

THE RAILWAY EXECUTIVE
BRITISH RAILWAYS—EASTERN REGION

NEW SIGNALLING AT
STRATFORD

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

A. R. DUNBAR

Divisional Operating Superintendent (Eastern)
(D1/Elec. Pad)

LIVERPOOL STREET STATION
22nd August 1949

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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THE RAILWAY EXECUTIVE
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NEW SIGNALLING AT STRATFORD

On dates to be notified in the Permanent Way Programme, a new signal box to be known as Stratford Box will be brought into use at the London end of No. 10 platform, and signalling and permanent way alterations will be carried out in accordance with the attached diagrams which shew the whole of the new and altered signalling and should be referred to in connection with the various items in this notice.

The changeover to the new signal box will be carried out in two stages on successive week-ends and these stages are shewn on the diagram by areas enclosed by dotted lines marked Stage 1 and Stage 2.

Stage 1.

The following will be dispensed with :—

The existing Stratford Eastern Junction signal box together with all signals worked therefrom.

All existing signals applying to the Through and Local lines worked from Stratford Central Junction and Western Junction signal boxes.

New controlled and automatic colour light signals will be brought into use at Stratford Eastern Junction and on the Through and Local lines between Stratford Eastern Junction and Stratford Western Junction, to connect with the colour light signalling at Bow Junction and Forest Gate Junction, as shewn on the diagram enclosed within the area marked Stage 1.

All other existing signals worked from Stratford Western and Central Junction boxes, shewn enclosed within the area marked Stage 2 on the diagram, will remain in use and the colour light signalling shewn on the diagram within this area will not be brought into use until Stage 2.

All points at present worked from Stratford Eastern Junction Box will be connected to and worked from the new box.

All points at present worked from Stratford Western and Central Junctions, enclosed within the area marked Stage 1 on the diagram, will be connected to and worked from the new box, with the exception of the double junction between the Local and Cambridge lines, at present worked from Stratford Western Junction, which will be clamped out of use for Stage 1.

All other points at present worked from Stratford Central and Western Junctions and shewn within the area marked Stage 2 on the diagram, will continue to be worked from the respective boxes.

Points in the Lower Yard, at the Eastern Junction end of Stratford Station, will be worked from ground frames electrically controlled from the new box.

Stage 2.

The following will be dispensed with :—

Stratford Western Junction, Stratford Central Junction and Polygon signal boxes together with all remaining semaphore signals.

New controlled colour light signals will be brought into use on the Cambridge lines, the Carriage lines, the Goods lines and the Up and Down Loughton lines as shewn within the area marked Stage 2 on the diagram.

All points at present worked from Stratford Central Junction and Western Junction signal boxes shewn within the area marked Stage 2 on the diagram will be connected to and worked from the new box.

The trailing connection from No. 13 platform to the Down Loughton line and the crossover between the Down and Up Loughton lines at present worked from Polygon box will be connected to and worked from the new box.

The trailing connections from the Loco. Shop Sidings to the Up Loughton line at present worked from Polygon box will be worked from ground frames electrically controlled from the new box.

The reversible working on Carriage Roads "A" and "B" which was temporarily dispensed with will be reinstated.

The double junction between the Local and Cambridge lines at Stratford Western Junction, clamped out of use during Stage 1, will be connected to and worked from the new box.

GENERAL**Track Circuiting**

Continuous track circuiting will be provided on the Through and Local lines to connect up with the existing track circuiting at Bow Junction and Forest Gate Junction, also on the Goods lines and Carriage lines, the Up and Down Loughton lines, the Woolwich lines (Western Curve), and the Eastern Curve as shewn on the diagram.

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 :—

S Stratford
B Bow Junction

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 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 S.2, S.4, S.6, S.8, S.10, S.11) 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.

