

No. 100



EASTERN REGION
(London, Tilbury and Southend Line)

T

SPECIAL NOTICE

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING THE INSTALLATION OF NEW SIGNALLING BETWEEN
SHOEBURYNESSE AND LAINDON**

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

Fenchurch Street Station,
3rd September, 1960.

J. W. DEDMAN,
Line Traffic Manager.

SIGNALLING RECORD SOCIETY

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NEW SIGNALLING BETWEEN SHOEBURYNESS AND LAINDON

Commencing on Monday, 12th September, 1960, the existing Block Sections and Intermediate Block Sections between Shoeburyness and Laindon inclusive, and the semaphore signals controlling them, will be replaced in stages by continuous track circuiting and colour light signals.

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
Shoeburyness	SH
Southend Central	SC
Pitsea Junction	PJ

The following boxes will be open as required :—

Name of box	Code letters
Southend East	SE
Leigh Station	LE
Laindon	LA

The remaining signal boxes in this sector will be closed.

RUNNING SIGNALS

Running signals 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. They are either fully automatic, semi-automatic, or fully controlled from a signal box.

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 in the controlled areas of signal boxes not continuously open, and at places in automatic areas where an over-riding control from the ground is provided, e.g., ground frames, level crossings. They are designated in the usual manner, see Rule 35 (c), plus the identification plate bearing letters and a number. The prefix may either be the code letters of the controlling signal box, or U or D in automatic areas.

Controlled signals are in the controlled areas of signal boxes continuously open. 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 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, applicable in accordance with Rule 44. A letter "C" is also illuminated to denote "Calling-on."
- (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) "Theatre" type route indicators applicable into bay platforms which display the appropriate bay platform number when a "Proceed" aspect is given in the running signal.

SUNTING SIGNALS

Shunting signals are the position light type as described in Rule 35 (b iii) and apply as set out in Rule 47. 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
Thorpe Bay	Crossover road and siding connection.
Westcliff	Crossover road.
Benfleet—	
Ground Frame A	Trailing Crossover.
" " B	Facing Crossover.
" " C	Up Siding Connection.
" " D	Down Sidings Connection.
Gate Ground Frame	Level Crossing Gates.

Special instructions on their operation will be exhibited at each ground frame. 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.

TELEPHONES

Signal post telephones are located at all automatic signals, semi-automatic signals, and most controlled signals. They are connected to the next signal box in advance **which is open**. When Southend East, Leigh or Laindon boxes are closed the signal post telephones are switched through to the next permanently open box. 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, and as each controlled area comes into use more detailed plans showing all signals will be issued.

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.

STAGE I

MONDAY, 12th SEPTEMBER, 1960—

Shoeburyness

The existing signals at Shoeburyness will be abolished and new colour light signals as follows will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
No. 1 PLATFORM			
SH.105	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To signal SH.111 at R. To signal SH.111 at Y, Y/Y or G.
No. 2 PLATFORM			
SH.107	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To signal SH.111 at R. To signal SH.111 at Y, Y/Y or G.
No. 3 PLATFORM			
SH.109	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To signal SH.111 at R. To signal SH.111 at Y, Y/Y or G.
UP LINE			
SH.111	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To signal SH.115 at R. To signal SH.115 at Y. To signal SH.115 at Y/Y or G.
SH.115	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To signal U.39 at R. To signal U.39 at Y. To signal U.39 at Y/Y or G.
DOWN LINE			
D.38	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone) To D.38B at R. To D.38B at Y. To D.38B at Y/Y or G.
D.38B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SH.106 at R. To SH.106 at Y. To SH.106 at Y/Y or G.
SH.106	3 aspect with miniature yellow	R ... Y ... G ... Miniature Y	Rule 55 (Diamond sign). To signal SH.110 at R. To signal SH.110 at Y or G. To stabling siding.
SH.110	3 aspect with Route Indicator showing "1" "2" or "3" Subsidiary "call-on" signal	R ... Y with "3" G with "2" G with "1" Sub. with "3" Sub. with "2" Sub. with "1"	Rule 55 (Diamond sign). To No. 3 plat. when clear. To No. 2 plat. when clear. To No. 1 plat. when clear. To No. 3 plat. when occupied. To No. 2 plat. when occupied. To No. 1 plat. when occupied.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indication provided	Applicable
SH.124	Up Main	"U" "C"	To Up Main. To Carriage Sidings.
SH.126	Up Main	"D" "2" "3"	To Down Main. To No. 2 Platform. To No. 3 Platform.
SH.128	Loco. Siding	—	To No. 1 Platform.
SH.130	Stabling Sidings	"D" "2" "3"	To Down Main. To No. 2 Platform. To No. 3 Platform.
SH.105	No. 1 Platform	"C" "D"	To Carriage Sidings. To Down Main.
SH.107	No. 2 Platform	"C" "U"	To Carriage Sidings. To Up Main.
SH.109	No. 3 Platform	"C" "U"	To Carriage Sidings. To Up Main.
SH.129	Loco.	—	To Loco. Siding.
SH.133	Down Main	"U" "P"	To Up Main. To Loco. Siding.
SH.135	Carriage Sidings	"W" "U"	To Carriage Washer. To Up Main.
SH.135A	Carriage Washer	—	Carriage Sidings.

