

THE RAILWAY EXECUTIVE
BRITISH RAILWAYS—EASTERN REGION

NEW SIGNALLING AT
CHADWELL HEATH

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

A. R. DUNBAR

Divisional Operating Superintendent (Eastern)
(DI/Elec. Pad)

LIVERPOOL STREET STATION
10th June, 1949.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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THE RAILWAY EXECUTIVE
BRITISH RAILWAYS—EASTERN REGION

NEW SIGNALLING AT CHADWELL HEATH

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 Station and Goods Yard 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 Romford, in accordance with the attached diagrams which show the whole of the new and altered signalling and should be referred to in connection with the various items in this notice.

The existing Chadwell Heath Goods Yard Signal Box will be dispensed with and a new signal box, to be known as Chadwell Heath Box, will be brought into use on the Up side of the Up Through line 210 yards east of the existing Goods Yard Box.

The points at present controlled from the existing Goods Yard Box will be controlled from the new box.

The connections Down Local line to Middle Siding, and Middle Siding to Up Local line at the east end of Chadwell Heath Station, at present controlled from Chadwell Heath Station Box will be connected to and controlled from the new signal box.

A new trailing connection from Down Local line to the east end of the Middle Siding will be brought into use 65 yards west of the new box.

The connection from Middle Siding to Up Local line 130 yards west of the existing box will be dispensed with.

The Middle Siding will in future be known as the Down Goods Loop.

The double junction between Local and Through lines east of the existing box, at present clamped out of use, will be connected to and controlled from the new signal box.

GENERAL**Track Circuiting**

Continuous track circuiting will be provided on all running lines from Chadwell Heath Station to connect up with the existing track circuiting east of Chadwell Heath Station.

Lock and Block working will not be in operation between the new box and Chadwell Heath Station 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 :—

CS Chadwell Heath Station
C Chadwell Heath

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 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 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 AND GIDEA PARK.

CHADWELL HEATH

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 Chadwell Heath Station or Chadwell Heath 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
Chadwell Heath Station Down Through Inner Distant becomes also Outer Distant for C.43	Semaphore	On Off	To Down Through. Chadwell Heath Station Home On. To Down Through. Chadwell Heath Station Home Off. C.41 at Y/Y or G.
Chadwell Heath Yard Down Through Outer Distant becomes Outer Distant for C.45	Semaphore	On Off	To Down Through. C.41 at R. To Down Through. C.41 at Y/Y or G.
C.41/CS.4	4-aspect D Sign	Y Y/Y G	To Down Through. C.43 at R. To Down Through. C.43 at Y or Y/Y. To Down Through. C.43 and C.45 at Y/Y or C.43 at G.

RUNNING SIGNALS. DOWN THROUGH LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
C.43	4-aspect D Sign	Y Y/Y G	To Down Through. C.45 at R. To Down Through. C.45 at Y or Y/Y. To Down Through. C.45 and DM.10 at Y/Y or C.45 at G.
C.45	4-aspect D Sign	Y Y/Y G	To Down Through. DM.10 at R. To Down Through. DM.10 at Y or Y/Y. To Down Through. DM.10 and DM.11 at Y/Y or DM.10 at G.
DM.10 Automatic	4-aspect	Y Y/Y G	To Down Through. DM.11 at R. To Down Through. DM.11 at Y or Y/Y. To Down Through. DM.11B and DM.11 at Y/Y or DM.11 at G.

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RUNNING SIGNALS. DOWN LOCAL LINE

Chadwell Heath Station Down Local Inner Distant	Semaphore	On Off	To Down Local. Chadwell Heath Station Home On. To Down Local. Chadwell Heath Station Home Off. C.31 at Y, Y/Y or G.
Chadwell Heath Yard Down Local Outer Distant becomes Outer Distant for C.35	Semaphore	On Off	To Down Local. C.31 at R or Y. To Down Local. C.31 at Y/Y or G.