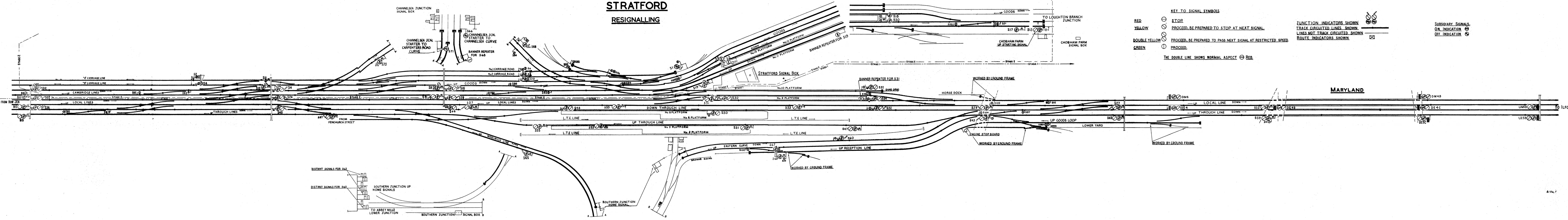
JUNCTION INDICATORS AND ROUTE INDICATORS

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

STEAM 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 STRATFORD STATION AND GIDEA PARK.

STRATFORD RESIGNALLING



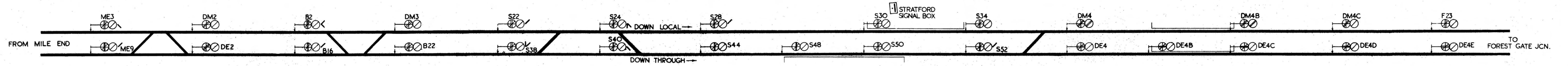
- KEY TO SIGNAL SYMBOLS**
- RED ○ STOP
 - YELLOW ○ PROCEED, BE PREPARED TO STOP AT NEXT SIGNAL.
 - DOUBLE YELLOW ○ PROCEED, BE PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED.
 - GREEN ○ PROCEED.
- THE DOUBLE LINE SHOWS NORMAL ASPECT ○ RED.

- FUNCTION INDICATORS SHOWN** ○
- TRACK CIRCUITED LINES SHOWN** —
- LINES NOT TRACK CIRCUITED SHOWN** —
- ROUTE INDICATORS SHOWN** ⊠

- SUBSIDIARY SIGNALS:**
- ON INDICATION ○
 - OFF INDICATION ○

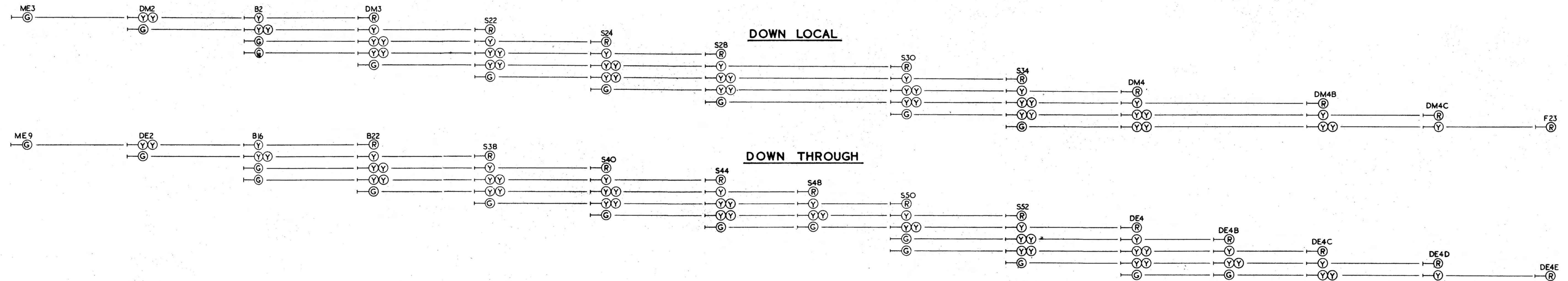
STRATFORD RESIGNALLING

ASPECT DIAGRAM FOR DOWN LINES



STRATFORD STATION

MARYLAND STATION



STRATFORD RESIGNALLING.

ASPECT DIAGRAM FOR UP LINES.

