

THE RAILWAY EXECUTIVE  
BRITISH RAILWAYS—EASTERN REGION

NEW SIGNALLING BETWEEN  
BOW JUNCTION  
AND  
STRATFORD WESTERN JUNCTION

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

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

# SIGNALLING RECORD SOCIETY

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**THE RAILWAY EXECUTIVE**  
**BRITISH RAILWAYS — EASTERN REGION**

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**NEW SIGNALLING BETWEEN BOW JUNCTION  
AND STRATFORD WESTERN JUNCTION**

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

The undermentioned signal boxes will be dispensed with:—

Bridge Box.

Bow Junction Box.

A new signal box to be known as BOW JUNCTION BOX will be brought into use, situated in the angle formed by the Down Fenchurch and Up Through lines, 170 yards west of the existing Bow Junction Box.

The points at present worked from the existing Bridge and Bow Junction boxes will be coupled to and worked from the new signal box.

The existing semaphore and disc signals at present worked from these 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 between Mile End and Bow Junction 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 colour light signals at present applying as Bridge Box Up Through, Up Local and Up Cambridge Home signals will in future apply as Bow Junction Up Outer Home signals, and will also be controlled from Stratford Western as Up Starting signals. The respective semaphore Distant signals will remain unaltered in form.

The colour light signals at present applying as Bridge Box Down Cambridge and Down Through Home signals will in future apply as Bow Junction Down Starting signals and will also be controlled from Stratford Western as Down Outer Home signals.

The colour light signal at present applying as Bridge Box Down Local Home signal will in future apply as Stratford Western Down Local Outer Home signal.

The Carriage Lines between Bow Junction and Stratford Western at present worked in both directions will, until further notice, each be used for trains in one direction only; Carriage Line 'A' for Down trains and Carriage Line 'B' for Up trains.

**GENERAL****Track Circuiting**

Continuous track circuiting will be provided on all running lines from the existing track circuiting at Mile End to Stratford Western Down Inner Home signals.

Lock and 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 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:—

B Bow Junction  
SW Stratford Western

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

DE Down Through  
UE Up Through  
DM Down Local  
UM Up Local

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

The aspects and meanings of the colour light signals are as shown below:—

2-aspect Signal	3-aspect Signal	4-aspect Signal	Meaning
Red ... ..	Red ... ..	Red ... ..	Stop
Single Yellow	Single Yellow	Single Yellow	Proceed — be prepared to stop at next signal
		Double Yellow	Proceed — be prepared to pass next signal at restricted speed
	Green ... ..	Green ... ..	Proceed

Braking distance is provided from the first signal exhibiting a Double Yellow aspect to the signal in advance which is showing a Red aspect at that time. A Single Yellow aspect will always be exhibited at the signal next in rear of the signal showing Red, but in some cases there may be one or more signals displaying a Double Yellow aspect in rear of the signal showing the Single Yellow aspect. Explanatory diagrams of the signal aspect sequence for the Up and Down directions are attached to this notice.

**Miniature Signals**

These signals (with the exception of B 1, B 5, B 8 and B 12) are associated with colour light running signals and lead to "No-block" Lines and Reception Lines. No normal aspect is shown and the Off indication is a small Yellow light which authorizes a movement as far as the line is clear towards the next signal only.

## **SUBSIDIARY SIGNALS**

All subsidiary signals, whether ground shunt signals or fixed below running signals, are of the floodlit disc type. They exhibit the same indications by day and night, and do not show a red, yellow or green light. The OFF indication may be exhibited with a junction indicator or a route indication.

The OFF indication of a subsidiary signal authorizes a movement as far as the line is clear towards the next signal only, but the turning off of a subsidiary signal does NOT authorize the next signal ahead to be passed at Danger.

Ground shunt signals have an enamelled plate bearing reference letters and a number for identification purposes.

In making set-back movements on running lines it is essential that all the vehicles should pass beyond the signal applicable for the set-back movement to ensure that the controlling track circuit is clear. IF THE CONTROLLING TRACK CIRCUITS ARE NOT CLEARED, THE SIGNALMAN IS NOT ABLE TO CHANGE THE POSITION OF THE POINTS CONCERNED.

## **JUNCTION INDICATORS AND ROUTE INDICATORS**

Certain signals are provided with junction indicators or route indicators, and some signals with both junction and route indicators. Under no circumstances must a movement be made when the junction indicator or a route indication is showing unless the colour light or subsidiary signal concerned is OFF.