STAGE 2

SUNDAY, 9th OCTOBER, 1960

Southend East and Southend Central

The existing signals at Southend East, Southend Sidings and Southend Central will be abolished and new colour light signals as follows will be brought into use. Southend Sidings signal box will be abolished.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Driver	Application
UP LINE			
U.38	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.38B at R. To U.38B at Y. To U.38B at Y/Y or G.
U.38B	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To SE.103 at R. To SE.103 at Y. To SE.103 at Y/Y or G.
SE.103	4 aspect Semi-Auto.	R Y Y/Y G	Rule 55 (Telephone). To SE.105 at R. To SE.105 at Y. To SE.105 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(continued)			
SE.105	4 aspect Semi-Auto. with left-hand junction indicators at 45° and 90°	R ... Y without junc. ind. Y/Y without junc. ind. G without junc. ind. Y with 45° junc. ind. Y with 90° junc. ind.	Rule 55 (Telephone). To SE.109 at R. To SE.109 at Y. To SE.109 at Y/Y or G. To SE.121 at R. To SE.123 at R.
SE.109	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SE.111 at R. To SE.111 at Y. To SE.111 at Y/Y or G.
SE.111	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SE.115 at R. To SE.115 at Y. To SE.115 at Y/Y or G.
SE.115	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SC.5 at R. To SC.5 at Y. To SC.5 at Y/Y or G.
SC.5...	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To SC.7 at R. To SC.7 at Y. To SC.7 at Y/Y or G.
SC.7	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To SC.11 at R. To SC.11 at Y or Y/Y. To SC.11 at Y/Y or G.
SC.11	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To SC.13 at R. To SC.13 at Y or Y/Y. To SC.13 at Y/Y or G.
SC.13	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To SC.15 at R. To SC.15 at Y or Y/Y. To SC.15 at Y/Y or G.
SC.15	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To U.36 at R. To U.36 at Y or Y/Y. To U.36 at Y/Y or G.
No. 2 PLATFORM—UP DIRECTION—SOUTHEND EAST			
SE.121	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To SE.111 at R. To SE.111 at Y, Y/Y or G.
No. 1 PLATFORM—UP DIRECTION—SOUTHEND EAST			
SE.123	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To SE.111 at R. To SE.111 at Y, Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
No. 1 PLATFORM—UP DIRECTION—SOUTHEND CENTRAL			
SC.23	2 aspect	R G	Rule 55 (Diamond sign). To SC.19 at G.
SC.19	2 aspect	R G	Rule 55 (Diamond sign). To SC.13 at Y, Y/Y or G.
No. 2 PLATFORM—UP DIRECTION—SOUTHEND CENTRAL			
SC.21	2 aspect	R G	Rule 55 (Diamond sign). To SC.13 at Y, Y/Y or G.
No. 4 PLATFORM Up Direction—Southend Central			
SC.25	3 aspect	R Y G	Rule 55 (Diamond sign). To SC.13 at R. To SC.13 at Y, Y/Y or R.
