

**BRITISH TRANSPORT COMMISSION  
BRITISH RAILWAYS—EASTERN REGION  
GREAT EASTERN LINE**

**ALTERED SIGNALLING BETWEEN  
BETHNAL GREEN (EXCLUDING MAIN AND ELECTRIC LINES)  
HACKNEY DOWNS (INCLUSIVE) AND CHINGFORD (INCLUSIVE)  
AND BETWEEN HACKNEY DOWNS AND  
ENFIELD TOWN (INCLUSIVE)**

---

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

---

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## **ALTERED SIGNALLING BETWEEN BETHNAL GREEN (EXCLUDING MAIN AND ELECTRIC LINES), HACKNEY DOWNS AND CHINGFORD AND BETWEEN HACKNEY DOWNS AND ENFIELD TOWN**

Commencing on Sunday, 6th March, 1960, the existing running signals between Bethnal Green (excluding Main and Electric lines), Hackney Downs and Chingford and between Hackney Downs and Enfield Town will be modified in seven stages numbered 5 to 11 inclusive. (For stages 1 to 4 inclusive, see Instruction No. 3468—Broxbourne Junction—Roydon—Hertford East resignalling.)

The remaining semaphore signals at Chingford and Enfield Town and those at Seven Sisters applicable to the Liverpool Street—Enfield Town line will be replaced by colour light signals.

Certain of the existing colour light signals will be altered and in addition, new colour light signals will be provided.

On and from the dates shown the running signals between the limits stated in each stage will apply as indicated in the list of running signals appearing in this Instruction.

The running lines will be track circuited throughout.

Telephones will be provided at all signals fitted with D signs and also at all Automatic and Semi-automatic signals.

A list of ground frames, with the allocation of levers, is given in the Appendix to this Instruction.

### **COLOUR LIGHT SIGNALS**

The colour light running signals will be placed to Danger or Caution as the case may be when the engine passes the signal.

All colour light signals will be fitted with an enamelled plate bearing reference letters and numerals for identification purposes, and a full description of each signal is given in this notice.

Certain signals will be provided with junction indicators, the application of which is shown in the list of running signals. A movement must not be made past a signal fitted with a junction indicator when this is illuminated unless a proceed aspect is displayed at the signal.

Position light Calling-on signals, which do not show an "On" aspect, will be provided on certain running signals. The "Off" aspect is given by 2 white lights inclined upwards at 45° with the letter C for Calling-on displayed.

Miniature yellow signals affixed to brackets on certain signals will not show an "On" aspect, and the "Off" aspect will be indicated when the miniature yellow aspect is displayed for the line concerned. Drivers must understand that the line for which a miniature yellow signal has been cleared may be already occupied by another train or vehicles.

Drivers and others having to refer to any signal bearing an identification plate must always quote the letters and numbers.

The aspects and meanings of the colour light signals will be in accordance with Rule 35 (b) (i) and are further amplified in the light of signals appearing herein.

---

### **STAGE 5**

**SUNDAY, 13th MARCH, 1960**

#### **Alterations between St. James Street (inclusive) and Highams Park (inclusive)**

Modifications to the signalling will be carried out on the Chingford line between St. James Street (inclusive) and Highams Park (inclusive) extending from signal UC.10 (inclusive) to signal UC.6B (inclusive) on the Up line and from signal DC.5 (inclusive) to signal DC.9 (inclusive) on the Down line.

All ground frames will be controlled by track circuits.

At Wood Street the signal box will be abolished and two new ground frames, designated ground frame "B" and ground frame "C," brought into use. The existing ground frame at Wood Street will be designated ground frame "A."

Until the electric passenger train services commence, Wood Street ground frame "C" will be manned as a signal box and Wood Street ground frames "A" and "B" must not be operated unless permission has been obtained from the person in charge of Wood Street ground frame "C." Whilst Wood Street ground frame "C" is manned as a signal box the person in charge at this ground frame will also control the existing Chingford end trailing and facing crossovers and the connection to the Loco. sidings from an adjacent temporary ground frame.

### **STAGE 6**

**SUNDAY, 27th MARCH, 1960**

#### **Alterations at Chingford**

The existing semaphore signals will be replaced by colour-light signals and modifications made to the existing colour-light signals.

The existing ground disc signals will be replaced by position light ground shunt signals which will apply as indicated below :—

No.	Location	Application (when cleared)
60 ... .. (with route indicator)	At sidings end of connection from Down Main line to Station end Carriage sidings (Nos. 5 to 9 inclusive)	With indication M—To Up Main line. With indication S—To London end Carriage sidings (Nos. 1 to 4 inclusive) or Carriage Washer siding.
61 ... .. (with route indicator)	At exit from London end Carriage sidings (Nos. 1 to 4 inclusive)	With indication S—To Station end Carriage sidings (Nos. 5 to 9 inclusive). With indication 1—To No. 1 platform line. With indication 2—To No. 2 platform line. With indication 3—To No. 3 platform line. With indication 4—To No. 4 platform line.
63 ... .. (with route indicator)	Outside Up Main line, opposite London end facing crossover points in Down Main line	With indication S—To Station end Carriage sidings (Nos. 5 to 9 inclusive). With indication 1—To No. 1 platform line. With indication ←2—To No. 2 platform line via London end trailing crossover. With indication 2→—To No. 2 platform line via crossover at ramp end of platform. With indication 3—To No. 3 platform line. With indication 4—To No. 4 platform line.

### STAGE 7

**SUNDAY, 10th APRIL, 1960**

#### Alterations between Bruce Grove and Lower Edmonton (exclusive)

Modifications to the signalling will be carried out between Bruce Grove (exclusive) and Lower Edmonton (exclusive) from signal U.9B (inclusive) to signal U.7B (inclusive) on the Up line and from signal D.6B (inclusive) to signal D.8 (inclusive) on the Down line.

