

BRITISH RAILWAYS
LONDON MIDLAND REGION
(MIDLAND DIVISION)

SPECIAL NOTICE

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE, AND MUST NOT BE GIVEN TO THE PUBLIC

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE RESIGNALLING BETWEEN ST. PANCRAS—DOCK JUNCTION AND KENTISH TOWN—CARLTON ROAD JUNCTION.

IMPORTANT:—This notice to be acknowledged **IMMEDIATELY** on receipt to "TRAINS N.P. DERBY" using the code:—"DERWENT 40 Supp."

The diagram appended hereto shows the completed scheme of resignalling between St. Pancras—Dock Junction and Kentish Town—Carlton Road Junction. An explanation of the symbols used is given on the diagram, together with the route indications which will be displayed at those signals which are lettered on the diagram.

The new work will be carried out in stages, the first stage commencing at 1.0 a.m. on Sunday, 7th October, 1956, and all concerned should refer to the Weekly Notices for details of this and successive stages, and relate the information given there to the attached diagram.

Multiple-aspect colour light signalling (Rule 43) will be introduced throughout on the up and down fast lines between Dock Junction and Carlton Road Junction boxes. Certain of the signals shown on the diagram worked from Dock Junction were brought into use on the 27th May, 1956.

St. Paul's Road Passenger Junction box will be taken away, and the junction between the up and down fast and up and down slow lines, previously worked from that box, will be worked from Islip Street Junction box. Multiple-aspect colour light signalling will also be introduced on the up and down slow lines between the home signals for Islip Street Junction and St. Pancras Tunnel boxes.

SIGNALLING RECORD SOCIETY

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

Trainmen's telephones and/or  signs are provided at the signals so indicated on the diagram and, as regards the former, all concerned are reminded that the instructions published as an addition to page 43 of the General Appendix and headed "Telephones at Stop Signals" will apply.

With the exception of Islip Street Junction up slow home 2, Kentish Town Junction down fast starting, and Carlton Road Junction up fast homes 1 and 2, all colour light main running signals shown on the diagram may be replaced to danger before the whole of the train has passed.

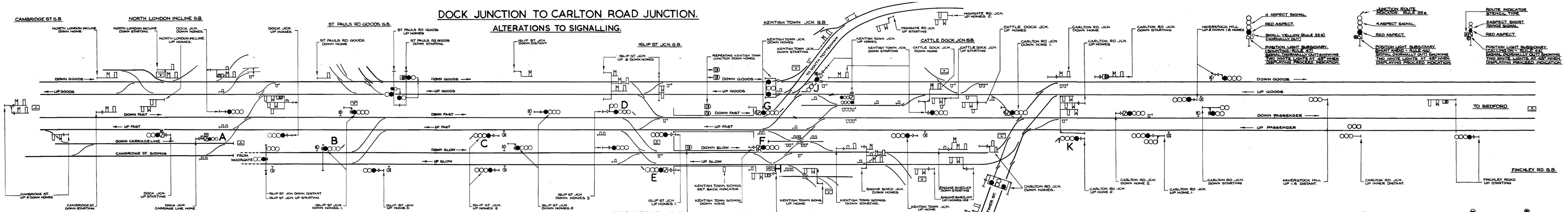
The new signalling is designed to link up with the introduction of multiple-aspect colour light signalling into St. Pancras at a later date.

T. P. STRAFFORD,
Divisional Operating Superintendent.

Derby,
September, 1956.

DOCK JUNCTION TO CARLTON ROAD JUNCTION.

ALTERATIONS TO SIGNALLING.



SIGNAL A

ASPECT	ROUTE IND.	DESTINATION
MAIN.	'P'	DOWN FAST.
MAIN.	'G'	DOWN GOODS.
SUB.	'G'	DOWN GOODS.

SIGNAL B

ROUTE INDICATION	DESTINATION
ASPECT WITH JUNCTION INDICATOR.	DOWN FAST.
ASPECT WITHOUT JUNCTION INDICATOR.	DOWN SLOW.

SIGNAL C

ROUTE INDICATION	DESTINATION
ASPECT WITH JUNCTION INDICATOR	UP SLOW.
ASPECT WITHOUT JUNCTION INDICATOR	UP FAST.

SIGNAL D

ROUTE INDICATION	DESTINATION
ASPECT WITH JUNCTION INDICATOR	DOWN SLOW.
ASPECT WITHOUT JUNCTION INDICATOR	DOWN FAST.

SIGNAL E

ROUTE INDICATION	DESTINATION
ASPECT WITH JUNCTION INDICATOR	UP FAST
ASPECT WITHOUT JUNCTION INDICATOR	UP SLOW
SHUNT SIGNAL TO UP SLOW ONLY	

SIGNAL F

ASPECT	DESTINATION
SMALL YELLOW	SIDINGS
MAIN ASPECT	DOWN SLOW

SIGNAL G

ROUTE INDICATION	DESTINATION
ASPECT WITH JUNCTION INDICATOR	DOWN BRANCH
ASPECT WITHOUT JUNCTION INDICATOR	DOWN FAST
SHUNT SIGNAL TO DOWN FAST ONLY	

SIGNAL H

ROUTE IND.	DESTINATION
'R'	RUNNING LINE
'F'	DOWN FAST
'N'	CENTRE SHUNT NECK
'DS'	DOWN SLOW
'S'	ALONG UP SLOW

SIGNAL J

ASPECT.	ROUTE INDICATION	DESTINATION
MAIN	ASPECT WITHOUT JUNCTION INDICATOR	UP FAST
MAIN	ASPECT WITH JUNCTION INDICATOR	UP GOODS
SHUNT AHEAD	ASPECT WITH JUNCTION INDICATOR	UP GOODS

SIGNAL K

ROUTE INDICATION	DESTINATION
ASPECT WITHOUT JUNCTION INDICATOR	UP FAST
ASPECT WITH JUNCTION INDICATOR.1.	UP SLOW
ASPECT WITH JUNCTION INDICATOR.2.	UP BRANCH

- ☎ TELEPHONE
- ☐ DWARF SHUNTING SIGNAL
- ☒ BANNER SIGNAL (BLACK ARM) ILLUMINATED AT NIGHT. 'S' INDICATES SHUNT AHEAD RULE 35 (c).
- ☒ BANNER SIGNAL (RED ARM) ILLUMINATED AT NIGHT. 'S' INDICATES SHUNT AHEAD RULE 35 (c).

4 ASPECT SIGNAL.
RED ASPECT.
SMALL YELLOW (RULE 35 (c)) (NORMALLY OUT)
POSITION LIGHT SUBSIDIARY (SHUNTING - RULE 47) SIGNAL (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 4.5° WHEN DISPLAYING PROCEED INDICATION.

JUNCTION ROUTE INDICATOR. RULE 35 (c)
4 ASPECT SIGNAL.
RED ASPECT.
POSITION LIGHT SUBSIDIARY (SHUNT AHEAD - RULE 46) SIGNAL (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 4.5° WHEN DISPLAYING PROCEED INDICATION.

ROUTE INDICATOR STENCIL TYPE
3 ASPECT SHORT RANGE SIGNAL
RED ASPECT.
POSITION LIGHT SUBSIDIARY (CALLING ON - RULE 44) SIGNAL (NORMALLY OUT) SHOWING TWO WHITE LIGHTS AT 4.5° WHEN DISPLAYING PROCEED INDICATION.