THE RAILWAY EXECUTIVE

BRITISH RAILWAYS—EASTERN REGION

NEW SIGNALLING BETWEEN CHADWELL HEATH, ROMFORD AND GIDEA PARK

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

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A. R. DUNBAR
Divisional Operating Superintendent (Eastern)
(DI/Elec. Pad)

LIVERPOOL STREET STATION
6th May 1949

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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THE RAILWAY EXECUTIVE
BRITISH RAILWAYS — EASTERN REGION

NEW SIGNALLING BETWEEN CHADWELL HEATH, ROMFORD AND GIDEA PARK

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 on the Up and Down Through and Local Lines between Chadwell Heath Goods Yard and Gidea Park Signal Boxes 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 Harold Wood, 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.

Other alterations will be carried out as shewn below:—

CHADWELL HEATH GOODS YARD

The Double Junction between the Local and Through Lines east of the box will be clamped out of use, and the existing signals applicable thereto will be dispensed with.

CROWLANDS

The existing Crowlands Signal Box will be dispensed with together with all signals worked therefrom.

ROMFORD

The following connections at present clamped out of use will be coupled to and worked from the box:—

A new facing connection Down Through Line to Down Reception Line 800 yards west of the box.

A new connection Down Reception Line to Down Through Line 200 yards west of the box.

GIDEA PARK

The crossover between the Up and Down Local Lines 750 yards west of the box at present padlocked will be connected to and operated from the box.

A new facing connection from Up Local Line to Up Through Line 200 yards west of the box will be brought into use and worked from the box.

GENERAL

Track Circuiting

Continuous track circuiting will be provided on all running lines from Chadwell Heath Goods Yard to connect up with the existing track circuiting at Gidea Park.

Lock and Block and Track Circuit 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 Signalman 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:—

R	Romford
GP	Gidea Park

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 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 are one or more signals displaying a Double Yellow aspect prior to the signal showing the Single Yellow aspect. Explanatory diagrams of the signal aspect sequence for the Up and Down directions are attached to this notice.

Miniature Signals

These signals (with the exception of GP 70) are bracketed on 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 or without 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 CHADWELL HEATH GOODS YARD AND GIDEA PARK.

CHADWELL HEATH — ROMFORD — GIDEA PARK

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 Romford or Gidea Park 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
Down Through Outer Distant for DM11	Semaphore	On ... ... Off	To Down Through. DM10 at Y To Down Through. DM10 at Y/Y or G
DM10 Down Through Auto Inner Distant for DM11	3-aspect	Y ... ... Y/Y ... ... G	To Down Through. DM11 at R To Down Through. DM11 at Y or Y/Y To Down Through. DM11 and DM11B at Y/Y or DM11 at G
DM11 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Through. DM11B at R To Down Through. DM11B at Y or Y/Y To Down Through. DM11B and R51 at Y/Y or DM11B at G
DM11B Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Through. R51 at R To Down Through. R51 at Y or Y/Y To Down Through. R51 and R57 at Y/Y or R51 at G

RUNNING SIGNALS. DOWN THROUGH LINE — *continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
R51/53 Down Through Outer Home	4-aspect with Miniature ... ... D Sign	Y ... ... Y/Y ... ... G ... ... Miniature Y	To Down Through. R57 at R To Down Through. R57 at Y or Y/Y To Down Through. R57, R61 and R63 at Y/Y or R57 at G To Down Goods Loop, clear or occupied
R57 Down Through First Home	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 Down Through. R61 at R To Down Through. R61 at Y or Y/Y To Down Through. R61, R63 and DM12 at Y/Y or R61 at G To Down Local. R43 at R To Down Local. R43 at Y or Y/Y To Down Local. R43 and R47 at Y/Y or R43 at G
R59 Down Goods Loop Outlet Signal	3-aspect with 2-way ... ... Route Indicator ... ... D Sign	Y and Indication "M" ... ... G and Indication "M" ... ... Y and Indication "E" ... ... G and Indication "E"	To Down Through. R61 at R To Down Through. R61 and R63 at Y/Y or R61 at G To Down Local. R43 at R To Down Local. R43 and R47 at Y/Y or R43 at G
R61 Down Through Second Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Through. R63 at R To Down Through. R63 at Y or Y/Y To Down Through. R63, DM12 and DM12B at Y/Y or R63 at G
R63 Down Through Starter	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 Through. DM12 at R To Down Through. DM12 at Y or Y/Y To Down Through. DM12, DM12B and DM13 at Y/Y or DM12 at G To Upminster Branch