### STAGE 8

**SUNDAY, 24th APRIL, 1960**

#### Alterations between Rectory Road and Bruce Grove

Modifications to the signalling will be carried out between Rectory Road and Bruce Grove from signal U.7C (inclusive) to signal U.5D (inclusive) on the Up line and between signal D.3C (inclusive) to signal D.6 (inclusive) on the Down line. Signal U.7C will be re-designated SS.47.

The Up Palace Gates line will be track circuited from 70 yards in rear of Seven Sisters First-Home signal. The Down Palace Gates line and the Up line to South Tottenham at Seven Sisters will be track circuited from the junction to the Starting signal in each case and the Down line from South Tottenham will be track circuited from the run back catch points to the junction. The new track circuiting will join up with the track circuiting on the Liverpool Street—Enfield Town line.

The existing semaphore signals on the Down Enfield line at Seven Sisters will be replaced by colour light signals and the existing Advanced Starting signal to Palace Gates abolished. The London end crossover on the Palace Gates line will be taken out of use.

### STAGE 9

**SUNDAY, 8th MAY, 1960**

#### Alterations between Bethnal Green Station (exclusive) and London Fields (inclusive)

Modifications to the signalling will be carried out between Bethnal Green station (exclusive) and London Fields (inclusive), from signal UF.3 (inclusive) to signal UF.2C (inclusive) on the Up Fast line ; from signal DF.1 (inclusive) to signal DF.2B (inclusive) on the Down Fast line ; from signal US.3 (inclusive) to signal US.2C (inclusive) on the Up Suburban line and from Signal DS.1 (inclusive) to signal DS.2B (inclusive) on the Down Suburban line.

**STAGE 10****SUNDAY, 22nd MAY, 1960****Alterations between Hackney Downs Station (inclusive) and Rectory Road and between Hackney Downs (inclusive) and St. James Street**

The existing signal boxes at Hackney Downs and Clapton Junction will be abolished and the points and signals worked from those two signal boxes will be controlled from a new signal box sited on the country end of the island platform at Hackney Downs.

Modifications to the signalling will be carried out between Hackney Downs (inclusive) and Rectory Road (to join up with the signalling modified under Stage 8) and between Hackney Downs and St. James Street (to join up with the signalling modified under Stage 5).

The existing Automatic signals between Hackney Downs and Clapton Stations will be converted to controlled signals operated from the new Hackney Downs signal box.

The telephones at the existing Automatic and Semi-automatic signals on the Up Chingford line from signal UC.10 to signal UC.6B will be connected to the new Hackney Downs signal box.

**STAGE 11****SUNDAY, 29th MAY, 1960****Alterations between Lower Edmonton (inclusive) and Enfield Town (inclusive)**

Modifications to the signalling will be carried out between Lower Edmonton (inclusive) and Enfield Town (inclusive).

Edmonton Junction will cease to be a block post on the Liverpool Street—Enfield Town line and will act as a ground frame, controlled from Enfield Town signal box, for working the Enfield line facing and trailing crossovers and the connection between the Angel Road Single line and the Up Enfield line. Edmonton Junction will continue to function as a signal box in connection with the signalling of trains over the Single line to Angel Road.

The Down Churchbury line will be continuously track circuited from Bury Street Junction to a point 440 yards in advance of Churchbury Station Down Home signal and the Up Churchbury line from Churchbury Station Up Starting signal to Bury Street Junction.

Absolute Block Working will be dispensed with on the Up and Down Churchbury lines between Enfield Town and Churchbury signal boxes and trains will be described by telephone.

On the Churchbury line the semaphore Up Outer and Inner Home signals at Bury Street Junction will be abolished and the new signals ET.54 and ET.56 on the Up line and D.9 on the Down line will be brought into use. The existing Churchbury Station semaphore Down Home signal will be abolished and signal D.9 will temporarily act as Churchbury Station Down Home signal. Churchbury Station Up Starting signal (with Distant signal for signal ET.54 underneath) will be repositioned 200 yards in rear of its present position and a Distant arm will be provided under the existing Churchbury Station Up Home signal to act as Outer Distant for signal ET.54.

The existing signal box at Enfield Town will be converted to a part panel and part mechanical installation.

The Churchbury line junction points at Bury Street Junction will be operated electrically from Enfield Town signal box.

The existing semaphore signals at Enfield Town will be replaced by colour light signals.

The ground shunting signals at Enfield Town will be of the position light type and will apply as shown below:—

No.	Location	Application (when cleared)
60 ... .. (with route indicator)	Outside connecting line from Station end Carriage sidings to Carriage Washer, at sidings end of connection to Up Main line	With indication W—To Carriage Washer. With indication M—To Up Main line.
61 ... .. (with route indicator)	Outside Down siding at siding end of connection to Down Main line	With indication 1—To No. 1 platform line. With indication 2—To No. 2 platform line.
63 ... .. (with route indicator)	Between Carriage Washer and Up Main line, at Up Main line end of connection to Station end Carriage sidings	With indication 1—To No. 1 platform line. With indication 2—To No. 2 platform line. With indication 3—To No. 2 platform line. With indication S—To Station end Carriage sidings.
65 ... .. (with route indicator)	Between Carriage Washer line and connection from Up Main line to Station end Carriage sidings.	With indication 1—To No. 1 platform line. With indication 2—To No. 2 platform line. With indication 3—To No. 3 platform line. With indication S—To Station end Carriage sidings.