## BOW JUNCTION — STRATFORD WESTERN JUNCTION

### DESCRIPTION OF SIGNALS

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

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

At signals shewn to be fitted with a "D" sign a telephone is provided communicating with either Bow Junction or Stratford Western signal box 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
B16	4-aspect with two left-hand and one right-hand Junction Indicators  D Sign	Y without Junction Indicator ... .. G without Junction Indicator ... ..  Y with lower left-hand Junction Indicator ... G with lower left-hand Junction Indicator ...  Y with upper left-hand Junction Indicator ... G with upper left-hand Junction Indicator ...  Right-hand Junction Indicator not in use at this stage Y/Y aspect not displayed at this stage ... ..	To Down Through. B22/SW1 at R To Down Through. B22/SW1 at G  To Down Cambridge. B4/SW26 at R To Down Cambridge. B4/SW26 at Y/Y or G  To Down Local. Stratford Western Down Local Outer Home SW14 at R To Down Local. Stratford Western Down Local Outer Home SW14 at Y/Y or G
B22/SW1 Bow Junction Down Through Starter and Stratford Western Down Through Outer Home	3-aspect and Subsidiary Disc ... ..  D Sign	Y ... .. G ... .. Disc off ... .. Y/Y aspect not displayed at this stage ... ..	To Down Through. Stratford Western Down Through Home On To Down Through. Stratford Western Down Through Home and Starter Off Shunt Ahead Down Through

**RUNNING SIGNALS. DOWN LOCAL LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
B2	4-aspect with left-hand and right-hand Junction Indicators  D Sign	Y without Junction Indicator ... G without Junction Indicator ... Y with left-hand Junction Indicator ... G with left-hand Junction Indicator ...  Y with right-hand Junction Indicator ... G with right-hand Junction Indicator ...  Y/Y aspect not displayed at this stage ...	To Down Local. Stratford Western Down Local Outer Home SW14 at R To Down Local. Stratford Western Down Local Outer Home SW14 at Y/Y or G To Down Cambridge. B4/SW26 at R To Down Cambridge. B4/SW26 at Y/Y or G  To Down Through. B22/SW1 at R To Down Through. B22/SW1 at G
SW14 Stratford Western Down Local Outer Home	4-aspect  D Sign	Y ... Y/Y ... G ...	To Down Local. Stratford Western Down Local Home On To Down Local. Stratford Western Down Local Home Off To Down Local. Stratford Western Down Local Home Off and Stratford Central Down Local Distant Off

**RUNNING SIGNALS. DOWN CAMBRIDGE LINE**

B4/SW26 Bow Junction Down Cambridge Starter and Stratford Western Down Cambridge Outer Home	4-aspect with Miniature and 2-way Route Indicator  D Sign	Y ... Y/Y ... G ...  Miniature Y with Indication A ... Miniature Y with Indication B ...	To Down Cambridge. Stratford Western Down Cambridge Home On To Down Cambridge. Stratford Western Down Cambridge Home Off To Down Cambridge. Stratford Western Down Cambridge Home Off and Stratford Central Down Cambridge Distant Off To Carriage Line "A" To Carriage Line "B"
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**RUNNING SIGNALS. DOWN FENCHURCH LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
B18	3-aspect D Sign	Y ... .. G ... ..	To Down Fenchurch B20 at R To Down Fenchurch B20 at Y or G
B20	3-aspect with two left-hand and one right-hand Junction Indicators	Y without Junction Indicator ... .. G without Junction Indicator ... .. Y with lower left-hand Junction Indicator ... .. G with lower left-hand Junction Indicator ... .. Y with upper left-hand Junction Indicator ... .. G with upper left-hand Junction Indicator ... .. Right-hand Junction Indicator not in use at this stage	To Down Through. B22/SW1 at R To Down Through. B22/SW1 at G To Down Cambridge. B4/SW26 at R To Down Cambridge. B4/SW26 at Y/Y or G To Down Local. SW14 at R To Down Local. SW14 at Y/Y or G

**RUNNING SIGNALS. UP THROUGH LINE**

Distant for B19/SW132	Semaphore Distant under Stratford Western Up Through Home	On ... .. Off ... ..	To Up Through. B19/SW132 at R To Up Through. B19/SW132 at Y, Y/Y or G
B19/SW132 Stratford Western Up Through Starter and Bow Junction Up Through Home	4-aspect D Sign	Y ... .. Y/Y ... .. G ... ..	To Up Through. B21 at R To Up Through. B21 at Y To Up Through. B21 at Y/Y or G



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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
B21	4-aspect with left-hand and right-hand Junction Indicators  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 ...  Y with right-hand Junction Indicator ... Y/Y with right-hand Junction Indicator ... G with right-hand Junction Indicator ...	To Up Through. UE3 at R To Up Through. UE3 at Y To Up Through. UE3 at Y/Y or G  To Up Fenchurch. U4 at R To Up Fenchurch. U4 at Y To Up Fenchurch. U4 at G  To Up Local. UM3 at R To Up Local. UM3 at Y To Up Local. UM3 at Y/Y or G
UE3 Automatic	4-aspect	Y ... Y/Y ... G ...	To Up Through. UE3B at R To Up Through. UE3B at Y To Up Through. UE3B at Y/Y or G