No. 5 PLATFORM—UP DIRECTION—SOUTHEND CENTRAL			
SC.27	3 aspect	R Y G	Rule 55 (Diamond sign). To SC.13 at R. To SC.13 at Y, Y/Y or G.
No. 6 PLATFORM—UP DIRECTION—SOUTHEND CENTRAL			
SC.29	3 aspect	R Y G	Rule 55 (Diamond sign). To SC.13 at R. To SC.13 at Y, Y/Y or G.
DOWN LINE			
D.34E	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.34F at R. To D.34F at Y. To D.34F at Y/Y or G.
D.34F	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To SC.6 at R. To SC.6 at Y. To SC.6 at Y/Y or G.
SC.6... ..	4 aspect	R Y Y/Y G	Rule 55 (Diamond sign). To SC.8 at R. To SC.8 at Y. To SC.8 at Y/Y or G.
SC.8... ..	4 aspect with Route Indicator showing "5" or "6"	R Y Y/Y G Y with "5" Y with "6"	Rule 55 (Diamond sign). To SC.10 at R. To SC.10 at Y or Y/Y. To SC.10 at Y/Y or G. To Platform 5. To Platform 6.
SC.10	4 aspect with Route Indicator showing "1" or "4" and miniature Y on left-hand bracket	R Y Y/Y G Y with "1" Y with "4" Miniature Y	Rule 55 (Diamond sign). To SC.14 at R. To SC.14 at Y or Y/Y. To SC.14 at Y/Y or G. To No. 1 Platform. To No. 4 Platform. To Down Siding.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
DOWN LINE—(Continued)			
SC.14	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To SC.16 at R. To SC.16 at Y or Y/Y. To SC.16 at Y/Y or G.
SC.16	4 aspect Main signal with L.H. bracket showing miniature Y	R ... Y ... Y/Y ... G ... Miniature Y	Rule 55 (Diamond sign). To SE.106 at R. To SE.106 at Y or Y/Y. To SE.106 at Y/Y or G. Into Southend Sidings.
SE.106	4 aspect Semi-Auto. with right-hand Junction Indicators at 45° and 90°	R ... Y without junc. ind. Y/Y without junc. ind. G without junc. ind. Y with 45° junc. ind. Y with 90° junc. ind.	Rule 55 (Telephone). To SE.110 at R. To SE.110 at Y or Y/Y. To SE.110 at Y/Y or G. To SE.118 at R. To SE.120 at R.
SE.110	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SE.112 at R. To SE.112 at Y. To SE.112 at Y/Y or G.
SE.112	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To SE.114 at R. To SE.114 at Y. To SE.114 at Y/Y or G.
SE.114	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.37 at R. To D.37 at Y. To D.37 at Y/Y or G.
No. 2 PLATFORM—DOWN DIRECTION—SOUTHEND EAST			
SE.118	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To SE.114 at R. To SE.114 at Y, Y/Y or G.
No. 1 PLATFORM—DOWN DIRECTION—SOUTHEND EAST			
SE.120	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To SE.114 at R. To SE.114 at Y, Y/Y or G.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indication provided	Applicable
SOUTHEND EAST			
SE.144	Up Main	"Y" "D" "T"	To Down Sidings. To Down Main. To Through Siding.
SE.148	Up Main	"D" "2" "1"	To Down Main. To No. 2 Platform. To No. 1 Platform.
SE.150	Through Siding	"2" "1"	To No. 2 Platform. To No. 1 Platform.

