



Signal Instruction
No. 6 S.E.D.

SOUTHERN REGION—SOUTH EASTERN DIVISION

Instructions to all concerned as to
**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN
SWANLEY AND GILLINGHAM (KENT)**

(In place of existing semaphore running signals)

and

**ABOLITION OF EXISTING FAWKHAM JUNCTION, LONGFIELD SIDING,
CHATHAM GOODS SIDINGS AND CHATHAM SIGNAL BOXES**

and

BRINGING INTO USE NEW SIGNAL BOX AT ROCHESTER

On SUNDAY, 10th MAY, 1959

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 11.30 p.m. on Saturday, 9th May, 1959, colour light signals will be brought into use in place of the existing semaphore running signals between the above-mentioned points.

The existing Down Local, Down Through, Up Through and Up Local lines at Rochester will, in future, be known as Down Platform Loop, Down Main, Up Main and Up Platform Loop lines respectively.

The existing Fawkham Junction, Longfield Siding, Chatham Goods Sidings and Chatham signal boxes will be abolished and the points and signals at present operated therefrom will, in future, be operated from signal boxes as shown on the enclosed diagram.

A new signal box, to be known as ROCHESTER, situated on the down side of the line, will be provided 41 yards Strood side of the existing Chatham Goods Sidings signal box.

Certain existing colour light signals between Sole Street and Strood Junction will be retained until further notice and details of the new and altered signals and their locations are shown on the enclosed diagram.

A plate bearing prefix letters and the number of the signal will be fixed beneath each colour light signal. The prefix letters will denote the signal box which operates the signal as follows:—

Prefix letters.	Signal box.
" EM "	Farningham Road.
" EN "	Fawkham.
" EO "	Meopham.
" EP "	Sole Street.
" EQ "	Strood Junction.
" ER "	Rochester.
" ES "	Gillingham " A. "
" ET "	Gillingham " B. "

Until further notice Cuxton Road will retain its prefix " CR "

Automatic signals will be prefixed by the letter " A. "

With the exception of the Gravesend West Branch Up Branch Distant one aspect colour light signal approaching Fawkham Junction which will display a yellow aspect, the new colour light running signals will consist of four, three or two aspects and will be known as automatic, semi-automatic or controlled signals, as explained below:—

Automatic signals are those which are not worked from a signal box and are controlled by track circuits only.

Semi-automatic signals are those which are controlled from a signal box when such a box is open, in addition to being controlled by track circuit, but which, when the box is closed, work automatically and are then controlled by track circuit only.

Controlled signals are those which are always controlled from a signal box and are also controlled by track circuits.

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The lights of the new 4-aspect running signals will be arranged as shown on the enclosed diagram and not as appearing on page 4 of the General Appendix to the Working Time Tables.

The aspects of the colour light running signals will be the same by day as by night.

The new colour light running signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist drivers of trains drawn up close to such signals.

Back lights will not be provided in any of the new colour light running signals.

The height of the centre of the red light of the new colour light running signals will vary between 9 feet and 16½ feet above rail level.

The new colour light running signals will be replaced to Danger after the front of the train has passed a distance varying from 15 yards to 440 yards beyond the signal.

JUNCTION INDICATORS.

Junction indicators will be provided at certain signals as shown on the enclosed diagram and will apply as indicated in Rule 35, clause (e).

ROUTE INDICATORS.

A route indicator will be provided to work in conjunction with ES.31/39 auxiliary signal at Gillingham (Kent) "A" and will exhibit a letter and figure according to the route the train is intended to run as indicated on the enclosed diagram.

TELEPHONES.

Telephones will be provided at or adjacent to certain signals as indicated on the enclosed diagram.

Attention is drawn to the instructions headed "Passing signals at Danger," contained in the Supplement, dated 27th October, 1952, to the Book of Instructions for the Information of Drivers, Firemen and Guards, also to the instructions headed "Telephones at Stop Signals," on pages 12 and 13 of Supplement No. 20 to the General Appendix to the Working Time Tables.

SIGNALLING DURING FOG AND FALLING SNOW.

Fogsignalmen will NOT be provided at any of the colour light signals referred to in this Signal Instruction.

APPROACH LIGHT SIGNALS.

Two aspect approach light signals will be provided beneath the undermentioned semaphore signals:—

Swanley	Park Lane Intermediate Down Home signal.
Strood Junction	Down North Kent Starting signal.

Indications will be exhibited in these approach light signals as shown on the enclosed diagram.

SHUNTING SIGNALS.

Shunting signals as shown on the enclosed diagram will be floodlit and will not show a red, yellow or green light during darkness.

The applications of all shunting signals are listed on the enclosed diagram.

DETONATOR PLACING MACHINES.

Detonator placing machines will be provided as shown on the enclosed diagram each worked by a separate lever or switch in the appropriate signal box.

The instructions applicable to detonator placing machines appearing on pages 5 and 6 of Supplement No. 7 and page 10 of Supplement No. 20 respectively to the General Appendix to the Working Time Tables will apply to these machines.

SWANLEY.

The new automatic 3-aspect vertical type colour light signal A.163 will work as a 2-aspect colour light signal the yellow aspect being obliterated until further notice.

FARNINGHAM ROAD.

The existing catch points in the up line 731 yards Swanley side of signal box will be clipped and padlocked out of use.

MEOPHAM.

A new 3-lever ground frame situated on the left hand side of the up main line will be provided approximately 70 yards Fawkham side of the existing Longfield Siding signal box.

This ground frame which will control the existing trailing connection in the up line leading from Longfield Siding and associated shunting signal will be electrically controlled from Meopham signal box and worked in accordance with the instructions under the heading Standard Electrical Release Lever Control shown in the Standard Block Regulations and Book of Instructions for the Information of Drivers, Firemen and Guards.

The shunting signal (No. (3)) which controls movements to the Up Main Line will be fixed in the ON position until a date to be advised.

SOLE STREET.

The facing connection in the down line leading to down siding, 536 yards Meopham side of signal box, which is at present clipped and padlocked in the "normal" position will be connected to and operated from the signal box.

The new automatic 3-aspect vertical type colour light signal A.164 will work as a 2-aspect colour light signal, the yellow aspect being obliterated until further notice.

The new Up Home 3-aspect vertical type colour light repeating signal (EP.3R) will work as a 2-aspect colour light signal, the red aspect being obliterated until further notice.

STROOD JUNCTION.

The new Down Main Home 3-aspect vertical type colour light repeating signal (EQ.68R) will work as a 2-aspect colour light signal, the red aspect being obliterated until further notice.

ROCHESTER.

The existing 5-lever ground frame at Chatham which is temporarily out of use will be reduced to two levers and will in future operate the trailing connection in the down main line leading from down siding.

The ground frame will be electrically controlled from Rochester signal box and worked in accordance with the instructions under the heading Standard Electrical Release Lever Control shown in the Standard Block Regulations and Book of Instructions for the information of Drivers, Firemen and Guards.

GILLINGHAM " B. "

A.183 automatic 4-aspect colour light running signal which is at present working as a 3-aspect signal (the top aspect being obliterated) will in future work as a 4-aspect colour light signal.

On completion of the work shown herein the " Instructions applicable between signal boxes where block apparatus is not provided " appearing in the Book of Instructions for the Information of Drivers, Firemen and Guards (and amendments thereto) will apply between Swanley and Gillingham (Kent) " B " boxes.

61, Queen Street, E.C.4.
30th April, 1959.

P. A. WHITE,
Line Traffic Manager.

(Z.1000/43/30/6.R)