**RUNNING SIGNALS. UP LOCAL LINE**

Stratford Western Up Local Distant	Semaphore Distant under Stratford Eastern Up Local Home	On ... Off ...	To Up Local. Stratford Central Up Local Home On To Up Local. Stratford Central Up Local Home Off and Stratford Western Up Local Home Off. and B15 at Y, Y/Y or G
Distant for B17	Semaphore Distant under Stratford Western Up Local Home	On ... Off ...	To Up Local. B15 at R To Up Local. B15 at Y, Y/Y or G
B15/SW126 Stratford Western Up Local Starter and Bow Junction Up Local Home	4-aspect  D Sign	Y ... Y/Y ... G ...	To Up Local. B17 at R To Up Local. B17 at Y To Up Local. B17 at Y/Y or G

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

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
B17	4-aspect with two left-hand Junction Indicators  D Sign	Y without Junction Indicator ... Y/Y without Junction Indicator ... G without Junction Indicator ...  Y with upper left-hand Junction Indicator ... Y/Y with upper left-hand Junction Indicator ... G with upper left-hand Junction Indicator ...  Y with lower left-hand Junction Indicator ... Y/Y with lower left-hand Junction Indicator ... G with lower left-hand Junction Indicator ...	To Up Local. UM3 at R To Up Local. UM3 at Y To Up Local. UM3 at Y/Y or G  To Up Through. UE3 at R To Up Through. UE3 at Y To Up Through. UE3 at Y/Y or G  To Up Fenchurch. U4 at R To Up Fenchurch. U4 at Y To Up Fenchurch. U4 at G
UM3 Automatic	4-aspect ...  D Sign	Y ... Y/Y ... G ...	To Up Local. UM3B at R To Up Local. UM3B at Y To Up Local. UM3B at Y/Y or G

**RUNNING SIGNALS. UP CAMBRIDGE LINE**

Distant for B9/11/SW101	Semaphore Distant under Stratford Western Up Cambridge Home	On ... Off ...	To Up Cambridge. B9/11/SW101 at R To Up Cambridge. B9/11/SW101 at Y or G
B9/11/SW101 Stratford Western Up Cambridge Starter Bow Junction Up Cambridge Home	3-aspect with Miniature ...  D Sign	Y ... G ... Miniature Y ...	To Up Cambridge. B13 at R To Up Cambridge. B13 at Y or G To L.M.R. Depot
B13	3-aspect with three left-hand Junction Indicators  D Sign	Y without Junction Indicator ... G without Junction Indicator ...  Y with upper left-hand Junction Indicator ... G with upper left-hand Junction Indicator ...  Y with centre left-hand Junction Indicator ... G with centre left-hand Junction Indicator ...  Y with lower left-hand Junction Indicator ... G with lower left-hand Junction Indicator ...	To Up Local via Up Cambridge. UM3 at R To Up Local via Up Cambridge. UM3 at Y, Y/Y or G  To Up Local. UM3 at R To Up Local. UM3 at Y, Y/Y or G  To Up Through. UE3 at R To Up Through. UE3 at Y, Y/Y or G  To Up Fenchurch. U4 at R To Up Fenchurch. U4 at Y or G