## LIST OF RUNNING SIGNALS

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

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

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETHNAL GREEN STATION</b>			
<b>Up Fast Line</b>			
R—BG.3 ... ..	Banner Repeater ...	" Off" ... ..	To signal BG.3 at Y, Y/Y or G.
BG.3 ... ..	4 Aspect with left- 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 BG.11 at R. To BG.11 at Y. To BG.11 at Y/Y or G. To BG.21 at R. To BG.21 at Y. To BG.21 at Y/Y or G. To BG.5 at R. To BG.5 at Y. To BG.5 at Y/Y or G.
<b>Down Fast Line</b>			
BG.10 ... ..	3 Aspect on left-hand bracket from main post D sign	Y ... .. G ... ..	To signal DF.1 at R. To signal DF.1 at Y, Y/Y or G.
<b>Up Suburban Line</b>			
R—BG.1 ... ..	Banner Repeater ...	" Off" ... ..	To signal BG.1 at Y, Y/Y or G.
BG.1 ... ..	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal BG.5 at R. To signal BG.5 at Y. To signal BG.5 at Y/Y or G.
<b>Down Suburban Line</b>			
BG.6 ... ..	3 Aspect on main post with 3 Aspect on left-hand bracket D sign	Y (bracket signal) ... .. G (bracket signal) ... .. Y (main signal) ... .. G (main signal) ... ..	To Down Suburban line signal DS.1 at R. To Down Suburban line signal DS.1 at Y, Y/Y or G. To Down Fast line signal DF.1 at R. To Down Fast line signal DF.1 at Y, Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN BETHNAL GREEN (exclusive) AND HACKNEY DOWNS (exclusive)</b>			
<b>Up Fast Line</b>			
UF.3	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal UF.3B at R. To signal UF.3B at Y. To signal UF.3B at Y/Y or G.
UF.3B	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal UF.2 at R. To signal UF.2 at Y. To signal UF.2 at Y/Y or G.
UF.2	4 Aspect Semi-automatic (controlled to red by withdrawal of keys for crossover at country end of Cambridge Heath station)	Y ... Y/Y ... G ...	To signal UF.2B at R. To signal UF.2B at Y. To signal UF.2B at Y/Y or G.
UF.2B	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal UF.2C at R. To signal UF.2C at Y. To signal UF.2C at Y/Y or G.
UF.2C	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal BG.3 at R with signal R—BG.3 "On." To signal BG.3 as Y (to Up Main) with signal R—BG.3 "Off." To signal BG.3 at Y/Y or G (to Up Main) with signal R—BG.3 "Off."
<b>Down Fast Line</b>			
DF.1	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal DF.1B at R. To signal DF.1B at Y. To signal DF.1B at Y/Y or G.
DF.1B	4 Aspect Semi-automatic (controlled to red by withdrawal of keys for crossover at country end of Cambridge Heath Station)	Y ... Y/Y ... G ...	To signal DF.1C at R. To signal DF.1C at Y. To signal DF.1C at Y/Y or G.
DF.1C	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal DF.2 at R. To signal DF.2 at Y. To signal DF.2 at Y/Y or G.
DF.2	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal DF.2B at R. To signal DF.2B at Y. To signal DF.2B at Y/Y or G.
DF.2B	4 Aspect Automatic	Y ... Y/Y ... G ...	To signal HD.7A and B at R. To signal HD.7 at Y for Down Fast line. To signal HD.7 at Y/Y or G for Down Fast line.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN BETHNAL GREEN (exclusive) AND HACKNEY DOWNS (exclusive)—</b>			
<b>—continued</b>			
<b>Up Suburban Line</b>			
US.3	4 Aspect Automatic	Y Y/Y G	To signal US.3B at R. To signal US.3B at Y. To signal US.3B at Y/Y or G.
US.3B	4 Aspect Automatic	Y Y/Y G	To signal US.2 at R. To signal US.2 at Y. To signal US.2 at Y/Y or G.
US.2	4 Aspect Semi-automatic (controlled to red by withdrawal of keys for crossover at country end of Cambridge Heath station)	Y Y/Y G	To signal US.2B at R. To signal US.2B at Y. To signal US.2B at G.
US.2B	3 Aspect Automatic	Y G	To signal US.2C at R. To signal US.2C at G.
US.2C	3 Aspect Automatic	Y G	To signal BG.1 at R. To signal BG.1 at Y, Y/Y or G.
<b>Down Suburban Line</b>			
DS.1	4 Aspect Automatic	Y Y/Y G	To signal DS.1B at R. To signal DS.1B at Y. To signal DS.1B at Y/Y or G.
DS.1B	4 Aspect Semi-automatic (controlled to red by withdrawal of keys for crossover at country end of Cambridge Heath station)	Y Y/Y G	To signal DS.1C at R. To signal DS.1C at Y. To signal DS.1C at Y/Y or G.
DS.1C	4 Aspect Automatic	Y Y/Y G	To signal DS.2 at R. To signal DS.2 at Y. To signal DS.2 at Y/Y or G.
DS.2	4 Aspect Automatic	Y Y/Y G	To signal DS.2B at R. To signal DS.2B at Y. To signal DS.2B at Y/Y or G.
DS.2B	4 Aspect Automatic	Y Y/Y G	To signal HD.1 at R. To signal HD.1 at Y. To signal HD.1 at G.
<b>HACKNEY DOWNS</b>			
<b>Up Fast Line</b>			
HD.26	4 Aspect D sign	Y Y/Y G	To signal UF.3 at R. To signal UF.3 at Y. To signal UF.3 at Y/Y or G.