GROUND SHUNT SIGNALS—(Continued)

Shunt No.	Application from	Route where Indication provided	Applicable
SE.121	No. 2 Platform	—	To Through Siding.
SE.123	No. 1 Platform	—	To Through Siding.
SE.141	Down Main	"1" "2" "3"	To No. 1 Platform. To No. 2 Platform. To No. 3 Platform.
SE.149	Down Main	—	To Up Main.
SE.159	Down Sidings	"U" "N"	To Up Main. To Spur.
SOUTHEND CENTRAL			
SC.52	Up Main	"D" "U"	To Down Main. To Up Main.
SC.54	Up Main	"3" "4" "5" "6" "Y"	To Platform 3. To Platform 4. To Platform 5. To Platform 6. To Up Sidings.
SC.56	No. 1 Shunting neck	"5" "6" "Y"	To Platform 5. To Platform 6. To Up Sidings.
SC.62	No. 2 Shunting neck	—	To Up Sidings.
SC.64	Up Main	—	To Down Main.
SC.27	No. 5 Platform	—	To No. 1 Shunting neck.
SC.29	No. 6 Platform	—	To No. 1 Shunting neck.
SC.19	Down Sidings	—	To Shunting neck.
SC.53	Down Main	—	To Up Main.
SC.65	Down Sidings	—	To Down Sidings. (No. 19 signal.)
SC.60	Down Shunting neck	"Y" "I"	To Down Sidings. To No. 1 Platform.
SC.69	Down Main	—	To Up Main.

STAGE 3**SUNDAY, 16th OCTOBER, 1960****Between Shoeburyness and Southend East**

The existing signals between Shoeburyness and Southend East will be abolished and new automatic and semi-automatic signals will be brought into use. Thorpe Bay signal box will be abolished and an "In Section" Ground Frame brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE			
U.39	4 aspect Semi-Auto- (Controlled to Red by Thorpe Bay G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.39B at R. To U.39B at Y. To U.39B at Y/Y or G.
U.39B	4 aspect Semi-Auto. (Controlled to Red by Thorpe Bay G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.38 at R. To U.38 at Y. To U.38 at Y/Y or G.
DOWN LINE			
D.37	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.37B at R. To D.37B at Y. To D.37B at Y/Y or G.
D.37B	4 aspect Semi-Auto. (Controlled to Red by Thorpe Bay G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.37C at R. To D.37C at Y. To D.37C at Y/Y or G.
D.37C	4 aspect Semi-Auto. (Controlled to Red by Thorpe Bay G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.38 at R. To D.38 at Y. To D.38 at Y/Y or G.

STAGE 4**SUNDAY, 6th NOVEMBER, 1960****Leigh-on-Sea and Between Leigh-on-Sea and Southend Central**

