

SOUTHERN REGION—SOUTH EASTERN DIVISION

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS  
BETWEEN PARKS BRIDGE JUNCTION AND  
CHISLEHURST JUNCTION, BROMLEY NORTH  
AND SIDCUP**

(in place of certain existing semaphore running signals)

and

**ABOLITION OF EXISTING HITHER GREEN STATION "A" AND "B,"  
HITHER GREEN SIDINGS "A," "B," "C," LEE JUNCTION AND GROVE  
PARK SIGNAL BOXES**

also

**BRINGING INTO USE NEW SIGNAL BOX AT  
HITHER GREEN****On SUNDAY, 4th FEBRUARY, 1962**

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

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Commencing at 10.0 p.m. on Saturday, 3rd February, 1962, colour light signals will be brought into use in place of certain existing semaphore running signals between the above mentioned points.

The existing Down and Up lines will in future be renamed as shown on enclosed diagram.

The slip connection leading from the present Up Local line to Up Siding 99 yards Hither Green Sidings "B" side of Sidings "A" signal box which is clipped and padlocked in the normal position will be connected to and operated from the new signal box.

The existing facing connection in the present Down Local line leading to Down Through line 62 yards Grove Park side of Hither Green Sidings "C" signal box will be put out of use the points being clipped and padlocked in the normal position pending abolition.

The facing connection in the present Down Local line leading to Down Through line and the facing connection in the Up Through line leading to Up Local line, 760 and 752 yards respectively Hither Green Sidings "C" side of Grove Park signal box which are at present clipped and padlocked in the normal position will be connected to and operated from the new signal box.

The trailing crossover between Down and Up Branch lines 169 yards Bromley North side of Grove Park signal box which is clipped and padlocked in the normal position will be abolished.

The trailing crossover between Down and Up lines 333 yards Sidcup side of Mottingham signal box which is clipped and padlocked in the normal position will be abolished.

The existing catch points in the Down Branch line situated 265 yards the approach side of the existing Bromley North Down Home colour light signal will be put out of use the points being clipped and padlocked.

New catch points operated from the new signal box will be provided in the Down Slow line 594 yards the approach side of Hither Green colour light signal No. P.14 (see diagram).

New self acting catch points will be provided in the Down Branch line 374 yards the approach side of Bromley North colour light signal Z.5/7 (see diagram).

The existing Hither Green Station "A" and "B," Hither Green Sidings "A," "B" and "C," Lee Junction and Grove Park signal boxes will all be abolished and the points and signals at present operated therefrom will, in future, be operated from the new signal box.

The new signal box to be known as HITHER GREEN will be provided 174 yards the London side of the existing Hither Green Sidings "A" signal box as shown on the enclosed diagram.

A number of white lights will be mounted on top of certain apparatus cases in this area. These lights when illuminated will flash and are provided only to call the attention of the Technician.

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

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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.
" M "	Parks Bridge Junction.
" P "	Hither Green.
" EJ "	Chislehurst Junction.
" Z "	Bromley North.
" EBM "	Mottingham.
" X "	Sidcup.

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

The new colour light running signals will consist of four, three or two aspects and they will be known as automatic, semi-automatic or controlled signals, as explained below:—

Automatic signals are those which are not worked from the 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 circuits, but which, when the box is closed, work automatically and are then controlled by track circuits only.

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

The lights of the new running signals will be arranged as shown on the enclosed diagram.

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 lights of the new colour light running signals will vary between 10 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 200 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.

Route indicators will be provided to work in conjunction with certain signals and they will exhibit a letter as indicated on the enclosed diagram according to the route the train is intended to run.

#### TELEPHONES.

Telephones will be provided at or adjacent to certain signals as indicated on the enclosed diagram. Attention is drawn to the instructions headed " Use of Telephone at automatic, intermediate block or other stop signals " on pages 98 and 99 of the South Eastern Division Sectional Appendix also to clauses 1 to 3 of the instructions headed " Telephones at Stop Signals " on page 63 of the General Appendix to the Working Time Tables and books of Rules and Regulations and to the instructions headed " Lineside Telephones " appearing as an addition to the South Eastern Division Sectional Appendix (page 95) in Special Notice P/EW No. 48, SED, CD or WS, 1961, and subsequent issues.

#### SIGNALLING DURING FOG AND FALLING SNOW.

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

#### SUBSIDIARY SIGNALS.

Certain subsidiary signals will be of the position light type.