Signal No.	Type of Signal	Proceed Aspect	Application
<b>HACKNEY DOWNS—continued</b>			
<b>Down Fast Line</b>			
HD.7	4 Aspect on main post with 2 Aspect on left-hand bracket D sign	Y (main signal) Y/Y (main signal) G (main signal) Y (bracket signal)	To signal DF.9 at R. To signal DF.9 at Y. To signal DF.9 at G. To Down Suburban line to signal HD.3 at R.
HD.9	3 Aspect Diamond sign (Co-acting signal outside Up Fast line)	Y G	To signal HD.11 at R (with signal R—HD.11 "On") To signal HD.11 at Y or G (with signal R—HD.11 "Off.")
<b>Up Suburban Line</b>			
HD.6	4 Aspect on main post with 2 Aspect on left-hand bracket D sign	Y (main signal) Y/Y (main signal) G (main signal) Y (bracket signal)	To signal US.3 at R. To signal US.3 at Y. To signal US.3 at Y/Y or G. To Up Fast line signal UF.3 at R, Y, Y/Y or G.
<b>Down Suburban Line</b>			
HD.1	3 Aspect D sign	Y G	To signal HD.3 at R. To signal HD.3 at Y or G for the Enfield line.
HD.3	3 Aspect on left-hand bracket and 3 Aspect on right-hand bracket Diamond sign	Y (left-hand signal) G (left-hand signal) Y (right-hand signal) G (right-hand signal)	To Down Enfield line signal D.3 at R. To Down Enfield line signal D.3 at Y or G. To Down Clapton line signal HD.11 at R (with signal R—HD.11 "On.") To Down Clapton line signal HD.11 at Y or G (with signal R—HD.11 "Off").
<b>BETWEEN HACKNEY DOWNS JUNCTION AND ST. JAMES STREET (exclusive)</b>			
<b>Up Line</b>			
HD.10	3 Aspect with left-hand Junction Indicator D sign	Y without Junction Indicator G without Junction Indicator Y with Junction Indicator	To signal HD.12 at R (with signal R—HD.12 "On"). To signal HD.12 at Y or G (with signal R—HD.12 "Off"). To Up Lea Bridge Curve line signal CM.117 at R.
R—HD.12	Banner Repeater	"Off"	To signal HD.12 at Y or G.
HD.12	3 Aspect D sign	Y G	To signal HD.18 at R. To signal HD.18 at Y or G.
HD.18	3 Aspect on right-hand inverted bracket D sign	Y G	To signal HD.20 at R. To signal HD.20 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN HACKNEY DOWNS JUNCTION AND ST. JAMES STREET (exclusive)—</b>			
<b>continued</b>			
<b>Up Line—continued</b>			
HD.20	3 Aspect D sign	Y G	To signal HD.22 at R. To signal HD.22 at Y, Y/Y or G.
HD.22	4 Aspect with Route Indications F and S D sign	Y (without Indication) Y/Y (with Indication F) G (with Indication F) Y/Y (with Indication S) G (with Indication S)	To signal HD.24 at R. To left-hand signal H.D. 24 at Y for Up Fast line. To left-hand signal HD.24 at G for Up Fast line. To right-hand signal HD.24 at Y for Up Suburban line. To right-hand signal HD.24 at G for Up Suburban line.
HD.24	3 Aspect on left-hand bracket and 3 Aspect on right-hand bracket D sign	Y (left-hand signal) G (left-hand signal) Y (right-hand signal) G (right-hand signal)	To Up Fast line signal HD.26 at R. To Up Fast line signal HD.26 at Y, Y/Y or G. To Up Suburban line signal HD.6 at R. To Up Suburban line signal HD.6 at Y, Y/Y or G.
<b>Up Curve Line from Copper Mill Junction</b>			
HD.14	3 Aspect D sign	Y G	To signal HD.16 at R. To signal HD.16 at Y or G.
HD.16	3 Aspect D sign	Y G	To signal HD.18 at R. To signal HD.18 at Y or G.
<b>Down Line</b>			
R—HD.11	Banner Repeater	"Off"	To signal HD.11 at Y or G.
HD.11	3 Aspect D sign	Y G	To signal HD.13 at R. To signal HD.13 at Y or G.
HD.13	3 Aspect D sign	Y G	To signal HD.15 at R. To signal HD.15 at Y, Y/Y or G.
HD.15	3 Aspect on main post with 3 Aspect (Y, Y/Y or G) on left-hand bracket D sign	Y on main signal and Y on left-hand signal G on main signal and Y on left-hand signal Y on main signal and Y/Y on left-hand signal Y on main signal and G on left-hand signal	To signal HD.17 at R. To signal HD.17B at Y or G with junction set for Chingford direction. To signal HD.17A at Y with junction set for Copper Mill Junction direction. To signal HD.17A at G with junction set for Copper Mill Junction direction.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN HACKEY DOWNS JUNCTION AND ST. JAMES STREET (exclusive)—</b>			
<b>continued</b>			
<b>Down Line—continued</b>			
HD.17	3 Aspect on left-hand bracket and 3 Aspect on right-hand bracket D sign	Y (left-hand signal) G (left-hand signal) Y (right-hand signal) G (right-hand signal)	... To Copper Mill direction signal CM.2 at R. ... To Copper Mill direction signal CM.2 at G. ... To Chingford line signal HD.19 at R. ... To Chingford line signal HD.19 at Y or G.
HD.19	3 Aspect D sign	Y G	... To signal DC.5 at R. ... To signal DC.5 at Y or G.
DC.5	3 Aspect Automatic	Y G	... To signal DC.5B at R. ... To signal DC.5B at Y or G.
<b>Down Lea Bridge Curve Line</b>			
HD.23	3 Aspect (on Down Lea Bridge Curve) D sign	Y G	... To signal DC.5 at R. ... To signal DC.5 at Y or G.
<b>BETWEEN ST. JAMES STREET AND CHINGFORD (exclusive)</b>			
<b>Up Line</b>			
UC.10	3 Aspect Semi-automatic (controlled to Red by Chingford Hatch Level Crossing ground frame)	Y G	... To signal UC.10B at R. ... To signal UC.10B at G.
UC.10B	3 Aspect Semi-automatic (controlled to Red by Highams Park Yard ground frame "B")	Y G	... To signal UC.9 at R. ... To signal UC.9 at Y or G.
UC.9	3 Aspect Semi-automatic (controlled to Red by Highams Park Level Crossing ground frame "A")	Y G	... To signal UC.9B at R. ... To signal UC.9B at Y or G.
UC.9B	3 Aspect Automatic	Y G	... To signal UC.8 at R (with signal R—UC.8 "On"). ... To signal UC.8 at Y or G (with signal R—UC.8 "Off").
R—UC.8	Banner Repeater	"Off"	... To signal UC.8 at Y or G.
UC.8	3 Aspect Semi-automatic (controlled to Red by Wood Street ground frames "B" and "C")	Y G	... To signal UC.8B at R. ... To signal UC.8B at Y or G.
UC.8B	3 Aspect Semi-automatic (controlled to Red by Wood Street ground frames "A" and "B")	Y G	... To signal UC.7 at R. ... To signal UC.7 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN ST. JAMES STREET AND CHINGFORD (exclusive)—continued</b>			
<b>Up Line—continued</b>			
UC.7	3 Aspect Semi-automatic (controlled to Red by Hoe Street ground frame "B")	Y ... G ...	To signal UC.7B at R. To signal UC.7B at Y or G.
UC.7B	3 Aspect Semi-automatic (controlled to Red by Hoe Street ground frames "A" and "B")	Y ... G ...	To signal UC.6 at R. To signal UC.6 at Y or G.
UC.6	3 Aspect Automatic	Y ... G ...	To signal UC.6B at R (with signal R—UC.6B "On"). To signal UC.6B at Y or G (with signal R—UC.6B "Off").
R—UC.6B	Banner Repeater	"Off"	To signal UC.6B at Y or G.
UC.6B	3 Aspect Automatic	Y ... G ...	To signal HD.10 at R. To signal HD.10 at Y or G.
<b>Down Line</b>			
DC.5B	3 Aspect Automatic	Y ... G ...	To signal DC.6 at R. To signal DC.6 at Y or G.
DC.6	3 Aspect Semi-automatic (controlled to Red by Hoe Street ground frame "B")	Y ... G ...	To signal DC.6B at R. To signal DC.6B at Y or G.
DC.6B	3 Aspect Automatic	Y ... G ...	To signal DC.6C at R. To signal DC.6C at Y or G.
DC.6C	3 Aspect Automatic	Y ... G ...	To signal DC.6D at R (signal R—DC.6D "On"). To signal DC.6D at Y or G (signal R—DC.6D "Off").
R—DC.6D	Banner Repeater	"Off"	To signal DC.6D at Y or G.
DC.6D	3 Aspect Semi-automatic (controlled to Red by Wood Street ground frames "B" and "C")	Y ... G ...	To signal DC.7 at R. To signal DC.7 at Y or G.
DC.7	3 Aspect Semi-automatic with Miniature Yellow on left (controlled by Wood Street ground frame "C")	Y ... G ... Miniature Y	To signal DC.7B at R (signal R—DC.7B "On"). To signal DC.7B at Y or G (signal R—DC.7B "Off"). To Up Carriage siding.
R—DC.7B	Banner Repeater	"Off"	To signal DC.7B at Y or G.
DC.7B	3 Aspect Automatic	Y ... G ...	To signal DC.8 at R. To signal DC.8 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN ST. JAMES STREET AND CHINGFORD (exclusive) — continued</b>			
<b>Down Line—continued</b>			
DC.8	3 Aspect Semi-automatic (controlled to Red by Highams Park Level Crossing ground frame "A" and by Highams Park Yard ground frame "B")	Y ... G ...	To signal DC.8B at R. To signal DC.8B at Y or G.
DC.8B	3 Aspect Semi-automatic (controlled to Red by Highams Park Yard ground frame "B")	Y ... G ...	To signal DC.9 at R. To signal DC.9 at Y or G.
DC.9	3 Aspect Semi-automatic (controlled to Red by Chingford Hatch Level Crossing ground frame)	Y ... G ...	To signal CD.41 at R. To signal CD.41 at Y or G.
<b>CHINGFORD</b>			
<b>Up Line</b>			
CD.40 (No. 1 platform)	3 Aspect with Miniature Yellow on right D sign	Y ... G ... Miniature Y	To Up Main line signal CD.50 at R. To Up Main line signal CD.50 at Y or G. To Nos. 1 to 4 Carriage sidings or Carriage Washer siding.
CD.42 (No. 2 platform)	3 Aspect with Route Indicator Diamond sign	Y—Indicator Blank G—Indicator Blank Y with Arrow Indication G with Arrow Indication	To signal CD.50 at R. To signal CD.50 at Y or G. To signal CD.44 Miniature Y "Off." To signal CD.44 at Y or G.
CD.44 (No. 2 platform)	3 Aspect with Miniature Yellow on right D sign	Y ... G ... Miniature Y	To Up Main line signal C.D.50 at R. To Up Main line signal CD.50 at Y or G. To Nos. 1 to 4 Carriage sidings or Carriage Washer siding.
CD.46 (No. 3 platform)	3 Aspect with Miniature Yellow on right D sign	Y ... G ... Miniature Y	To Up Main line signal CD.50 at R. To Up Main line signal CD.50 at Y or G. To Nos. 1 to 4 Carriage sidings or Carriage Washer siding.
CD.48 (No. 4 platform)	3 Aspect with Miniature Yellow on right D sign	Y ... G ... Miniature Y	To Up Main line signal CD.50 at R. To Up Main line signal CD.50 at Y or G. To Nos. 1 to 4 Carriage sidings or Carriage Washer siding.
CD.50	3 Aspect D sign	Y ... G ...	To signal UC.10 at R. To signal UC.10 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>CHINGFORD—continued</b>			
<b>Down Line</b>			
CD.41	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal CD.43 at R. To signal CD.43 at G.
CD.43	2 Aspect with Route Indicator and Subsidiary "C" on main post and Miniature yellow on left D sign	G with Indication 1 ... G with Indication 2 ... G with Indication ←3 G with Indication 3→ G with Indication ←4 G with Indication 4→ Subsidiary "Off" with letter "C" and Indication 1 Subsidiary "Off" with letter "C" and Indication 2 Subsidiary "Off" with letter "C" and Indication ←3 Subsidiary "Off" with letter "C" and Indication 3→ Subsidiary "Off" with letter "C" and Indication ←4 Subsidiary "Off" with letter "C" and Indication 4→ Miniature Y ... ..	To No. 1 platform line clear. To No. 2 platform line clear. To No. 3 platform line clear via facing crossover near signal box. To No. 3 platform line clear via London and facing crossover. To No. 4 platform line clear via facing crossover near signal box. To No. 4 platform line clear via London end facing crossover. To No. 1 platform line occupied. To No. 2 platform line occupied. To No. 3 platform line occupied via facing crossover near signal box. To No. 3 platform line occupied via London end facing crossover. To No. 4 platform line occupied via facing crossover near signal box. To No. 4 platform line occupied via London end facing crossover. To Nos. 5 to 9 Carriage Sidings.
<b>BETWEEN HACKNEY DOWNS JUNCTION AND SEVEN SISTERS JUNCTION</b> (exclusive)			
<b>Up Line</b>			
U.6	3 Aspect Automatic	Y ... .. G ... ..	To signal U.5 at R. To signal U.5 at Y or G.
U.5	3 Aspect Automatic	Y ... .. G ... ..	To signal U.5B at R. To signal U.5B at Y or G.
U.5B	3 Aspect Semi-automatic (controlled to Red by Manor Road sidings ground frame)	Y ... .. G ... ..	To signal U.5C at R. To signal U.5C at Y or G.
U.5C	3 Aspect Automatic	Y ... .. G ... ..	To signal U.5D at R. To signal U.5D at Y or G.
U.5D	3 Aspect Automatic	Y ... .. G ... ..	To signal U.4 at R. To signal U.4 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN HACKNEY DOWNS JUNCTION AND SEVEN SISTERS JUNCTION</b> (exclusive)—continued			
<b>Up Line—continued</b>			
U.4 ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal HD.2 at R. To signal HD.2 at Y, Y/Y or G.
HD.2 ... ..	4 Aspect ... .. D sign ... ..	Y ... .. Y/Y ... .. G ... ..	To signal HD.4 at R. To signal HD.4 at Y. To signal HD.4 at Y/Y or G.
HD.4 ... ..	3 Aspect ... .. D sign ... ..	Y ... .. G ... ..	To signal HD.6 at R. To signal HD.6 at Y, Y/Y or G.
<b>Down Line</b>			
D.3 ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal D.3B at R. To signal D.3B at Y or G.
D.3B ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal D.3C at R. To signal D.3C at Y or G.
D.3C ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal D.4 at R. To signal D.4 at Y or G.
D.4 ... ..	3 Aspect Semi-automatic with co-acting signal between Up and Down lines controlled to Red by Manor Road sidings ground frame)	Y ... .. G ... ..	To signal D.4B at R. To signal D.4B at Y or G.
D.4B ... ..	3 Aspect Semi-automatic (controlled to Red by Manor Road Sidings ground frame)	Y ... .. G ... ..	To signal D.4C at R. To signal D.4C at Y or G.
D.4C ... ..	3 Aspect Automatic	Y ... .. G ... ..	To signal D.4D at R. To signal D.4D at Y, Y/Y or G.
D.4D ... ..	4 Aspect Automatic	Y ... .. Y/Y ... .. G ... ..	To signal SS.6 at R. To signal SS.6 at Y. To signal SS.6 at Y/Y or G.
<b>SEVEN SISTERS JUNCTION</b>			
<b>Up Line</b>			
SS.47 ... ..	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal SS.46 at R with signal R—SS.46 "On." To signal SS.46 at Y or G with signal R—SS.46 "Off."
R—SS.46 ... ..	Banner Repeater	"Off" ... ..	To signal SS.46 at Y or G.
SS.46 ... ..	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal SS.44 at R. To signal SS.44 at Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>SEVEN SISTERS JUNCTION —continued</b>			
<b>Up Line—Continued</b>			
SS.44	3 Aspect with left-hand Junction Indicator Diamond sign	Y without Junction Indicator G without Junction Indicator Y with Junction Indicator G with Junction Indicator	To signal U.6 at R. To signal U.6 at Y or G. To South Tottenham Station Junction Home signal "On." To south Tottenham Station Junction Home signal "Off" and starting signal towards Tottenham West Junction "Off."
<b>Down Line</b>			
SS.6	4 Aspect D sign	Y Y/Y G	To signal SS.7 at R. To signal SS.7 at Y. To signal SS.7 at G.
SS.7	3 Aspect with left-hand Junction Indicator D sign	Y without Junction Indicator G without Junction Indicator Y with Junction Indicator	To signal SS.8 at R. To signal SS.8 at Y or G. To Palace Gates line.
SS.8	3 Aspect D sign	Y G	To signal D.5 at R. To signal D.5 at Y or G.
<b>SOUTH TOTTENHAM AND PALACE GATES LINE</b>			
<b>Up Line</b>			
SS.39	2 Aspect (Y/R) on main post with 3 Aspect on left-hand bracket	Y (on main post)	To Up Main line signal U.6 at R, Y or G.
<b>Down Line</b>			
SS.2	Semaphore on right-hand bracket from main post	"Off"	To Down Main line signal SS.8 at R, Y or G.
<b>BETWEEN SEVEN SISTERS JUNCTION (exclusive) AND ENFIELD TOWN (exclusive)</b>			
<b>Up Line</b>			
ET.48	4 Aspect D sign	Y Y/Y G	To signal ET.50 at R. To signal ET.50 at Y. To signal ET.50 at Y/Y or G.
ET.50	4 Aspect D sign	Y Y/Y G	To signal ET.52 at R. To signal ET.52 at Y. To signal ET.52 at Y/Y or G.
ET.52	3 Aspect D sign	Y G	To signal U.10 at R (with signal R—U.10 "On"). To signal U.10 at Y or G (with signal R—U.10 "Off").



Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN SEVEN SISTERS (exclusive) AND ENFIELD TOWN STATION (exclusive)—</b>			
<b>continued</b>			
<b>Up Line—continued</b>			
R—U.10	Banner Repeater	" Off "	To signal U.10 at Y or G.
U.10	3 Aspect Semi-automatic with Miniature Yellow on left (controlled to Red by Edmonton Junction)	Y G Miniature Y	To signal U.9 at R. To signal U.10 at Y or G. To Single line or yard at Edmonton Low Level.
U.9	3 Aspect Automatic	Y G	To signal U.9B at R. To signal U.9B at Y or G.
U.9B	3 Aspect Automatic	Y G	To signal U.8 at R. To signal U.8 at Y or G.
U.8	3 Aspect Semi-automatic (controlled to Red by Hart Lane ground frame " A ")	Y G	To signal U.8B at R. To signal U.8B at Y or G.
U.8B	3 Aspect Semi-automatic (controlled to Red by White Hart Lane ground frame " A " and " B ")	Y G	To signal U.7 at R. To signal U.7 at Y or G.
U.7	3 Aspect Automatic	Y G	To signal U.7B at R. To signal U.7B at Y or G.
U.7B	3 Aspect Automatic	Y G	To signal SS.47 at R. To signal SS.47 at Y or G.
<b>Down Line</b>			
D.5	3 Aspect Automatic	Y G	To signal D.6 at R. To signal D.6 at Y or G.
D.6	3 Aspect Automatic	Y G	To signal D.6B at R. To signal D.6B at Y or G.
D.6B	3 Aspect Automatic	Y G	To signal D.6C at R. To signal D.6C at Y or G.
D.6C	3 Aspect Automatic	Y G	To signal D.7 at R. To signal D.7 at Y or G.
D.7	3 Aspect Semi-automatic (controlled to Red by White Hart Lane ground frame " A ")	Y G	To signal D.7B at R. To signal D.7B at Y or G.
D.7B	3 Aspect Automatic	Y G	To signal D.7C at R. To signal D.7C at Y, Y/Y or G.
D.7C	4 Aspect Automatic	Y Y/Y G	To signal D.8 at R. To signal D.8 at Y. To signal D.8 at Y/Y or G.
D.8	4 Aspect Automatic	Y Y/Y G	To signal D.8B at R. To signal D.8B at Y. To signal D.8B at Y/Y or G.