The existing signals at Leigh-on-Sea and between Leigh-on-Sea and Southend Central will be abolished and new semi-automatic and automatic signals will be brought into use. Westcliff-on-Sea and Leigh Crossing signal boxes will be abolished and an "In Section" Ground Frame will be brought into use at Westcliff.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE			
U.36	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.35 at R. To U.35 at Y or Y/Y. To U.35 at Y/Y or G.
U.35	4 aspect Semi-Auto. (Controlled to Red by Westcliff G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.35B at R. To U.35B at Y or Y/Y. To U.35B at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(Continued)			
U.35B	4 aspect Semi-Auto. (Controlled to Red by Westcliff G.F.)	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.35C at R. To U.35C at Y or Y/Y. To U.35C at Y/Y or G.
U.35C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.35D at R. To U.35D at Y or Y/Y. To U.35D at Y/Y or G.
U.35D	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.35E at R. To U.35E at Y or Y/Y. To U.35E at Y/Y or G.
U.35E	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.34 at R. To U.34 at Y or Y/Y. To U.34 at Y/Y or G.
U.34	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.34B at R. To U.34B at Y or Y/Y. To U.34B at Y/Y or G.
U.34B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.34C at R. To U.34C at Y or Y/Y. To U.34C at Y/Y or G.
U.34C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.34D at R. To U.34D at Y or Y/Y. To U.34D at Y/Y or G.
U.34D	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.34E at R. To U.34E at Y or Y/Y. To U.34E at Y/Y or G.
U.34E	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.103 at R. To LE.103 at Y or Y/Y. To LE.103 at Y/Y or G.
LE.103	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.105 at R. To LE.105 at Y or Y/Y. To LE.105 at Y/Y or G.
LE.105	4 aspect Semi-Auto. with R.H. Junction Indicator	R ... Y ... Y/Y ... G ... Y with junc. ind.	Rule 55 (Telephone). To LE.107 at R. To LE.107 at Y or Y/Y. To LE.107 at Y/Y or G. To LE.119 at R.
LE.107	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.111 at R. To LE.111 at Y or Y/Y. To LE.111 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(Continued)			
LE.111	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.115 at R. To LE.115 at Y. To LE.115 at Y/Y or G.
LE.115	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.32 at R. To U.32 at Y. To U.32 at Y or G.
REVERSING LINE—UP DIRECTION			
LE.119	3 aspect	R ... Y ... G ...	Rule 55 (Diamond Sign). To LE.115 at R. To LE.115 at Y, Y/Y or G.
REVERSING LINE—DOWN DIRECTION			
LE.120	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To LE.116 at R. To LE.116 at Y, Y/Y or G.
DOWN LINE			
D.31	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.31B at R. To D.31B at Y. To D.31B at Y/Y or G.
D.31B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.104 at R. To LE.104 at Y or Y/Y. To LE.104 at Y/Y or G.
LE.104	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.106 at R. To LE.106 at Y or Y/Y. To LE.106 at Y/Y or G.
LE.106	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.108 at R. To LE.108 at Y or Y/Y. To LE.108 at Y/Y or G.
LE.108	4 aspect Semi-Auto. with R.H. Junction Indicator and "call on" sub- sidiary	R ... Y ... Y/Y ... G ... Y with junc. indicator ... "Call on" with junc. Ind.	Rule 55 (Telephone). To LE.112 at R. To LE.112 at Y or Y/Y. To LE.112 at Y/Y or G. To LE.120 at R. To Reversing line occu- pied.
LE.112	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LE.116 at R. To LE.116 at Y or Y/Y. To LE.116 at Y/Y or G.
LE.116	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.33 at R. To D.33 at Y or Y/Y. To D.33 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
DOWN LINE—(Continued)			
D.33	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.33B at R. To D.33B at Y or Y/Y. To D.33B at Y/Y or G.
D33B	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.33C at R. To D.33C at Y or Y/Y. To D.33C at Y/Y or G.
D.33C	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.33D at R. To D.33D at Y or Y/Y. To D.33D at Y/Y or G.
D.33D	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.33E at R. To D.33E at Y or Y/Y. To D.33E at Y/Y or G.
D.33E	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.33F at R. To D.33F at Y or Y/Y. To D.33F at Y/Y or G.
D.33F	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.34 at R. To D.34 at Y. To D.34 at Y/Y or G.
D.34	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.34B at R. To D.34B at Y. To D.34B at Y/Y or G.
D.34B	4 aspect Semi-Auto. (Controlled to Red by Westcliff G.F.)	R Y Y/Y G	Rule 55 (Telephone). To D.34C at R. To D.34C at Y. To D.34C at Y/Y or G.
D.34C	4 aspect Semi-Auto. (Controlled to Red by Westcliff G.F.)	R Y Y/Y G	Rule 55 (Telephone). To D.34D at R. To D.34D at Y or Y/Y. To D.34D at Y/Y or G.
D.34D	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.34E at R. To D.34E at Y or Y/Y. To D.34E at Y/Y or G.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indication provided	Applicable
LEIGH-ON-SEA			
LE.120	Reversing Line	—	To Up Main.
LE.22	Up Main	"U" "Y"	To Up Main. To Up Sidings.

GROUND SHUNT SIGNALS—(Continued)

Shunt No.	Application from	Route where indication provided	Applicable
LEIGH-ON-SEA —(Continued)			
LE.124	Up Main	"T" "U"	To Reversing Line. To Up Main (with Plat- form occupied).
LE.126	Up Sidings	"D" "T"	To Down Main. To Reversing Line.
LE.129	Up Sidings	—	To Up Main.
LE.108	Down Main	—	To Reversing Line occu- pied.
LE.119	Reversing Line	"Y" "D"	To Up Sidings. To Down Main.
LE.121	Down Main	"T" "D"	To Reversing Line. To Down Main.
LE.125	Down Main	"Y" "D"	To Up Sidings. To Down Main.