RUNNING SIGNALS. DOWN THROUGH LINES — *continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
DM12 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Through. DM12B at R To Down Through. DM12B at Y or Y/Y To Down Through. DM12B at G
DM12B Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Through. DM13 at R To Down Through. DM13 at Y or Y/Y To Down Through. DM13 and GP67 at Y/Y or DM13 at G
DM13 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Through. GP67 at R To Down Through. GP67 at Y or Y/Y To Down Through. GP67 at G
GP67 Down Through Outer Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Through. GP69 at R To Down Through. GP69 at Y To Down Through. GP69 at Y/Y or G
GP69 Down Through Inner Home	4-aspect with left-hand Junction Indicator, Miniature and Subsidiary Disc 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 ... ... Subsidiary Disc Signal Off	To Down Through. GP71 at R To Down Through. GP71 at Y To Down Through. GP71 at Y/Y or G To Down Local. GP61 at R To Down Local. GP61 at Y To Down Local. GP61 at G To Carriage Sidings To Centre Sidings "A" or "B"
GP71 Down Through Home	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 ... ... G with left-hand Junction Indicator	To Down Through. GP73 at R To Down Through. GP73 at Y To Down Through. GP73 at G To Down Local. GP65 at R To Down Local. GP65 at Y or G
GP73 Down Through Starter (This signal was formerly GP27)	3-aspect ... ... D Sign	Y ... ... G	To Down Through. DT15 at R To Down Through. DT15 at Y or G

RUNNING SIGNALS. DOWN LOCAL LINE

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
Down Local Outer Distant for DE11	Semaphore	On Off	To Down Local. DE10 at Y To Down Local. DE10 at Y/Y or G
DE10 Down Local Auto Inner Distant for DE11	3-aspect	Y Y/Y G	To Down Local. DE11 at R To Down Local. DE11 at Y To Down Local. DE11 at Y/Y or G
DE11 Automatic	4-aspect	Y Y/Y G	To Down Local. DE11B at R To Down Local. DE11B at Y To Down Local. DE11B at Y/Y or G
DE11B Automatic	4-aspect	Y Y/Y G	To Down Local. DE11C at R To Down Local. DE11C at Y To Down Local. DE11C at Y/Y or G
DE11C Automatic	4-aspect	Y Y/Y G	To Down Local. R41 at R To Down Local. R41 at Y or Y/Y To Down Local. R41 at Y/Y or G
R41 Down Local Outer Home	4-aspect D Sign	Y Y/Y G	To Down Local. R43 at R To Down Local. R43 at Y or Y/Y To Down Local. R43 and R47 at Y/Y or R43 at G
R43 Down Local First Home	4-aspect D Sign	Y Y/Y G	To Down Local. R47 at R To Down Local. R47 at Y or Y/Y To Down Local. R47 at G
R47 Down Local Second Home	4-aspect D Sign	Y Y/Y G	To Down Local. R49 at R To Down Local. R49 at Y To Down Local. R49 at Y/Y or G

RUNNING SIGNALS. DOWN LOCAL LINE—*continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
R49 Down Local Starter	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Local. DE12 at R To Down Local. DE12 at Y To Down Local. DE12 at Y/Y or G
DE12 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Local. DE12B at R To Down Local. DE12B at Y To Down Local. DE12B at Y/Y or G
DE12B Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Down Local. GP51 at R To Down Local. GP51 at Y or Y/Y To Down Local. GP51 and GP53 at Y/Y or GP51 at G
GP51 Down Local Outer Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Local. GP53 at R To Down Local. GP53 at Y or Y/Y To Down Local. GP53 at G
GP53 Down Local Inner Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Local. GP57 at R To Down Local. GP57 at Y To Down Local. GP57 at Y/Y or G
GP57 Down Local First Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Down Local. GP59 at R To Down Local. GP59 at Y To Down Local. GP59 at Y/Y or G
GP59 Down Local Second Home	4-aspect with Miniature and Subsidiary Disc D Sign	Y ... ... Y/Y ... ... G ... ... Miniature Y ... ... Subsidiary Disc Signal Off	To Down Local. GP61 at R To Down Local. GP61 at Y To Down Local. GP61 at G To Carriage Sidings To Centre Sidings "A" or "B"