#### SHUNTING SIGNALS.

Shunting signals P.29, P.34, P.66 and P.67, will be worked for all running movements controlled by signals P.9 or P.10 (P.29), P.88 (P.34), P.14 or P.25 (P.66 and P.67) respectively in addition to shunting movements. Drivers of trains whose movements have been authorised by these signals are not required to observe the position of these shunting signals. It may, however, happen in an emergency, that these shunting signals have been placed to danger by the Signaller and in such circumstances, if these signals are noticed by a Driver he should bring his train to a stand. During shunting operations the position of these shunting signals must be strictly observed.

With the exception of those of the position light type all shunting signals will be floodlit. The floodlit signals will not show a red, yellow or green light during darkness.

#### 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 signal box. Attention is drawn to the instructions applicable to detonator placing machines appearing on page 67 of the General Appendix to the Working Time Table and books of Rules and Regulations.

HITHER GREEN.

The existing Hither Green Station "A" Down Local (P.1) and Down Through (P.6) outer home colour light signals will, in future, work automatically and be renumbered A.250 and A.252 respectively.

GROVE PARK.

The existing Up Local (Z.13) and Up Through (Z.3) home colour light signals will be removed.

BETWEEN HITHER GREEN AND CHISLEHURST JUNCTION.

The following existing four-aspect colour light running signals which are at present working as three-aspect signals (the top yellow aspect being obliterated) will, in future, work as four-aspect signals as shown on the enclosed diagram.

<i>Signal No.</i>	<i>Description</i>	<i>Position</i>
A.247... ..	Automatic signal on the Up Local line.	1,383 yards the approach side of Grove Park Up Local home signal Z.13.
A.249... ..	Automatic signal on the Up Through line.	1,408 yards the approach side of Grove Park Up Through home signal Z.3.

Position light calling-on signals will be provided beneath A.234 and E.J.14 colour light signals.

## BETWEEN GROVE PARK AND HILDENBOROUGH SIGNALLING IN TUNNELS

**NOTE.**—The references below to signals in Polhill and Sevenoaks Tunnels and the portions of the following instructions relating to signals at or in Polhill and Sevenoaks Tunnels will not apply until Sunday, 4th March, 1962.

Automatic stop signals are provided on the Down Slow and Down Fast lines in Chislehurst North and Chislehurst South Tunnels and on both Down and Up lines within Polhill and Sevenoaks Tunnels.

To avoid trains being detained within one of the tunnels whilst further trains are held at each of the two signals beyond the exit from the tunnel a "Calling-on" signal is provided as a subsidiary to the first signal at the exit from the tunnel—to authorise a train detained at that signal to proceed cautiously to the rear of the train which is waiting at the second signal after the exit from the tunnel. When the train detained at the first signal after the exit from the tunnel has arrived at the rear of the train ahead, the signal within the tunnel will clear and permit the train waiting there to move forward to the next signal, i.e., to the first signal after the exit from the tunnel.

No further train will be permitted to enter the tunnel until the two trains which are standing at the second signal after the exit from the tunnel have both passed that signal and the train which is waiting at the first signal after the exit from the tunnel has moved forward.

The following instructions, which must be observed by drivers and guards of trains working through the tunnels concerned, augment the instructions relating to failure of track circuits in tunnels and passing signals at Danger (automatic and semi-automatic) on pages 95–98 inclusive of the South Eastern Division Sectional Appendix.

### 1. Signal at Entrance to Tunnel

Chislehurst Down Slow—A.264.  
Chislehurst Down Fast—A.266.  
Polhill Down—A.280.  
Polhill Up—A.283.  
Sevenoaks Down—NE.7.  
Sevenoaks Up—NE.42.

Should this signal be at Danger the driver must immediately telephone the signalman and act on his instructions.

### 2. Signal Inside Tunnel

Chislehurst Down Slow—A.268.  
Chislehurst Down Fast—A.270.  
Polhill Down—A.282.  
Polhill Up—A.281.  
Sevenoaks Down—A.294.  
Sevenoaks Up—A.295.