STAGE 5**SUNDAY, 21st NOVEMBER, 1960****Pitsea**

The existing signals at Pitsea will be abolished and new colour light signals as follows will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
DOWN LINE			
D.25	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To D.25B at R. To D.25B at Y or Y/Y. To D.25B at Y/Y or G.
D.25B	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To PJ.4 at R. To PJ.4 at Y or Y/Y. To PJ.4 at Y/Y or G.
PJ.4	4 aspect	R Y Y/Y G	Rule 55 (Diamond sign). To PJ.6 at R. To PJ.6 at Y or Y/Y. To PJ.6 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
DOWN LINE—(Continued)			
PJ.6	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To PJ.10 at R. To PJ.10 at Y or Y/Y. To PJ.10 at Y/Y or G.
PJ.10	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To PJ.12 at R. To PJ.12 at Y or Y/Y. To PJ.12 at Y/Y or G.
PJ.12	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To D.27 at R. To D.27 at Y. To D.27 at Y/Y or G.
DOWN BRANCH LINE			
R.PJ.24	3 aspect	Y ... Y/Y ... G ...	To PJ.24 at R. To PJ.24 at Y. To PJ.24 at G.
PJ.24	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To PJ.26 at R. To PJ.26 at G.
PJ.26	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To PJ.28 at R. To PJ.28 at Y or G.
PJ.28	3 aspect with miniature Y on R.H. bracket	R ... Y ... G ... Miniature Y ...	Rule 55 (Diamond sign). To PJ.12 at R. To PJ.12 at Y or G. To Up Siding.
UP LINE			
U.28B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.28C at R. To U.28C at Y. To U.28C at Y/Y or G.
U.28C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To PJ.3 at R. To PJ.3 at Y or Y/Y. To PJ.3 at Y/Y or G.
PJ.3	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To PJ.5 at R. To PJ.5 at Y or Y/Y. To PJ.5 at Y/Y or G.
PJ.5	4 aspect with L.H. Junction Indicator	R ... Y without junc. ind. ... Y/Y without junc. ind. ... G without junc. ind. ... Y with junc. ind. ... Y/Y with junc. ind. ...	Rule 55 (Diamond sign). To PJ.7 at R. To PJ.7 at Y or Y/Y. To PJ.7 at Y/Y or G. To PJ.21 at R. To PJ.21 at Y or G.
PJ.7	4 aspect	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To PJ.11 at R. To PJ.11 at Y or Y/Y. To PJ.11 at Y/Y or G.

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RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(Continued)			
PJ.11	... 4 aspect ...	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To PJ.13 at R. To PJ.13 at Y. To PJ.13 at Y/Y or G.
PJ.13	... 4 aspect ...	R ... Y ... Y/Y ... G ...	Rule 55 (Diamond sign). To U.27 at R. To U.27 at Y. To U.27 at Y/Y or G.
UP BRANCH LINE ...			
PJ.21	... 3 aspect ...	R ... Y ... G ...	Rule 55 (Diamond sign). To PJ.23 at R. To PJ.23 at Y or G.
PJ.23	... 3 aspect ...	R ... Y ... G ...	Rule 55 (Diamond sign). To F.2 at R. To F.2 at Y or G.
NO. 3 PLATFORM—UP DIRECTION			
PJ.25	... 3 aspect ...	R ... Y ... G ...	Rule 55 (Diamond sign). To PJ.23 at R. To PJ.23 at Y or G.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indicator provided	Applicable
PITSEA			
PJ.43	... Up Siding ...	— ...	To Up Branch Platform.
PJ.41	... Down Main ...	" B " " U " " Y "	To Up Branch. To Up Main. To Down Siding.
PJ.25	... Platform 3 ...	— ...	To Branch Sidings.
PJ.40	... Up Main ...	— ...	To Down Main.
PJ.42	... Platform 4 ...	" D " " Y "	To Down Main. To Up Siding.
PJ.44	... Up Branch ...	— ...	To No. 3 or No. 4 Platform.
PJ.46	... Down Siding ...	— ...	To Down Main.