RUNNING SIGNALS. DOWN LOCAL LINE—*continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
GP61 Down Local Third Home	3-aspect with right-hand Junction Indicator D Sign	Y without Junction Indicator ... ... G without Junction Indicator ... ... Y with right-hand Junction Indicator ... ... G with right-hand Junction Indicator	To Down Local. GP65 at R To Down Local. GP65 at Y or G To Down Through. GP73 at R To Down Through. GP73 at Y or G
GP63 Carriage Sidings Down Outlet Signal	3-aspect with 2-way Route Indicator ... D Sign	Y and Indication "E" ... ... G and Indication "E" ... ... Y and Indication "M" ... ... G and Indication "M"	To Down Local. GP65 at R To Down Local. GP65 at Y or G To Down Through. GP73 at R To Down Through. GP73 at Y or G
GP65 Down Local Starter (This signal was formerly GP21)	3-aspect ... ... D Sign	Y ... ... G	To Down Local. DL15 at R To Down Local. DL15 at Y or G

RUNNING SIGNALS. UP THROUGH LINE

UT15 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Through. GP62 at R To Up Through. GP62 at Y or Y/Y To Up Through. GP62 and GP66 at Y/Y or GP62 at G
GP62/64 Up Through Outer Home	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 ... ... Y/Y with right-hand Junction Indicator ... G with right-hand Junction Indicator ... ... Miniature Y	To Up Through. GP66 at R To Up Through. GP66 at Y or Y/Y To Up Through. GP66, GP68 and UM14 at Y/Y or GP66 at G To Up Local. GP52 at R To Up Local. GP52 at Y To Up Local. GP52 at Y/Y or G To Up Goods Loop, clear or occupied

RUNNING SIGNALS. UP THROUGH LINE — *continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
GP66 Up Through Home	4-aspect D Sign	Y Y/Y G	To Up Through. GP68 at R To Up Through. GP68 at Y or Y/Y To Up Through. GP68, UM14 and UM14B at Y/Y or GP68 at G
GP68 Up Through Starter	4-aspect D Sign	Y Y/Y G	To Up Through. UM14 at R To Up Through. UM14 at Y or Y/Y To Up Through. UM14, UM14B and UM13 at Y/Y or UM14 at G
GP70 Up Goods Loop Outlet Signal	2-aspect Miniature D Sign	Y	To Up Reception Line, clear or occupied
GP72 Up Reception Line	3-aspect D Sign	Y G	To Up Through. GP68 at R To Up Through. GP68 at Y or G
UM14 Automatic	4-aspect	Y Y/Y G	To Up Through. UM14B at R To Up Through. UM14B at Y or Y/Y To Up Through. UM14B, UM13 and UM13B at Y/Y or UM14B at G
UM14B Automatic	4-aspect	Y Y/Y G	To Up Through. UM13 at R To Up Through. UM13 at Y or Y/Y To Up Through. UM13, UM13B and UM13C at Y/Y or UM13 at G
UM13 Automatic	4-aspect	Y Y/Y G	To Up Through. UM13B at R To Up Through. UM13B at Y or Y/Y To Up Through. UM13B, UM13C and R50 at Y/Y or UM13B at G

RUNNING SIGNALS. UP THROUGH LINE — *continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UM13B Automatic	4-aspect	Y Y/Y G	To Up Through. UM13C at R To Up Through. UM13C at Y or Y/Y To Up Through. UM13C at G
UM13C Automatic	4-aspect	Y Y/Y G	To Up Through. R50 at R To Up Through. R50 at Y or Y/Y To Up Through. R50 and R52 at Y/Y or R50 at G
R50 Up Through Outer Home	4-aspect D Sign	Y Y/Y G	To Up Through. R52 at R To Up Through. R52 at Y or Y/Y To Up Through. R52 and R54 at Y/Y or R52 at G
R52 Up Through Inner Home	4-aspect D Sign	Y Y/Y G	To Up Through. R54 at R To Up Through. R54 at Y or Y/Y To Up Through. R54 and UM12 at Y/Y or R54 at G
R54/56 Up Through Starter	4-aspect and Shunt-ahead D Sign	Y Y/Y G Shunt-ahead off	To Up Through. UM12 at R To Up Through. UM12 at Y or Y/Y To Up Through. UM12 and UM12B at Y/Y or UM12 at G Shunt to Up Through
UM12 Automatic	4-aspect	Y Y/Y G	To Up Through. UM12B at R To Up Through. UM12B at Y or Y/Y To Up Through. UM12B at G
UM12B Automatic	4-aspect	Y Y/Y G	To Up Through. UM11 at R To Up Through. UM11 at Y To Up Through. UM11 at G
UM11 Automatic	3-aspect	Y G	To Up Through. Chadwell Heath Yard Up Through Home On To Up Through. Chadwell Heath Yard Up Through Home and Starter off

