



British Rail

Southern

CENTRAL AND SOUTH EASTERN DIVISIONS

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
NEW BECKENHAM/SYDENHAM HILL/
BROMLEY JUNCTION
AND
SHORTLANDS
ON
THURSDAY TO SUNDAY
9-13 FEBRUARY 1983

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

THURSDAY 10 FEBRUARY – New signalling will be introduced in the New Beckenham area.

FRIDAY 11 FEBRUARY – New signalling will be introduced between Bromley Junction (excl) and Beckenham Junction.

SATURDAY 12 FEBRUARY – Kent House Down and Up Loops out of use.

SUNDAY 13 FEBRUARY – Beckenham Junction signalbox will be abolished. Control of all points and signals previously controlled from this signalbox will be transferred to Victoria (VS) signalbox as shown on the enclosed diagram.

The Beckenham Spur line between New Beckenham and Beckenham Junction will be brought back into use as a single line with modified signalling at New Beckenham.

All signal post telephones will communicate with Victoria (VS) signalbox unless otherwise shown.

B.R. A.W.S. will be provided on all running signals.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
VS153	Main	Position 1	Down Passenger Loop
		Nil	Down Chatham Main
		Position 4	Up Chatham Main
VS160	Main	Position 1	Up Passenger Loop
		Nil	Up Chatham Main
VS162	Main	C	Crystal Palace Single
		M	Up Chatham Main
		K	Beckenham Spur
VS163	Main	Position 1	Down Bay
		Nil	Down Chatham Main
VS164	Main	C	Crystal Palace Single
		M	Up Chatham Main
		K	Beckenham Spur
VS165	Main	Position 1	Down Bay
		Nil	Down Chatham Main
VS166	Main	Position 1	Crystal Palace Single
		Nil	Up Chatham Main
		Position 4	Beckenham Spur
VS167	Main	Position 2	Down Bay
		Position 1	Down Chatham Main
		Nil	Up Bay
	Subsidiary	U	Up Bay
VS607	Shunt	Nil	Down Bay
		Nil	Down Chatham Main
L375	Subsidiary	Nil	Down Siding
	Main	Position 1	Beckenham Spur
		Nil	Down Mid Kent
L376	Main	Nil	Up Mid Kent
	Subsidiary	X	Down Mid Kent
L1377	Shunt	Nil	Down Siding
		Nil	Beckenham Spur
L1382	Shunt	U	Up Mid Kent
		X	Down Mid Kent

Essex House
Croydon

(R/SB429/1/31A)

D. C. R. Mackmurdie
Divisional Manager
(Central Division)

1 Albemarle Road
Beckenham, Kent
February 1983

(R/SB36/22)

R. J. Poynter
Divisional Manager
(South Eastern Division)



= JUNCTION INDICATORS - The Rule Book, Section C, Clause 3.1.6.



= GREEN ASPECT



= YELLOW ASPECT



= RED ASPECT

} The Rule Book, Section C, Clause 3.1.1.



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



= POSITION LIGHT SIGNAL - The Rule Book, Section C, Clauses 3.1.3. & 5.3. & 3.1.4. & 5.1.1.



= BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 3.3.1. & 5.5.



= Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3. & 3.3.4.



= Denotes SEMI - AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.4. & 3.3.4.



= A.W.S. INDUCTOR.



= A.W.S. INDUCTOR - PERMANENT MAGNET.



= A.W.S. INDUCTOR - OPERATIVE IN BOTH DIRECTIONS.



= A.W.S. INDUCTOR - SUPPRESSED FOR MOVES IN DIRECTION OF ARROW.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL - The Rule Book, Section C, Clauses 3.1.5. & 5.2.



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



= LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.



= 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 - The Rule Book, Section K, Diagram No.1.



= NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.



= SPRING TRAILING POINTS.

C&P

= CLIPPED & PADLOCKED.

H.P.

= HAND OPERATED POINTS.

T.A.C.

= TRAIN ARRIVED COMPLETE.

R = When shown as a suffix letter, with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.



= SUPPORTED STRUCTURE.

All distances in yards.

SIGNAL INSTRUCTION
No. 34CD/56 SED