STAGE 6

SUNDAY, 27th NOVEMBER, 1960

Between Leigh-on-Sea and Pitsea Junction

The existing signals between Leigh-on-Sea and Pitsea Junction will be abolished and new automatic and semi-automatic signals will be brought into use. Hadleigh signal box will be abolished and Benfleet signal box will become the Ground Frame Controlling the level crossing. Four other "In Section" Ground Frames will also be brought into use at Benfleet.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE			
U.32	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.32B at R. To U.32B at Y. To U.32B at Y/Y or G.
U.32B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.32C at R. To U.32C at Y. To U.32C at Y/Y or G.
U.32C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.31 at R. To U.31 at Y. To U.31 at Y/Y or G.
U.31	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.31B at R. To U.31B at Y. To U.31B at Y/Y or G.
U.31B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.30 at R. To U.30 at Y. To U.30 at Y/Y or G.
U.30	4 aspect Auto.	R ... Y ... G ... Y/Y	Rule 55 (Telephone). To U.30B at R. To U.30B at Y or Y/Y. To U.30B at Y/Y or G.
U.30B	4 aspect Semi-Auto. (Controlled to Red by Benfleet G.F.'s "B" and "C")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.30C at R. To U.30C at Y or Y/Y. To U.30C at Y/Y or G.
U.30C	4 aspect Semi-Auto. (Controlled to Red by Benfleet G.F.'s "B" and "C")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.30D at R. To U.30D at Y or Y/Y. To U.30D at Y/Y or G.
U.30D	4 aspect Semi-Auto. (Controlled to Red by Benfleet Gate G.F. and G.F. "A")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.30E at R. To U.30E at Y or Y/Y. To U.30E at Y/Y or G.
U.30E	4 aspect Semi-Auto. (Controlled to Red by Benfleet G.F. "A")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.29 at R. To U.29 at Y. To U.29 at Y/Y or G.
U.29...	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.29B at R. To U.29B at Y. To U.29B at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(Continued)			
U.29B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.29C at R. To U.29C at Y. To U.29C at Y/Y or G.
U.29C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.28 at R. To U.28 at Y. To U.28 at Y/Y or G.
U.28...	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.28B at R. To U.28B at Y. To U.28B at Y/Y or G.
DOWN LINE			
D.27...	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.27B at R. To D.27B at Y. To D.27B at Y/Y or G.
D.27B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.27C at R. To D.27C at Y. To D.27C at Y/Y or G.
D.27C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.28 at R. To D.28 at Y. To D.28 at Y/Y or G.
D.28	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.28B at R. To D.28B at Y. To D.28B at Y/Y or G.
D.28B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.28C at R. To D.28C at Y or Y/Y. To D.28C at Y/Y or G.
D.28C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.28D at R. To D.29D at Y or Y/Y. To D.28D at Y/Y or G.
D.28D	4 aspect Semi-Auto. (Controlled to Red by Benfleet G.F. "A")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.29 at R. To D.29 at Y or Y/Y. To D.29 at Y/Y or G.
D.29	4 aspect Semi-Auto. (Controlled to Red by Benfleet G.F.'s "A," "B" and "D")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.29B at R. To D.29B at Y or Y/Y. To D.29B at Y/Y or G.
D.29B	4 aspect Semi-Auto. (Controlled to Red by Benfleet Gate G.F. and G.F.'s "B" and "D")	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.29C at R. To D.29C at Y. To D.29C at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
DOWN LINE—(Continued)			
D.29C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.29D at R. To D.29D at Y. To D.29D at Y/Y or G.
D.29D	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.30 at R. To D.30 at Y. To D.30 at Y/Y or G.
D.30	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.30B at R. To D.30B at Y. To D.30B at Y/Y or G.
D.30B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.30C at R. To D.30C at Y. To D.30C at Y/Y or G.