- (a) A telephone is provided at this signal at a level convenient for use without alighting from the cab. A duplicate telephone is provided at ground level in the first refuge manhole on the approach side of this signal. Should this signal be at Danger the driver must immediately telephone the signalman and act on his instructions.
- (b) If instructed to pass this signal at Danger, the driver must give one long blast on the whistle, then proceed with extreme caution to the first signal after the exit from the tunnel WHISTLING FREQUENTLY and being prepared to stop short of any obstruction. On arrival at the first signal after the exit from the tunnel, whatever the aspect displayed the driver must, after contacting the guard if necessary, telephone the signalman and inform him that his train has arrived complete.
- (c) If the driver cannot communicate with the signalman by the telephone in the tunnel at cab level he must endeavour to do so by means of the instrument at ground level. Should both instruments be out of order the driver must wait 5 minutes and then proceed out of the tunnel as laid down in clause (b) above. During this period however, the driver must continue to attempt to communicate with the signalman.

### 3. First Signal After Exit from Tunnel

Chislehurst Down Slow—A.234.  
Chislehurst Down Fast—EJ.14.  
Polhill Down—A.284.  
Polhill Up—LE.1.  
Sevenoaks Down—A.296.  
Sevenoaks Up—NE.41.

Should this signal be at Danger the driver must immediately telephone the signalman.

If the calling-on signal is operated the driver must give one long blast on his whistle and then proceed cautiously, WHISTLING FREQUENTLY and being prepared to stop short of any preceding train.

#### 4. Second Signal After Exit from Tunnel

Chislehurst Down Slow—EJ.20.  
Chislehurst Down Fast—EJ.13.  
Polhill Down—A.286.  
Polhill Up—LE.2.  
Sevenoaks Down—A.298.

(For instructions relating to the second signals on the Up lines after the exit from Sevenoaks Tunnel see paragraph 5.)

Should this signal be at Danger the driver must immediately telephone the signalman.

Horns are provided at the lineside to the rear of this signal and will sound when trains are detained at both this signal and the first signal after the exit from the tunnel (referred to in paragraph 3 above). The guard (second man in case of a light engine) must, upon hearing the horns sounding, immediately place one detonator on the line 20 yards behind the rear of his train, return to the rearmost position in his train from which he can communicate with the driver and remain there.

When the signal changes to a proceed aspect or the driver is advised by the signalman that the train may proceed the following procedure must be carried out:—

- (a) The driver must communicate with the guard (or second man), informing him that the train is about to proceed.
- (b) The guard (or second man) must remove the detonator, if not exploded, from the line and return to his train. When the driver has assured himself that the guard has rejoined his train, the train may proceed.
- (c) Should the detonator be exploded the train may proceed, provided the driver has assured himself that the guard has rejoined his train.

#### 5. Second Signals on Up Lines After Exit from Sevenoaks Tunnel

Up Main—NE.40.  
Up Platform Loop—NE.39.

Should trains be detained at both these signals (thus occupying both the Up Main and Up Platform Loop lines at Sevenoaks) when an Up train is being detained within the tunnel the signalman at Sevenoaks must, before operating the calling-on signal to authorise the train detained at Signal NE.41 to draw forward, arrange for a competent member of the station staff with a red flag or light to be posted 6 feet to the rear of the stationary train towards which the points are set. During Fog or Falling Snow an additional handsignalman must be posted 20 yards to the rear of the stationary train to exhibit a yellow hand signal to the driver of the train which is to be drawn forward. This additional handsignalman must also place one detonator on the rail a sufficient distance away from the platform and in such a position as will prevent injury to persons in the vicinity.

After the train which has been detained at Signal NE.41 has come to a stand at the rear of the stationary train it may be necessary for both trains to be moved forward in order to permit the train detained in the tunnel to draw out of the tunnel. These movements must be made under the instructions of the signalman at Sevenoaks.

#### 6. Steam Engines Passing Through the Tunnels

In the event of it being necessary for a steam engine to pass through Chislehurst North, Chislehurst South, Polhill or Sevenoaks Tunnels the following instructions must be observed:—

The driver of the steam engine must stop at the signal controlling entrance to the tunnel concerned, whatever the aspect displayed, and obtain authority from the signalman before proceeding into the tunnel. In any case he must not proceed unless the signal is showing a two yellow or green aspect. The aspect of the signal in the tunnel must be obeyed if visible.

Until the tunnel is clear of smoke every train passing through the tunnel in either direction (Down trains only in the case of the Chislehurst tunnels) will be stopped at the signal controlling entrance to the tunnel. The driver must immediately telephone to the signalman who will advise him of the circumstances and instruct him to wait until the signal at which he is detained shows a two yellow or green aspect and then proceed with caution as far as the first signal after the exit from the tunnel. The aspect of the signal in the tunnel must be obeyed if visible.