RUNNING SIGNALS. DOWN LOCAL LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
C.31	4-aspect D Sign	Y Y/Y G	To Down Local. C.35 at R. To Down Local. C.35 at Y. To Down Local. C.35 at Y/Y or G.
C.35	4-aspect with right-hand Junction Indicator D Sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y/Y with right-hand Junction Indicator G with right-hand Junction Indicator	To Down Local. C.37 at R. To Down Local. C.37 at Y. To Down Local. C.37 at Y/Y or G. To Down Through. C.45 at Y or Y/Y. To Down Through. C.45 and DM.10 at Y/Y or C.45 at G.
C.37	4-aspect D Sign	Y Y/Y G	To Down Local. DE.10 at R. To Down Local. DE.10 at Y. To Down Local. DE.10 at Y/Y or G.
DE.10 Automatic	4-aspect	Y Y/Y G	To Down Local. DE.11 at R. To Down Local. DE.11 at Y. To Down Local. DE.11 at Y/Y or G.

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RUNNING SIGNALS. UP THROUGH LINE

C.36	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. C.40 at R. To Up Through. C.40 at Y or Y/Y. To Up Through. C.40 and CS.48 at Y/Y or C.40 at G. To Up Local. C.32 at R. To Up Local. C.32 at Y or Y/Y. To Up Local. C.32 at Y/Y or G.
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RUNNING SIGNALS. UP THROUGH LINE—continued.

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
C.38/40	4-aspect with Miniature D Sign	Y Y/Y G Miniature Y	To Up Through. CS.48 at R. To Up Through. CS.48 at Y or Y/Y. To Up Through. CS.48 at Y/Y or G. To Up Reception Line, clear or occupied.
CS.48	4-aspect D Sign	Y Y/Y G	To Up Through. CS.45/47 at R. To Up Through. CS.47 at Y. To Up Through. CS.47 at G.

RUNNING SIGNALS. UP LOCAL LINE

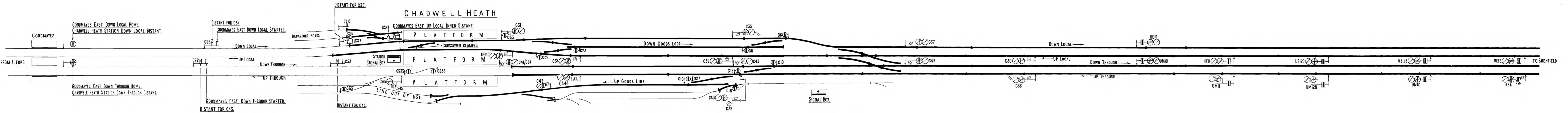
C.30	4-aspect D Sign	Y Y/Y G	To Up Local. C.32 at R. To Up Local. C.32 at Y or Y/Y. To Up Local. C.32 and C.34 at Y/Y or C.32 at G.
C.32	4-aspect D Sign	Y Y/Y G	To Up Local. C.34 at R. To Up Local. C.34 at Y or Y/Y. To Up Local. C.34 and UE.11C at Y/Y or C.34 at G.
C.34	4-aspect D Sign	Y Y/Y G	To Up Local. UE.11C at R. To Up Local. UE.11C at Y or Y/Y. To Up Local. UE.11C at G.
UE.11C Automatic	4-aspect	Y Y/Y G	To Up Local. CS.41 On. To Up Local. CS.41 Off. To Up Local. CS.41 and Goodmayes East Up Local Inner Distant Off.

CHADWELL HEATH
GROUND SHUNT SIGNALS

Shunt Signal No.	Applicable From	Applicable To
C.6	Down Local	Set back to Down Goods Loop.
C.8	Down Goods Loop	To Down Local.
C.10	Down Through	Set back to Up Through.
C.15	Up Through	Set back to Down Through.
C.16	Up Siding	To Up Reception Line.
C.17	Up Reception Line	To Down Through.
C.19	Up Reception Line	Set back to Up Siding.
C.23	Down Goods Loop	Set back to Up Local.
C.25	Up Local	Set back to Down Goods Loop.
C.33	Down Local	To Down Goods Loop.