STAGE 7**SUNDAY, 4th DECEMBER, 1960****Laindon**

The existing signals at Laindon will be abolished and new colour light signals as follows will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE			
U.24	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.24B at R. To U.24B at Y. To U.24B at Y/Y or G.
U.24B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LA.103 at R. To LA.103 at Y. To LA.103 at Y/Y or G.
LA.103	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LA.105 at R. To LA.105 at Y. To LA.105 at Y/Y or G.
LA.105	4 aspect Semi-Auto. with R.H. Junction Indicator	R ... Y ... Y/Y ... G ... Y with junc. ind.	Rule 55 (Telephone). To LA.111 at R. To LA.111 at Y. To LA.111 at Y/Y or G. To LA.119 at R.
LA.111	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LA.115 at R. To LA.115 at Y. To LA.115 at Y/Y or G.
LA.115	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.23 at R. To U.23 at Y. To U.23 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
REVERSING LINE—UP DIRECTION			
LA.119	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To LA.115 at R. To LA.115 at Y, Y/Y or G.
DOWN LINE			
D.21B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.21C at R. To D.21C at Y. To D.21C at Y/Y or G.
D.21C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.22 at R. To D.22 at Y. To D.22 at Y/Y or G.
D.22	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.22B at R. To D.22B at Y. To D.22B at Y/Y or G.
D.22B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LA.104 at R. To LA.104 at Y. To LA.104 at Y/Y or G.
LA.104	4 aspect Semi-Auto. with R.H. Junction Indicator	R ... Y ... Y/Y ... G ... Y with junc. ind.	Rule 55 (Telephone). To LA.108 at R. To LA.108 at Y. To LA.108 at Y/Y or G. To LA.120 at R.
LA.108	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To LA.112 at R. To LA.112 at Y. To LA.112 at Y/Y or G.
LA.112	4 aspect Semi-Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.23 at R. To D.23 at Y. To D.23 at Y/Y or G.
REVERSING LINE—DOWN DIRECTION			
LA.120	3 aspect	R ... Y ... G ...	Rule 55 (Diamond sign). To LA.112 at R. To LA.112 at Y, Y/Y or G.

GROUND SHUNT SIGNALS

Shunt No.	Application from	Route where Indicator provided	Applicable
LAINDON—(Continued)			
LA.122	Up Main	"D" "U" "T"	To Down Main. To Up Main. To Reversing Line.
LA.125	Up Siding	—	To Up Main.
LA.130	Up Main	"D" "Y"	To Down Main. To Up Siding.
DOWN DIRECTION			
LA.121	Down Main	"U" "D" "T"	To Up Main. To Down Main. To Reversing Line.
LA.123	Down Main	"D" "Y"	To Down Main. To Down Siding.
LA.124	Up Siding	—	To Down Main.
LA.129	Down Main	"U" "Y"	To Up Main. To Down Siding.
LA.128	Down Siding	—	To Down Main.

STAGE 8

SUNDAY, 11th DECEMBER, 1960

Between Pitsea Junction and Laindon

The existing signals between Pitsea Junction and Laindon and Basildon East and Basildon West signal boxes will be abolished and new automatic signals will be brought into use.

RUNNING SIGNALS

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE			
U.27	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.26 at R. To U.26 at Y. To U.26 at Y/Y or G.
U.26	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.26B at R. To U.26B at Y. To U.26B at Y/Y or G.
U.26B	4 aspect Auto.	R Y Y/Y G	Rule 55 (Telephone). To U.25 at R. To U.25 at Y. To U.25 at Y/Y or G.

RUNNING SIGNALS—(Continued)

Signal No.	Type of Signal	Aspect to Drivers	Application
UP LINE—(Continued)			
U.25	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.25B at R. To U.25B at Y. To U.25B at Y/Y or G.
U.25B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.25C at R. To U.25C at Y. To U.25C at Y/Y or G.
U.25C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To U.24 at R. To U.24 at Y. To U.24 at Y/Y or G.
DOWN LINE			
D.23	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.24 at R. To D.24 at Y. To D.24 at Y/Y or G.
D.24	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.24B at R. To D.24B at Y. To D.24B at Y/Y or G.
D.24B	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.24C at R. To D.24C at Y. To D.24C at Y/Y or G.
D.24C	4 aspect Auto.	R ... Y ... Y/Y ... G ...	Rule 55 (Telephone). To D.25 at R. To D.25 at Y. To D.25 at Y/Y or G.

DIAGRAMMATIC PLAN OF RUNNING SIGNALS.