Signal No.	Type of Signal	Proceed Aspect	Application
<b>BETWEEN SEVEN SISTERS (exclusive) AND ENFIELD TOWN STATION (exclusive)—</b>			
<b>continued</b>			
<b>Down Line—continued</b>			
D.8B ... ..	3 Aspect Automatic ... ..	Y ... .. G ... ..	To signal D.8C at R (with signal R—D.8C "On"). To signal D.8C at Y or G (with signal R—D.8C "Off.")
R—D.8C ... ..	Banner Repeater ... ..	"Off" ... ..	To signal D.8C at Y or G.
D.8C ... ..	3 Aspect Semi-automatic with 2 Aspect (Y/G) on left-hand bracket (controlled to Red from Edmonton Junction)	Y on left-hand signal and Y on right-hand signal G on left-hand signal and Y on right-hand signal  Y on left-hand signal and G on right-hand signal	To signal ET.41 at R. To signal ET.41 at Y or G without Junction Indicator. To signal ET.41 at Y or G with Junction Indicator.
ET.41 ... ..	3 Aspect with right-hand Junction Indicator D sign	Y without Junction Indicator G without Junction Indicator Y with Junction Indicator G with Junction Indicator	To signal ET.43 at R. To signal ET.43 at Y or G. To signal D.9 at R Churchbury line. To signal D.9 at G Churchbury line.
ET.43 ... ..	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal ET.45 at R. To signal ET.45 at Y or G.
ET.45 ... ..	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal ET.47 at R. To signal ET.47 at G.
<b>BETWEEN CHURCHBURY (RENAMED SOUTHBURY) AND BURY STREET</b>			
<b>JUNCTION</b>			
<b>Up Line</b>			
ET.54 ... .. (Churchbury line)	4 Aspect ... .. D sign	Y ... .. Y/Y ... .. G ... ..	To signal ET.56 at R. To signal ET.56 at Y. To signal ET.56 at G.
ET.56 ... .. (Churchbury line)	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal U.10 at R (with signal R—U.10 "On"). To signal U.10 at Y or G (with signal R—U.10 "Off").
<b>Down Line</b>			
D.9 ... ..	2 Aspect Semi-automatic	G ... ..	To Churchbury Down Starting signal "Off" or "On." (Temporary application.)