On arrival at the first signal after the exit from the tunnel the driver must stop, whatever the aspect displayed, and report to the signalman by telephone whether the tunnel is clear of smoke and whether the signal in the tunnel is clearly visible.

#### BROMLEY NORTH.

When this signal box is closed automatic working will take place to and from No. 2 Platform.

#### LEE.

The existing ground frame will, in future, be released electrically from Hither Green new signal box.

**APPLICATION OF RUNNING SIGNALS ASSOCIATED WITH  
JUNCTION OR ROUTE INDICATORS AND OF ALL SUBSIDIARY SIGNALS.**

PARKS BRIDGE JUNCTION.

Signal	Type R = Running S = Subsidiary	Indication	Application
40	R		Up Local to Up Lewisham Loop.
43	R	Nil	Along Up Local.
44	R		Up Through to Up Local.
46	R	Nil	Along Up Through.

HITHER GREEN

Signal	Type R = Running S = Subsidiary	Indication	Application
1	R		Down Slow to Down Loop.
	R	Nil	Along Down Slow.
8	R	Nil	Along Down Slow.
	S	Nil	Down Slow to Arrival.
9	R	Nil	Up Spur to Down Slow.
	S	Nil	Shunting from Up Spur to Shunt 29.
10	R	Nil	Arrival to Down Slow.
	S	Nil	Shunting from Arrival to Shunt 29.
13	R	Nil	Along Down Slow.
	S	Nil	Down Slow to Down Siding.
14	R	Nil	Along Down Slow.
	R		Down Slow to Down Fast.
	R		Down Slow to Grove Park Up Platform Loop.
	S	Nil	Down Slow to No. 1 or No. 2 Siding.
23	R		Down Fast to Down Slow.
	R	Nil	Along Down Fast.
	S	Nil	Down Fast to Down Siding.
24	R		Down Continental Goods Depot Departure to Down Slow.
	R	Nil	Down Continental Goods Depot Departure to Down Fast.
25	R	Nil	Along Down Fast.
	R		Down Fast to Grove Park Up Platform Loop.
	S	Nil	Down Fast to No. 1 or No. 2 Siding.
26	R		Down Fast to Down Slow.
	R	Nil	Along Down Fast.
	R		Down Fast to Down Branch.

Signal	Type R = Running S = Subsidiary	Indication	Application
27	R	Nil	Up Platform Loop to Down Branch.
29	S S S S S S	Letter B Letter A Nil Nil Nil Nil	Shunting from Arrival to "B" Section "In". Shunting from Arrival to "A" Section "In". Shunting from Arrival to "B" Section "Out". Shunting from Arrival to "A" Section "Out". Shunting from Arrival to Down Slow. Shunting from Arrival to Up Slow.
30	S	Nil	Shunting from Up Loop to Down Main.
31	S	Nil	Shunting from Down Main to Up Spur or Up Loop.
32	S	Nil	Shunting from Diesel Siding to Shunt 29.
33	S	Nil	Shunting from Departure to Shunt 29, "B" Section "Out", "A" Section "Out", Down Slow or to Up Slow.
34	S	Nil	Shunting from Arrival to Diesel Siding.
35	S	Nil	Shunting from Arrival to Departure, Down Spur, or back along Arrival.
36	S	Nil	Shunting back along Departure or from Departure to Down Spur or Arrival.
37	S	Nil	Shunting from Down Slow to Departure, Down Spur or Arrival.
38	S	Nil	Shunting from Up Fast to Down Fast, or back along Up Fast, or from Up Fast to Up Siding.
39	S	Nil	Shunting from Up Siding to Up Fast.
40	S	Nil	Shunting from "B" Section "Out" to Shunt 36.
41	S	Nil	Shunting from "A" Section "In" to Shunt 35.
42	S	Nil	Shunting from "B" Section "Out" to Shunt 36.
43	S	Nil	Shunting from Up Slow to Up Reception.
44	S	Nil	Shunting from Up Fast to Up Reception.
45	S	Nil	Shunting from Up Reception to Up Fast, Up Slow, Departure, Down Spur, or Arrival.
50	S	Nil	Shunting from Up Fast to No. 1 Slip or back along Up Fast.
51	S	Nil	Shunting from Up Slow to No. 1 Slip or back along Up Slow.
52	S	Nil	Shunting from No. 1 Slip to Up Fast or Up Slow.
53	S	Nil	Shunting from "A" Section "In" or "Out" to Down Slow.
54	S	Nil	Shunting from Up Fast to Down Fast.
55	S	Nil	Shunting from Up Reception to Down Fast.
57	S	Nil	Shunting from Down Slow to "A" Section "In" or "Out".
58	S	Nil	Shunting from Up Slow to Down Sidings.
59	S	Nil	Shunting from Down Fast to Up Reception or Up Fast.
60	S	Nil	Shunting from Marshalling Yard to Down Sidings or Down Slow.

