(PRIVATE and not for publication)

NOP

BRITISH RAILWAYS

EASTERN OPERATING AREA

(EASTERN DIVISION)

HOURS OF OPENING

OF

SIGNAL BOXES

LIVERPOOL STREET SUBURBAN DISTRICT

(Includes certain signal boxes in other Operating Areas)

8th JUNE 1953, UNTIL FURTHER NOTICE

The hours of opening of signal boxes as shown in this booklet may be altered without notice to meet traffic requirements.

§—Indicates closing switch not provided.

A. R. DUNBAR,
Divisional Operating Superintendent.

Liverpool Street.

MAIN LINE—LONDON TO CHELMSFORD

Description of Block System on Main Lines	SIGNAL BOX	Distance between Signal Boxes		Additional Running Lines R		Loops and Refuge Sidings UP		Loops and Refuge Sidings DOWN		HOURS OPEN	REMARKS
		Miles	Yards	UP	DOWN	Description †	Standage in wagons in addition to E & V	Description †	Standage in wagons in addition to E & V		R Broken lines indicate lines worked by permissive or no Block Regulations †P.L.—Passenger Loop G.L.—Goods Loop R.S.—Refuge Siding *No Signal Box
Auto and Semi-auto Signals	**Liverpool Street** §Station	..	..			..	..	..	..	Continuously	
	Bethnal Green §Junction	1	125			..	..	..	..	Continuously	
	§Mile End	..	1375			GL	50	¶RS	50	Continuously	**Mile End**—Up Reception Road (off Up Electric Line) worked under "No Block." ¶ Connects with Down Electric line only.
	Stratford §Bow Junction	..	1475			..	..	..	..	Continuously	
	§Station	1	280			GL	40	..	..	Continuously	**Between Maryland and Stratford**—Up Reception Road (off Up Electric line) worked under "No Block."
	Maryland Station*	..	..			..	..	¶GL	40	..	¶ Connects with Down Main Line only.
	Forest Gate Station*	..	..			..	..	..	..	..	
	§Junction	1	1365			..	..	..	..	Continuously	**Between Forest Gate Junction and Ilford**—Down Passenger Loop (off Down Main Line) 750 yards West of Ilford Station connects with Down Electric Line immediately West of Station.
	Manor Park Station*	..	..			PL	70	PL	70		**Between Ilford and Forest Gate Junction**—Up Passenger Loop (off Up Main Line) immediately West of Station connects with Up Electric Line 933 yards West of Signal Box. Up Goods Line (Continuation of Up Passenger Loop) worked under "No Block."
	Ilford §Station	1	850			¶RS	140	..	..	Continuously	¶ 5 Sidings at Aldersbrook holding 28 wagons each.
	§Car Sheds	1	70			¶GL	70	..	..	Continuously	¶ Connects with Up Main Line only.
	Goodmayes Goodmayes	1	300			..	..	..	..	Continuously	
	Chadwell Heath §Station	..	1700			..	..	¶GL	45	Continuously	¶ Connects with Down Electric Line only.
	Rômford §Romford	1	1265			..	..	¶GL	65	Continuously	¶ Connects with Down Main Line only.
	Gidea Park §Junction	1	1152			GL	50	GL	50	Continuously	**Gidea Park Jc.**—Up Reception Line worked under "No Block."
	Harold Wood Station*	..	..			..	..	..	..		
	Brentwood §Brentwood	4	331			..	..	‡GL ¶GL	70 65	Continuously	‡ Down Reception Line (off Down Electric Line) worked under "No Block." ¶ Connects with Down Main Line only.
	Shenfield §Junction	2	247			RS	60	RS	35	Continuously	**Shenfield**—Up Reception Line worked under "No Block."
	Ingatestone §Station	3	724	..	..	GL	48	PL	70	Continuously	**Ingatestone**—Down Passenger Loop worked under Absolute Block. Up Goods Loop "No Block."
	Chelmsford Station	6	504	..	..	RS	60	GL	45	Continuously	**Chelmsford**—Down Goods Loop worked under "No Block."