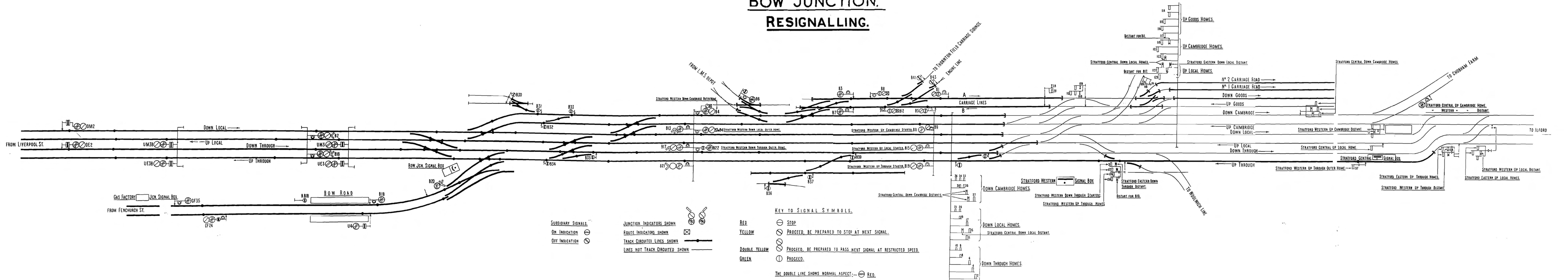
**RUNNING SIGNALS. UP FENCHURCH LINE**

Signal No. and Description	Type of Signal	Aspect to Drivers	Application
U4 Automatic	3-aspect	Y ... G ...	To Up Fenchurch. GF24 at R To Up Fenchurch. GF24 at Y, Y/Y or G
<b>RUNNING SIGNALS. CARRIAGE LINE "A" DOWN DIRECTION</b>			
B8	2-aspect Miniature with 2-way Route Indicator	Y with indication S Y with indication A	To Thornton Fields Carriage Sidings To Carriage Line "A", clear or occupied
B1	2-aspect Miniature D Sign	<b>UP DIRECTION</b> Y aspect not displayed at this stage. Signal will be illuminated and display R only	
B3	3-aspect D Sign	Y ... G ...	To Up Cambridge. B13 at R To Up Cambridge. B13 at Y or G
<b>RUNNING SIGNALS. CARRIAGE LINE "B" UP DIRECTION</b>			
B5	2-aspect Miniature D Sign	Y ...	To Carriage Line "B". B7 at R, Y, or G
B7	3-aspect D Sign	Y ... G ...	To Up Cambridge. B13 at R To Up Cambridge. B13 at Y or G
B12	2-aspect Miniature with 4-way Route Indicator D Sign	<b>DOWN DIRECTION</b> Y with indication S Y with indication E Y with indication A Route indication B not in use at this stage	To Thornton Fields Carriage Sidings To Thornton Fields Engine line, clear or occupied To Carriage Line "A", clear or occupied
B6	3-aspect and Disc D Sign	<b>L.M.R. DEPOT</b> Y ... G ... Disc OFF ...	To Down Cambridge. Stratford Western Down Home On To Down Cambridge. Stratford Western Down Home Off and Stratford Central Down Cambridge Distant Off To Spur

## GROUND SHUNT SIGNALS

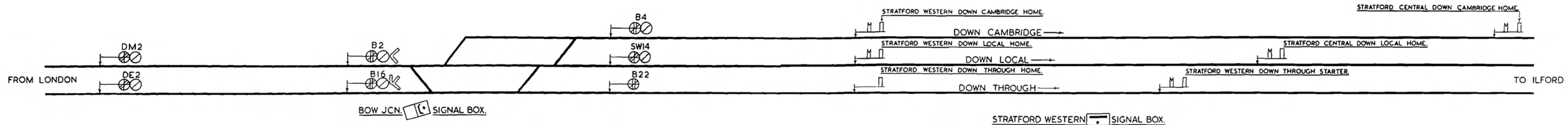
Shunt Signal No.	Applicable from	Applicable to
B30 ... ..	Bryant & May's Siding ... ..	Down Cambridge
B31 ... ..	Down Cambridge ... ..	Set back to Bryant & May's Siding
B32 ... ..	Up Cambridge ... ..	Set back to Down Cambridge
B33 ... ..	Down Cambridge ... ..	Set back to Bryant & May's Siding or Up Cambridge
B34 ... ..	Up Through ... ..	Set back to Down Through
B35 ... ..	Down Through ... ..	Set back to Up Through or Up Fenchurch
B36 ... ..	Cook's Siding ... ..	Down Through
B37 ... ..	Shunt Spur ... ..	Cook's Siding
B39 ... ..	Down Through ... ..	Set back to Cook's Siding
B41 ... ..	Thornton Fields Carriage Sidings ... ..	Carriage Line "A" or Carriage Line "B"
B43 ... ..	Thornton Fields Engine Line . ... ..	Carriage Line "B"

# BOW JUNCTION. RESIGNALLING.

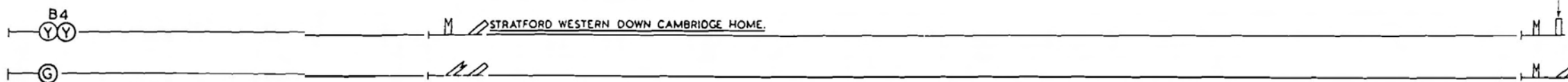


# BOW JUNCTION. RESIGNALLING.

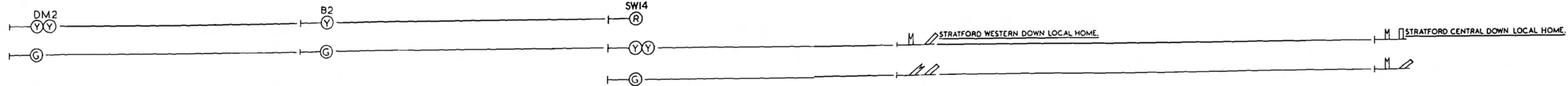
## ASPECT DIAGRAMS FOR DOWN LINES.



### D O W N C A M B R I D G E.



### D O W N L O C A L.



### D O W N T H R O U G H.



(3098/2)

# BOW JUNCTION. RESIGNALLING.

## ASPECT DIAGRAMS FOR UP LINES.

