.231	3 Aspect (Bow Junction (L.M.R.) 40)	R Y G	Rule 55 (Diamond sign). To F.233 at R. To F.233 at Y.
F.233	2 Aspect with left-hand Miniature Yellow	R Y Miniature Y	Rule 55 (Diamond sign). To Reversing line F.237 at R. To Gas Works Sidings.
F.237	3 Aspect	R Y G	Rule 55 (Diamond sign). To F.213 at R. To F.213 at Y, Y/Y or G.
Down Bow (L.M.R.) Line			
F.242	3 Aspect	R Y G	Rule 55 (Diamond sign). To Bow Junction (L.M.R.) No. 7 "on." To Bow Junction (L.M.R.) No. 7 "off."
Down Reversing Line			
F.246	3 Aspect with 2-way Stencil Type Route Indicator showing "D" or "B"	R Y with "D" G with "D" Y with "B"	Rule 55 (Diamond sign). To Down Main F.228 at R. To Down Main F.228 at Y, Y/Y or G. To Bow (L.M.R.) F.242 at R.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indication provided	Applicable
F.246	Reversing line	—	To Up Main or Loco. Siding.
F.251	Down Main	—	To Up Main.
F.252	Up Main	"U" "T"	To Up Main. To Reversing line.
F.254	Up Main	"D" "U"	To Down Main. To Up Main.
F.255	Loco. Siding	—	To Reversing line.

STAGE 7

MONDAY, 1st MAY, 1961

BETWEEN GAS FACTORY JUNCTION AND BARKING

The existing signals between Gas Factory Junction and Barking will be abolished and new colour light signals will be brought into use as follows:—Bromley Station, Upper Abbey Mills Junction, West Ham Station, Plaistow Station, Upton Park and East Ham No. 2 signal boxes will be abolished and "In Section" ground frames brought into use at Bromley (2), Upper Abbey Mills, West Ham (Plaistow), and Upton Park (2).

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
Up Main Line			
U.6	4 Aspect Semi-Auto. (controlled to Red by Upton Park ground frames "A" and "B")	R Y Y/Y G	Rule 55 (Telephone). To U.6B at R. To U.6B at Y. To U.6B at Y/Y or G.
U.6B	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.5 at R. To U.5 at Y. To U.5 at Y/Y or G.
U.5	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.5B at R. To U.5B at Y. To U.5B at Y/Y or G.
U.5B	4 Aspect Semi-Auto (controlled to Red by Plaistow ground frame)	R Y Y/Y G	Rule 55 (Telephone). To U.5C at R. To U.5C at Y. To U.5C at Y/Y or G.
U.5C	4 Aspect Semi-Auto. (controlled to Red by Plaistow ground frame)	R Y Y/Y G	Rule 55 (Telephone). To U.5D at R. To U.5D at Y. To U.5D at Y/Y or G.
U.5D	4 Aspect Semi-Auto (controlled to Red by Upper Abbey Mills ground frame)	R Y Y/Y G	Rule 55 (Telephone). To U.4 at R. To U.4 at Y. To U.4 at Y/Y or G.
U.4	4 Aspect Semi-Auto. (controlled to Red by Upper Abbey Mills ground frame)	R Y Y/Y G	Rule 55 (Telephone). To U.4B at R. To U.4B at Y. To U.4B at Y/Y or G.
U.4B	4 Aspect Semi-Auto. (controlled to Red by Bromley ground frames "A" and "B")	R Y Y/Y G	Rule 55 (Telephone). To U.4C at R. To U.4C at Y. To U.4C at Y/Y or G.
U.4C	4 Aspect Semi-Auto. (controlled to Red by Bromley ground frame "A")	R Y Y/Y G	Rule 55 (Telephone). To U.4D at R. To U.4D at Y. To U.4D at Y/Y or G.
U.4D	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To F.203 at R. To F.203 at Y. To F.203 at Y/Y or G.

Signal No.	Type of Signal	Aspect to Drivers	Application
BETWEEN GASFACTORY JUNCTION AND BARKING—continued			
Down Main Line			
D.3	4 Aspect Semi-Auto. (controlled to Red by Bromley ground frames "A" and "B")	R Y Y/Y G	Rule 55 (Telephone). To D.3B at R. To D.3B at Y. To D.3B at Y/Y or G.
D.3B	4 Aspect Semi-Auto. (controlled to Red by Bromley ground frame "B" and Upper Abbey Mills ground frame)	R Y Y/Y G	Rule 55 (Telephone). To D.3C at R. To D.3C at Y. To D.3C at Y/Y or G.
D.3C	4 Aspect Semi-Auto. (controlled to Red by Upper Abbey Mills ground frame)	R Y Y/Y G	Rule 55 (Telephone). To D.4 at R. To D.4 at Y. To D.4 at Y/Y or G.
D.4	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.4B at R. To D.4B at Y. To D.4B at Y/Y or G.
D.4B	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.4C at R. To D.4C at Y. To D.4C at Y/Y or G.
D.4C	4 Aspect Semi-Auto. (controlled to Red by Upton Park ground frame "A")	R Y Y/Y G	Rule 55 (Telephone). To D.5 at R. To D.5 at Y. To D.5 at Y/Y or G.
D.5	4 Aspect Semi-Auto. (controlled to Red by Upton Park ground frames "A" and "B")	R Y Y/Y G	Rule 55 (Telephone). To D.5B at R. To D.5B at Y. To D.5B at Y/Y or G.
D.5B	4 Aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To BK.16 at R. To BK.16 at Y. To BK.16 at Y/Y or G.

NEW SIGNALLING
UPMINSTER
5TH FEBRUARY 1961.



