

Signal Instruction  
No. 30 S.E.D.



**British Rail**

Southern

SOUTH EASTERN DIVISION

---

**Instructions to all concerned as to  
INTRODUCTION OF COLOUR LIGHT SIGNALS  
ON THE A.P.C.M. WORKS MERRY-GO-ROUND  
LINE AT NORTHFLEET  
ON  
MONDAY, 14th DECEMBER, 1970**

---

Drivers to keep a good lookout for hand signals.

---

Commencing at 0600 on Monday, 14th December, 1970 a new A.P.C.M. control room together with colour light signalling will be brought into use in the new Northfleet Works. Certain points at present clipped and padlocked in the normal position will be connected to and operated from the new control room.

Telephones will be provided at or adjacent to the new signals and certain other locations, as indicated on the enclosed diagram. The letter 'N' indicates that the telephones communicate with the new control room.

A new 3-lever Ground Frame 'A' will be provided adjacent to the departure road to control movements to and from the Maintenance Sidings.

A new 3-lever Ground Frame 'B' will be provided adjacent to Reception No. 1 road to control movements to and from the Cripple Sidings.

Ground frames 'A' and 'B' will both be electrically released from the new control room.

At signals N.8 and N.11 illuminated stencil-type indicators will be provided advising Drivers of the speed to be observed when unloading or passing through the coal and gypsum intake buildings.

Full details of the new signalling are shown on the enclosed diagram.

# SIGNALLING RECORD SOCIETY

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

## DIGITAL ARCHIVE

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 Peter Barlow, Phil Deaves, Robert Dey, David Ingham, Simon Lowe, Richard Maund, John McCrickard, John Midcalf, Richard Pulleyn, Roger Newman 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 or other 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 [Archives](#) pages of the SRS Web Site.

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)



= JUNCTION INDICATORS - Rule 35(e).



= GREEN ASPECT



= YELLOW ASPECT



= RED ASPECT

} Rule 35(b)(i) and Rule 43.



= ROUTE INDICATOR (Numeral indicates total number of routes).



= POSITION LIGHT SUBSIDIARY SIGNAL (Draw ahead) - Rule 35(b)(iii) and Rule 44A. (Normally out-proceed aspect is two white lights at 45°).



= BANNER REPEATING SIGNAL - Rule 42.



Denotes AUTOMATIC SIGNAL - Rule 35(c)(i).



Denotes SEMI-AUTOMATIC SIGNAL - Rule 35(c)(ii).



= A.W.S. INDUCTOR.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL - Rule 35(b)(iii) and Rule 47. (Normal indication - one red light on left and one white light on right in horizontal position. Proceed indication - Two white lights at 45°).



= As above but with YELLOW light instead of red light.



= LIMIT OF SHUNT INDICATOR.



= SIGNAL BOX.



= GROUND FRAME.



= R.B.C. = RETURN BELL COMMUNICATION PLUNGER.



= T.R.T.S. = TRAIN READY TO START PLUNGER.



= PLATFORM STARTING SIGNAL "OFF" INDICATOR.



= "DIAMOND" SIGN - Rule 55.



= NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.



= SPRING TRAILING POINTS.



= LOAD/UNLOAD SIGNALS.



= ILLUMINATED NOTICE.

ALL DISTANCES IN YARDS.

SIGNAL APPLICATIONS  
NORTHFLEET A.P.C.M. WORKS

Signal No.	Type R = Running S = Subsidiary	Indication	Application
3	R	1	From Reception No. 1 to Line A
		2	From Reception No. 1 to Line B (Not in use)
	S	C	From Reception No. 1 to Cripple Sidings
4	R	1	From Reception No. 2 to Line A
		2	From Reception No. 2 to Line B (Not in use)
	S	C	From Reception No. 2 to Cripple Sidings
5	S	NIL	Shunting from Departure Line to Cripple Sidings or Line A or Line B
6	S	NIL	Shunting from In Line to Maintenance Sidings or Departure Line or Reception No. 2 or Reception No. 1
8	R	Drivers not to exceed 5 m.p.h.	Along Line A Through Coal Intake for Gypsum Trains
	S	Drivers not to exceed $\frac{1}{2}$ m.p.h.	Along Line A Through Coal Intake when unloading Coal Trains
11	R	Drivers not to exceed 5 m.p.h.	Along Line A Through Gypsum Intake for Coal Trains
	S	Drivers not to exceed $\frac{1}{2}$ m.p.h.	Along Line A Through Gypsum Intake when unloading Gypsum Trains
14	R	D   No Cripples	From Line A to Departure Line (Not in use)
		I   No Cripples	From Line A to Reception No. 1
	S	D   Cripples	Shunting from Line A to Departure Line (Not in use)
		I   Cripples	Shunting from Line A to Reception No. 1

