

# Network SouthEast

## SOUTH EASTERN DIVISION

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### ALTERATIONS TO SIGNALLING AND PERMANENT WAY BETWEEN LONDON BRIDGE AND SPA ROAD ON MONDAY 6 DECEMBER 1993

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DRIVERS TO KEEP A SHARP LOOK-OUT FOR HANDSIGNALS

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Platforms 1, 2 and 3 at London Bridge will be extended towards Spa Road to accommodate 12 car Networker trains. New signalling and permanent way will be introduced as shown in the area designated as "NEW SIGNALLING" on the enclosed plan.

In addition the following routes will be brought into use:-

- Signal L107 to No.3 Reversible
- Signal L128 to No.3 Reversible
- Signals L113 and L115 to No.4 Down and No.5 Down
- Signals L116 and L118 to No.4 Reversible.

# SIGNALLING RECORD SOCIETY

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

## DIGITAL ARCHIVE

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





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## SIGNAL APPLICATIONS

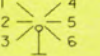

| SIGNAL NO. | ASPECT         | INDICATION | APPLICATION     | VIA FACING POINTS REVERSE |
|------------|----------------|------------|-----------------|---------------------------|
| L 51       | Main           | Nil        | No.3 Reversible | Nil                       |
| L67        | Main           | 2          | No.2 Rev        | Nil                       |
|            | Main           | 3          | No.3 Rev        | 719                       |
| L89        | Main           | Nil        | No.3 Rev        | Nil                       |
| L91        | Main           | 1          | No.1 Down       | Nil                       |
|            | Main           | 2          | No.2 Rev        | 718                       |
| L92        | Main           | U          | Up C St. Rev    | Nil                       |
|            | Main           | D          | Down C St. Rev  | 723                       |
| L94        | Main           | Nil        | Up C St.Rev     | Nil                       |
| L95        | Main           | Nil        | No.1 Down       | Nil                       |
| L97        | Main           | Nil        | No.2 Rev        | Nil                       |
| L103       | Main           | 1          | No.1 Down       | Nil                       |
|            | Main           | 2          | No.2 Rev        | 726                       |
| L104       | Main           | Nil        | No.2 Rev.       | Nil                       |
|            | Position Light | Nil        | No.2 Rev.       | Nil                       |
| L105       | Main           | 1          | No.1 Down       | 724                       |
|            | Main           | 2          | No.2 Rev        | Nil                       |
| L106       | Main           | Nil        | No.3 Rev        | Nil                       |
| L107       | Main           | 3          | No.3 Rev        | 725                       |
|            | Main           | 4          | No.4 Rev        | Nil                       |
| L 111      | Auto           | Nil        | No.1 Down       | Nil                       |
| L 113      | Main           | 2          | No.2 Rev        | Nil                       |
|            | Main           | 4          | No.4 Down       | 728, 734                  |
|            | Main           | 5          | No.5 Down       | 728, 734, 736             |
| L115       | Main           | 2          | No.2 Rev        | 727                       |
|            | Main           | 4          | No.4 Down       | 734                       |
|            | Main           | 5          | No.5 Down       | 734, 736                  |
| L116       | Main           | 4          | No.4 Rev        | 725, 727                  |
|            | Main           | 3          | No.3 Rev        | 727                       |
|            | Main           | 2          | No.2 Rev        | Nil                       |
| L118       | Main           | 4          | No.4 Rev        | 725                       |
|            | Main           | 3          | No.3 Rev        | Nil                       |
|            | Main           | 2          | No.2 Rev        | 728                       |
| L124       | Main           | Nil        | No.2 Rev        | Nil                       |
| L126       | Main           | Nil        | No.3 Up         | Nil                       |
| L128       | Main           | Nil        | No.6 Up         | Nil                       |
|            | Main           | 5          | No.5 Rev        | 735                       |
|            | Main           | 4          | No.4 Rev        | 735, 736                  |
|            | Main           | 3          | No.3 Rev        | 734, 735, 736             |
| L1488      | Position Light | Nil        | No.2 Rev        | 724                       |

-  - GREEN ASPECT
-  - YELLOW ASPECT
-  - ASPECT NOT IN USE
-  - RED ASPECT
-  - YELLOW ASPECT
-  - CAPABLE OF FLASHING




The Rule Book  
Section C, Clause 3.1

-  - REFLECTORISED DISTANT BOARD


The Rule Book, Section C, Clause 4.1.1

-  - JUNCTION INDICATORS
-  - ROUTE INDICATOR (Numeral indicates number of routes).

The Rule Book  
Section C,  
Clause 3.3

-  - POSITION LIGHT SIGNAL Associated with main aspect
-  - POSITION LIGHT SIGNAL Not associated with main aspect
-  Y - As above but with YELLOW light instead of RED light.


The Rule Book  
Section C,  
Clause 3.2

-  - LIMIT OF SHUNT INDICATOR

The Rule Book, Section C, Clause 5.3

-  - BANNER REPEATING SIGNAL


The Rule Book, Section C, Clause 5.1


-  - AUTOMATIC SIGNAL


The Rule Book, Section C, Clause 2.4


-  - SEMI-AUTOMATIC SIGNAL

The Rule Book, Section C, Clause 2.5


-  - AWS INDUCTOR

-  - AWS INDUCTOR -PERMANENT MAGNET


-  - AWS INDUCTOR -OPERATIVE IN BOTH DIRECTIONS


-  - AWS INDUCTOR -OPERATIVE FOR MOVES IN DIRECTION OF ARROW


-SUPPRESSED FOR MOVES IN OPPOSITE DIRECTION


-  - TELEPHONE


The Rule Book  
Appendix  
No.8

-  - SIGNAL BOX


-  - GROUND FRAME


-  R.A. - RIGHT AWAY PLUNGER

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

-  - PLATFORM STARTING SIGNAL "OFF" INDICATOR


-  - "DIAMOND" SIGN -The Rule Book, Section K, Clause 2.1.4 & 3.2


-  - NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS

-  - SPRING TRAILING POINTS


- C&P - CLIPPED AND PADLOCKED


- H.P - HAND OPERATED POINTS


-  S.R. - SHUNTER'S RELEASE PLUNGER


-  T.A. - TRAIN ARRIVED PLUNGER


R - When shown as a suffix, 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


-  - WARNING INDICATOR FOR PERMANENT SPEED RESTRICTION


-  - "STOP" BOARD (worded as shown on diagram)

-  - NOTICE BOARD (worded as shown on diagram)

-  - TERMINATION OF SPECIAL AWS WORKING

-  - COMMENCEMENT OF SPECIAL AWS WORKING

-  RA - RIGHT AWAY INDICATOR

-  CD - CLOSE DOOR INDICATOR

All distances in yards

SIGNAL INSTRUCTION  
No. 9 SED 1993