Signal No.	Type of Signal	Proceed Aspect	Application
<b>ENFIELD TOWN STATION</b>			
<b>Up Line</b>			
ET.40	3 Aspect with Miniature Yellow on left and on right D sign	Y ... .. G ... .. Miniature Y on left ... Miniature Y on right ...	To Up Main line signal ET. 46 at R. To Up Main line signal ET.46 at Y or G. To Carriage Washer and Carriage sidings. To Down siding.
ET.42	3 Aspect with Miniature Yellow on left and on right D sign	Y ... .. G ... .. Miniature Y on left ... Miniature Y on right ...	To Up Main line signal ET. 46 at R. To Up Main line signal ET.46 at Y or G. To Carriage Washer and Carriage sidings. To Down siding.
ET.44	3 Aspect with Miniature Yellow on left D sign	Y ... .. G ... .. Miniature Y ... ..	To Up Main line signal ET.46 at R. To Up Main line signal ET.46 at Y or G. To Carriage Washer and Carriage sidings.
ET.46	3 Aspect ... .. D sign	Y ... .. G ... ..	To signal ET.48 at R. To signal ET.48 at Y, Y/Y or G.
<b>Down Line</b>			
ET.47	2 Aspect with 4-way Route Indicator and Subsidiary "C" on main post and Miniature Yellow on right D sign	G with Indication 1 ... G with Indication ←2 G with Indication 2→ G with Indication 3 ... Subsidiary "Off" with letter "C" and Indication 1 Subsidiary "Off" with letter "C" and Indication ←2 Subsidiary "Off" with letter "C" and Indication 2→ Subsidiary "Off" with letter "C" and Indication 3 Miniature Y ... ..	To No. 1 platform line clear. To No. 2 platform line clear via crossover opposite signal box. To No. 2 platform line clear via London end crossover. To No. 3 platform line clear. To No. 1 platform line occupied. To No. 2 platform line occupied via crossover opposite signal box. To No. 2 platform line occupied via London end crossover. To No. 3 platform line occupied. To Up sidings.