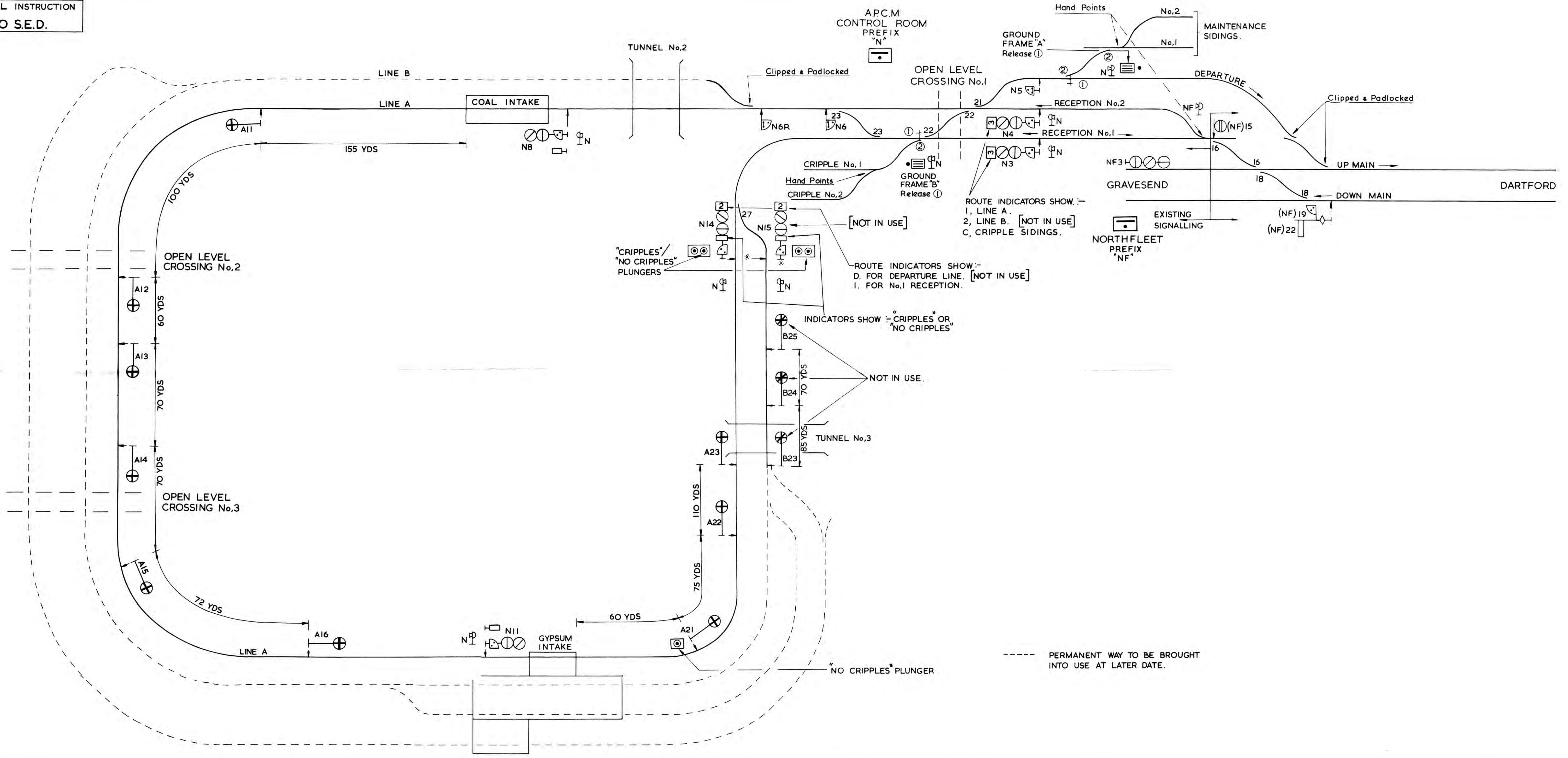
**D. S. BINNIE**  
Divisional Manager

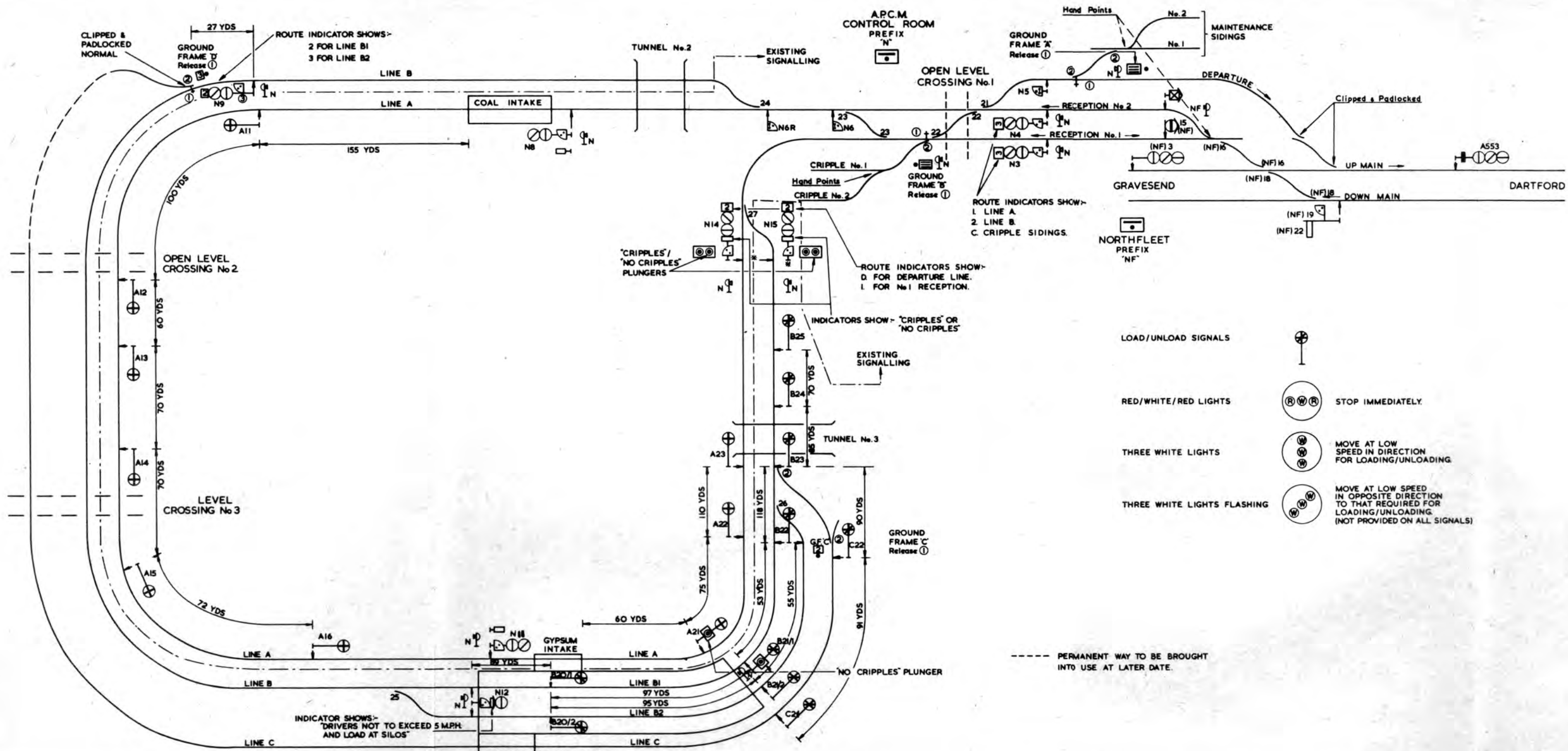
1 Albemarle Road,  
Beckenham.  
November, 1970.

(R/Z 455/126)



SIGNAL INSTRUCTION  
No. 30 S.E.D.





A.P.C.M  
CONTROL ROOM  
PREFIX 'N'

Hand Points  
No. 2  
No. 1  
MAINTENANCE SIDINGS

ROUTE INDICATOR SHOWS:-  
2 FOR LINE B1  
3 FOR LINE B2

OPEN LEVEL CROSSING No.1

OPEN LEVEL CROSSING No.2

ROUTE INDICATORS SHOW:-  
D FOR DEPARTURE LINE.  
I FOR No.1 RECEPTION.

LEVEL CROSSING No.3

INDICATORS SHOW:-  
"CRIPPLES" OR  
"NO CRIPPLES"

LOAD/UNLOAD SIGNALS

RED/WHITE/RED LIGHTS

THREE WHITE LIGHTS

THREE WHITE LIGHTS FLASHING



STOP IMMEDIATELY.

MOVE AT LOW SPEED IN DIRECTION FOR LOADING/UNLOADING.

MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING/UNLOADING. (NOT PROVIDED ON ALL SIGNALS)

----- PERMANENT WAY TO BE BROUGHT INTO USE AT LATER DATE.

INDICATOR SHOWS:-  
"DRIVERS NOT TO EXCEED 5 MPH.  
AND LOAD AT SILOS"