RUNNING SIGNALS. UP LOCAL LINE

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
UL15 Automatic	4-aspect	Y Y/Y G	To Up Local. GP50 at R To Up Local. GP50 at Y To Up Local. GP50 at Y/Y or G
GP50 Up Local Outer Home	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. GP52 at R To Up Local. GP52 at Y To Up Local. GP52 at Y/Y or G To Up Through. GP66 at R To Up Through. GP66 at Y or Y/Y To Up Through. GP66, GP68 and UM14 at Y/Y or GP66 at G
GP52 Up Local First Home	4-aspect D Sign	Y Y/Y G	To Up Local. GP54 at R To Up Local. GP54 at Y or Y/Y To Up Local. GP54 and GP56 at Y/Y or GP54 at G
GP54 Up Local Second Home	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. GP56 at R To Up Local. GP56 at Y or Y/Y To Up Local. GP56 at G To Up Through. UM14 at R To Up Through. UM14 at Y or Y/Y To Up Through. UM14, UM14B and UM13 at Y/Y or UM14 at G
GP56 Up Local Third Home	4-aspect D Sign	Y Y/Y G	To Up Local. GP58 at R To Up Local. GP58 at Y To Up Local. GP58 at Y/Y or G
GP58 Up Local Starter	4-aspect D Sign	Y Y/Y G	To Up Local. UE14 at R To Up Local. UE14 at Y To Up Local. UE14 at Y/Y or G

RUNNING SIGNALS. UP LOCAL LINE—*continued*

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
GP60 Up Local Starter from Down Local Platform	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Up Local. UE14 at R To Up Local. UE14 at Y To Up Local. UE14 at Y/Y or G
GP74 Carriage Sidings up Outlet Signal	3-aspect with 3-way Route Indicator ... D Sign	Y and Indication "UM" ... ... G and Indication "UM" ... ... Y and Indication "UE" ... ... G and Indication "UE" ... ... Y and indication "DE"	To Up Through. UM14 at R To Up Through. UM14 at Y, Y/Y or G To Up Local. GP56 at R To Up Local. GP56 at Y, Y/Y or G To Down Local Platform
UE14 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE13 at R To Up Local. UE13 at Y To Up Local. UE13 at Y/Y or G
UE13 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE13B at R To Up Local. UE13B at Y To Up Local. UE13B at Y/Y or G
UE13B Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE13C at R To Up Local. UE13C at Y or Y/Y To Up Local. UE13C and R44 at Y/Y or UE13C at G
UE13C Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. R44 at R To Up Local. R44 at Y or Y/Y To Up Local. R44 at G
R44 Up Local Outer Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Up Local. R46 at R To Up Local. R46 at Y To Up Local. R46 at Y/Y or G

RUNNING SIGNALS. UP LOCAL LINE — *continued*

Signal No. and Description	Type of Signal	Aspects to Drivers	Application
R46 Up Local Inner Home	4-aspect ... ... D Sign	Y ... ... Y/Y ... ... G	To Up Local. R48 at R To Up Local. R48 at Y To Up Local. R48 at Y/Y or G
R48 Up Local Starter	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. UE12 at R To Up Local. UE12 at Y To Up Local. UE12 at Y/Y or G To Up Through. R54 at R To Up Through. R54 at Y or Y/Y To Up Through. R54 and UM12 at Y/Y or R54 at G
UE12 Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE12B at R To Up Local. UE12B at Y To Up Local. UE12B at Y/Y or G
UE12B Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE12C at R To Up Local. UE12C at Y To Up Local. UE12C at Y/Y or G
UE12C Automatic	4-aspect	Y ... ... Y/Y ... ... G	To Up Local. UE11 at R To Up Local. UE11 at Y To Up Local. UE11 at G
UE11 Automatic	3-aspect	Y ... ... G	To Up Local. Chadwell Heath Yard Up Local Home on To Up Local. Chadwell Heath Yard Up Local Home and Starter off

GROUND SHUNT SIGNALS

The existing ground shunt signals at Romford and Gidea Park will remain unaltered except as under:—