Signal	Type R = Running S = Subsidiary	Indication	Application
61	S	Nil	Shunting back along Down Slow or from Down Slow to Marshalling Yard.
62	S	Nil	Shunting from Down Slow to Continental Goods Depot, Down Departure or back along Down Fast or Slow.
63	S	Nil	Shunting from Down Fast to Continental Goods Depot, Down Departure or back along Down Fast.
66	S	Nil	Shunting back along Up Platform Loop.
67	S	Nil	Shunting back along Up Platform Loop or from Up Platform Loop to No. 1 or No. 2 Siding.
69	S	Nil	Shunting from No. 1 or No. 2 Siding to Up Platform Loop.
70	S	Nil	Shunting from Down Branch to Up Platform Loop or Down Fast.
71	S	Nil	Shunting from Down Siding to Down Slow.
72	S	Nil	Shunting from Up Slow to Down Slow.
73	S	Nil	Shunting from Down Slow to Down Fast, Up Slow or Down Siding.
80	R	Nil	Up Loop to Up Slow.
82	R		Up Main to Up Spur.
	R	Nil	Along Up Main.
	S	Letter C with 	Up Main to Up Spur "Calling-on".
85	R		Up Slow to Up Fast.
	R	Nil	Along Up Slow.
86	R	Nil	Departure to Up Slow.
88	R	Nil	Along Up Slow.
	R		Up Slow to Down Spur.
	S	Letter C with 	Up Slow to Down Spur "Calling-on".
	S S	Letter D Letter S	Up Slow to Departure. Up Slow to Diesel Siding.
89	R	Letter F	Down Sidings to Up Fast.
	R	Letter S	Down Sidings to Up Slow.
	S	Nil	Shunting from Down Sidings to Up Reception, or back along Down Slow or from Down Sidings to No. 1 Slip or Marshalling Yard.
90	R		Up Slow to Up Fast.
	R	Nil	Along Up Slow.
	S	Letter A	Up Slow to Continental Goods Depot. Up Arrival.
	S	Letter R	Up Slow to Up Reception.
96	R	Nil	Along Up Fast.
	R		Up Fast to Up Slow.

Signal	Type		Indication	Application
	R = Running	S = Subsidiary		
98	S		Letter A	Up Fast to Continental Goods Depot Up Arrival.
	S R		Letter R Nil	Up Fast to Up Reception. Along Up Fast.
99	R		Nil	Along Up Fast.
	R			Up Fast to Up Slow.
100	R		Nil	Up Platform Loop to Up Fast.
101	R			Up Branch to Up Platform Loop.
	R		Nil	Up Branch to Up Fast.

#### CHISLEHURST JUNCTION

Signal	Type		Indication	Application
	R = Running	S = Subsidiary		
12	R			Down Fast to Down Chatham Loop.
	R			Down Fast to Down Slow.
	R		Nil	Along Down Fast.
14	R		Nil	Along Down Fast.
	S		Letter C	Along Down Fast "Calling-on".
19	R			Down Slow to Down Chatham Loop.
	R		Nil	Along Down Slow.

#### AUTOMATIC SIGNAL

Signal	Type		Indication	Application
	R = Running	S = Subsidiary		
A.234	R		Nil	Along Down Slow.
	S		Letter C	Along Down Slow "Calling-on".

#### BROMLEY NORTH

Signal	Type		Indication	Application
	R = Running	S = Subsidiary		
5	R		Figure 2	Down Main to Platform No. 2.
	S		Figure 2	Down Main to Platform No. 2 "Calling-on".
7	R		Figure 1	Down Main to Platform No. 1.
	S		Figure 1	Down Main to Platform No. 1 "Calling-on".
15	S		Nil	Shunting from Up Main to Platform No. 2, Platform No. 1, Up Siding or Goods Sidings.
17	S		Nil	Shunting from Goods Sidings to Up Main.
25	S		Nil	Shunting from Up Siding to Up Main.
26	S		Nil	Shunting from Up Siding to Platform No. 1.
28	S		Nil	Shunting from Platform No. 1 to Up Siding or along Platform No. 1.