## APPENDIX

## GROUND FRAMES

## HACKNEY DOWNS Ground Frame "A."

Released from Hackney Downs signal box (Release 72).

**Allocation of Levers**

1. Switch lever.
2. Fast lines crossover—(London end).

## HACKNEY DOWNS Ground Frame "B."

Released from Hackney Downs signal box (Release 70).

**Allocation of Levers.**

1. Switch lever.
2. Facing point lock (Release 70).
3. Suburban lines crossover (facing).

## HACKNEY DOWNS Ground Frame "C."

Released from Hackney Downs signal box (Release 71 or 73).

**Allocation of Levers.**

1. Switch lever
2. Suburban lines crossover (country end) (Release 71).
3. Switch lever.
4. Fast lines crossover (country end) (Release 73).

## CLAPTON Ground Frame "A."

Released from Hackney Downs signal box (Release 74 or 75).

**Allocation of Levers.**

1. Switch lever.
2. Points Up siding/Up Main (Release 74).
3. Switch lever.
4. Crossover (Release 75).

## CLAPTON Ground Frame "B."

Released from Hackney Downs signal box (Release 76, 77 or 78).

**Allocation of Levers**

1. Switch lever.
2. Facing point lock (Release 76).
3. Facing crossover.
4. Switch lever.
5. Points, Up siding/Down Main (Release 77).
6. Switch lever.
7. Trailing crossover (Release 78).

## HALL FARM Ground Frame.

Released from Hackney Downs signal box (Release 79).

**Allocation of Levers.**

1. Switch lever.
2. Crossover.

## HOE STREET Ground Frame "A."

**Allocation of Levers.**

1. Points, Up siding/Up Main.
2. Control on signal UC.7B.

## HOE STREET Ground Frame "B."

**Allocation of Levers.**

1. Control on signal UC.7.
2. Control on signal UC.7B.
3. Control on signal DC.6.
4. Crossover.
5. Slip connection Up siding.

## CHINGFORD STATION Ground Frame.

Released electrically from Chingford signal box (Release 103).

**Allocation of Levers.**

1. Switch lever.
2. Facing point lock (Release 103).
3. Crossover between Nos. 2 and 3 platform lines.

## MANOR ROAD SIDINGS Ground Frame.

**Allocation of Levers.**

- 1, 2, 3, 4, 5, 14, 15, 16, 17—Spare.
6. Crossover (trailing).
7. Control on signal U.5B.
8. Control on signal D.4B.
9. Points, Down sidings/Up Main.
10. Disc signal, Up Main to Down Sidings.
11. Control on signal D.4.
12. Points, Down siding/Down Main.
13. Disc signal, Down sidings to Down Main.

## SEVEN SISTERS Ground Frame.

Released from Seven Sisters signal box (Release 35).

**Allocation of Levers.**

1. Switch lever.
2. Points, Up siding/Up Main (Release 35).

## WHITE HART LANE Ground Frame "A."

**Allocation of Levers.**

- 1, 4, 7, 8, 9, 10—Spare.
2. Control on signal U.8.
3. Control on signal U.8B.
5. Crossover (trailing).
6. Slip connection, crossover/Up sidings.
11. Control on signal D.7.

## WHITE HART LANE Ground Frame "B."

**Allocation of Levers.**

1. Control on signal U.8B.
2. Points, Up siding/Up Main.
3. Spare.

## BUSH HILL PARK Ground Frame.

Released from Enfield Town signal box (Release 113 or 114).

**Allocation of Levers.**

1. Switch lever for No. 3 points.
2. Catch points (Release 113 or 114).
3. Points Down sidings/Down Main (Release 113).
4. Switch lever for No. 5 points.
5. Crossover (trailing) (Release 114).

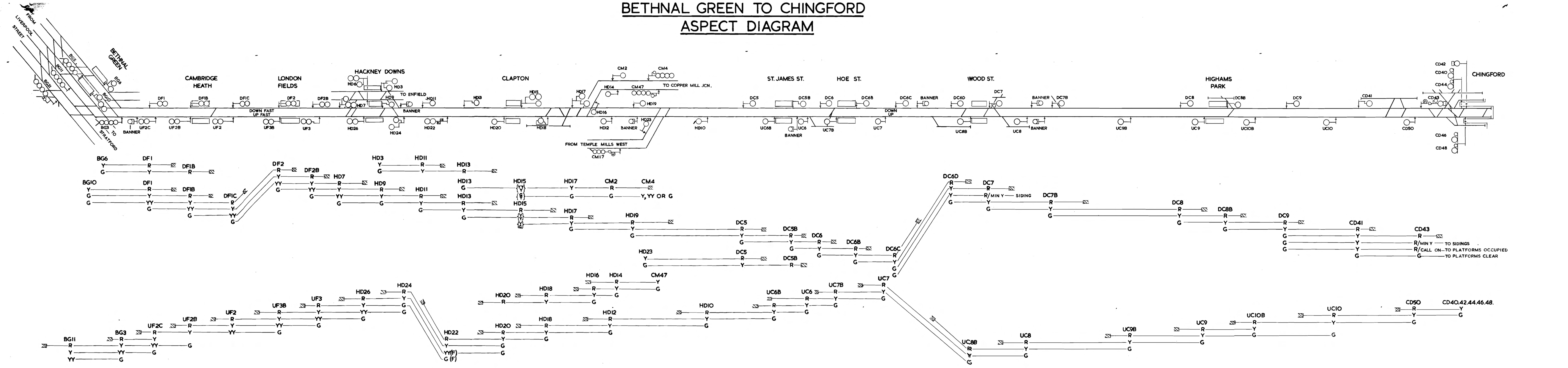
## ENFIELD TOWN Ground Frame.

Released from Enfield Town signal box (Release 116).

**Allocation of Levers.**

1. Switch lever.
2. Facing point locks (Release 116).
3. Crossover between Nos. 2 and 3 platform lines.

# BETHNAL GREEN TO CHINGFORD ASPECT DIAGRAM



# BETHNAL GREEN TO ENFIELD TOWN ASPECT DIAGRAM