CHADWELL HEATH.

RESIGNALLING.



SUBSIDIARY SIGNALS.
ON INDICATION ⊖
OFF INDICATION ⊙

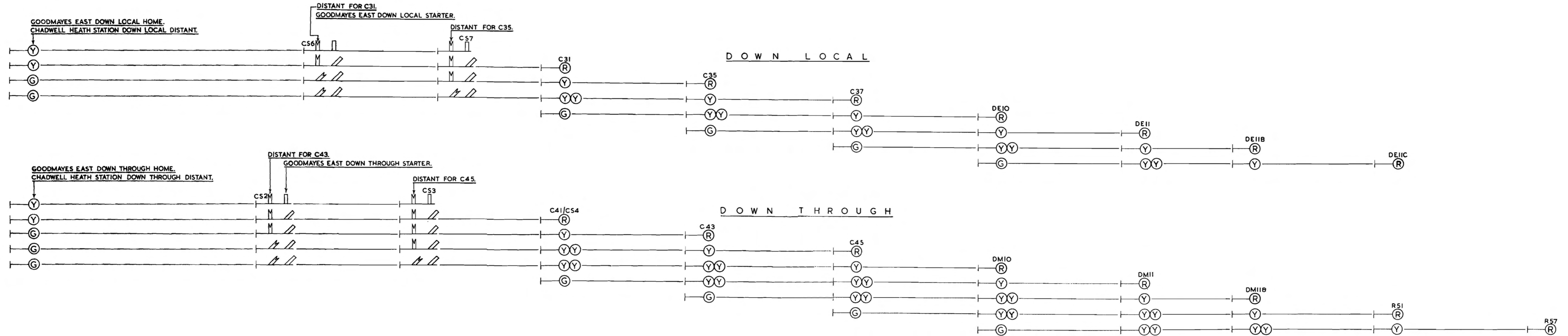
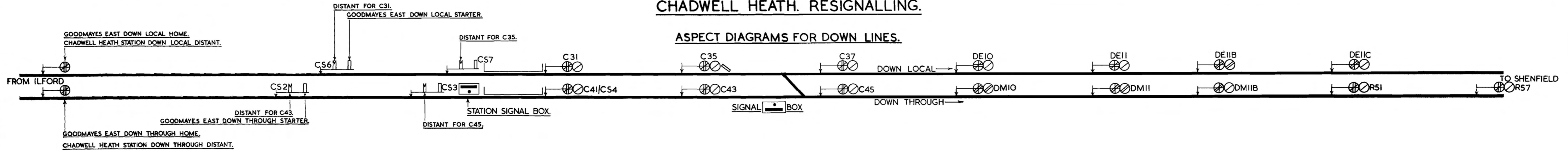
JUNCTION INDICATORS SHOWN ⊕
TRACK CIRCUITED LINES SHOWN —●—
LINES NOT TRACK CIRCUITED SHOWN —

RED ⊖
YELLOW ⊙
DOUBLE YELLOW ⊕
GREEN ⊚

KEY TO SIGNAL SYMBOLS.
 ⊖ STOP.
 ⊙ PROCEED, BE PREPARED TO STOP AT NEXT SIGNAL.
 ⊕ PROCEED, BE PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED.
 ⊚ PROCEED.
 ⊖ ⊙ ⊕ ⊚ THE DOUBLE LINE SHOWS NORMAL ASPECT:— ⊖ RED.

CHADWELL HEATH. RESIGNALLING.

ASPECT DIAGRAMS FOR DOWN LINES.



CHADWELL HEATH. RESIGNALLING.

ASPECT DIAGRAMS FOR UP LINES.