LEE GROUND FRAME

Signal	Type R = Running S = Subsidiary	Indication	Application
3	S	Nil	Shunting from Down Sidings to Down Main.

MOTTINGHAM

Signal	Type R = Running S = Subsidiary	Indication	Application
7	S	Nil	Shunting from Up Main to Down Main or back along Up Main.
9	S	Nil	Shunting from Down Main to Up Main.
12	S	Nil	Shunting from Down Sidings to Down Main.
14	S	Nil	Shunting from Down Main to Up Main or Down Main to Down Sidings.

NEW ELTHAM GROUND FRAME

Signal	Type R = Running S = Subsidiary	Indication	Application
3	S	Nil	Shunting from Up Siding to Up Main.

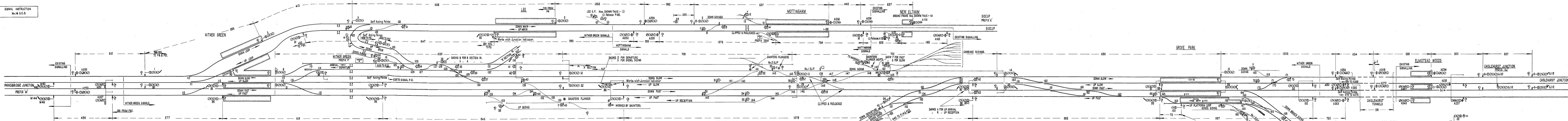
On completion of the work shown herein the Instructions under the heading "Automatic and Semi-Automatic Signalling and T.C. Block—Instructions to Trainmen" appearing on pages 95, 96, 97 and 98 of the South Eastern Division Sectional Appendix will apply between Parks Bridge Junction, Hither Green, Chislehurst Junction, Bromley North and Mottingham signal boxes in addition the Down and Up Spur lines between the existing Hither Green Sidings "A" and Lee Junction signal boxes will be worked as Goods Loops controlled from Hither Green signal box.

61, Queen Street, E.C.4.  
11th January, 1962.

**T. R. V. BOLLAND,**  
*Line Traffic Manager.*

(R/Z.1000/43/30/13)

SIGNAL INSTRUCTION  
No. 14 S.E.D.



**POSITION LIGHT SIGNALS ASSOCIATED WITH RUNNING SIGNALS**

Normal Indication (No lights)	2 ASPECT (Green, Red)	3 ASPECT (Green, Yellow, Red)	4 ASPECT (Green, Yellow, Yellow, Red)	4 ASPECT IN TUNNELS (Yellow, Yellow, Yellow, Red)
Proceed (As far as the line is clear or to the next signal only)	All Right - Proceed (Danger - Stop)	All Right - Proceed (Caution)	All Right - Proceed (Preliminary Caution)	All Right - Proceed (Preliminary Caution)
Calling On (Section ahead occupied)				

**ALL DISTANCES IN YARDS.**  
**TELEPHONES ARE INDICATED THUS:-** ☎  
**SHUNTING SIGNALS WHICH ARE FLOODLIT & DO NOT SHOW A RED OR GREEN LIGHT DURING DARKNESS ARE INDICATED THUS:-** ☉  
**YELLOW ARM SHUNTING SIGNALS ARE INDICATED THUS:-** ☉  
**AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTER 'A' & ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND & ARE INDICATED THUS:-** A  
**SEMI-AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS DENOTING THE SIGNAL BOX FROM WHICH THEY CAN BE CONTROLLED & ARE IDENTIFIED BY A WHITE PLATE BEARING THE WORD 'SEMI' ABOVE A HORIZONTAL BLACK BAND & ARE INDICATED THUS:-** S  
**DETONATOR PLACERS ARE INDICATED THUS:-** ⚡  
**LIMITS OF SHUNT ARE INDICATED THUS:-** ††  
**SIGNAL BOXES INDICATED THUS:-** ☒  
**GROUND FRAMES ARE INDICATED THUS:- COVERED UNCOVERED** ☐ ☐  
**TRAIN READY TO START PLUNGERS ARE INDICATED THUS:-** ⚙  
**PLATFORM 'OFF' INDICATORS ARE INDICATED THUS:-** ⚡  
**ILLUMINATED STOP BOARD IS INDICATED THUS:-** ⚡  
**BANNER REPEATING SIGNALS ARE INDICATED THUS:-** ☐