ROMFORD

The application of the undermentioned discs will be as follows:—

Shunt Signal No.	Applicable from	Applicable to
R13	Down Through	Set back to Down Goods Loop, *or* Set back on Down Through, *or* Set back to Up Sidings
R15	Up Through	Set back to Up Sidings, *or* Set back to Down Through, *or* Set back to Up Local

GIDEA PARK

The disc signal formerly applying Centre Siding "A" or "B" to Spur has been abolished and the following new discs provided:—

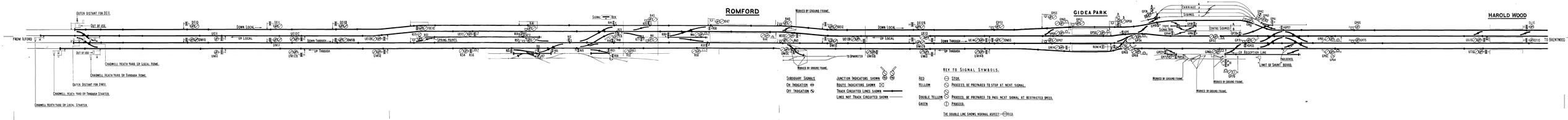
Shunt Signal No.	Applicable from	Applicable to
GP16	Centre Siding "B"	Up Local
GP18	Centre Siding "A"	Up Local

The disc signal formerly applying Engine Spur to Carriage Sidings has been abolished and a Stop Board provided.

Printers Chorley & Pickersgill Ltd Leeds

ROMFORD—GIDEA PARK.

RESIGNALLING.



SUBSIDIARY SIGNALS
ON INDICATION
OFF INDICATION

JUNCTION INDICATORS. SHOWN
ROUTE INDICATORS. SHOWN
TRACK CIRCUITED LINES SHOWN
LINES NOT TRACK CIRCUITED SHOWN

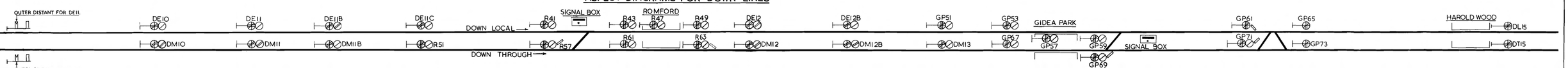
KEY TO SIGNAL SYMBOLS.

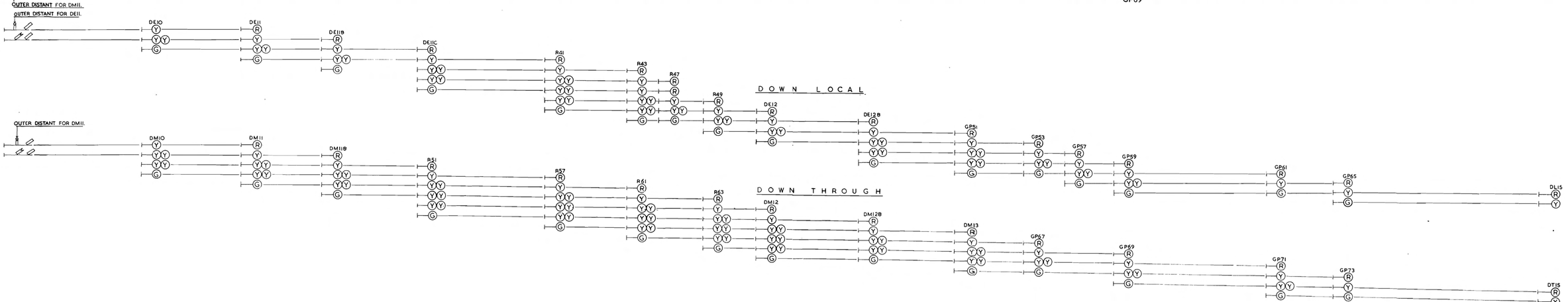
RED — STOP.
YELLOW — PROCEED, BE PREPARED TO STOP AT NEXT SIGNAL.
DOUBLE YELLOW — PROCEED, BE PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED.
GREEN — PROCEED.

THE DOUBLE LINE SHOWS NORMAL ASPECT.

ROMFORD—GIDEA PARK. RESIGNALLING.

ASPECT DIAGRAMS FOR DOWN LINES





ROMFORD—GIDEA PARK. RESIGNALLING.

ASPECT DIAGRAMS FOR UP LINES.