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Signal Instruction
No. 39 S.E.D.



British Rail

Southern

SOUTH EASTERN DIVISION

**ALTERATIONS TO SIGNALLING
AND
PERMANENT WAY
AT
DARTFORD
ON
SUNDAY, 5th AUGUST, 1973**

Drivers to keep a good look-out for hand signals

On *Sunday, 5th August*, a new platform line (Platform No. 1) together with new signals controlled from Dartford signal box will be brought into use and platform line No. 2 will be put out of use until further notice.

Certain connections, at present clipped and padlocked out of use, will be connected to, and operated from, Dartford signal box.

Full details of the alterations are shown on the attached diagram.

SIGNALLING RECORD SOCIETY

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= 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 SUBSIDIARY SIGNAL (Draw ahead) —
The Rule Book, Section C, Clauses 3.1.4. and 5.1.1.



= BANNER REPEATING SIGNAL — The Rule Book, Section C,
Clauses 3.3.1 and 5.5.



= Denotes AUTOMATIC SIGNAL—The Rule Book, Section C,
Clauses 2.3 and 3.3.4.



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



= A.W.S. INDUCTOR.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL—The Rule Book, Section C,
Clauses 3.1.5 and 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 and 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.

ALL DISTANCES IN YARDS.

SIGNAL APPLICATIONS
DARTFORD (STATION AREA)

SIGNAL NO.	TYPE R - RUNNING S - SUBSIDIARY	JUNCTION OR ROUTE INDICATION	APPLICATION
49	R	1	From Up Main Line to Platform No. 1 (New)
	R	2	" " " " " 2
	R	3	" " " " " 3
	R	4	" " " " " 4
	S	1	From Up Main Line to Platform No. 1 Draw-ahead (New)
	S	2	" " " " " 2 Draw-ahead
	S	3	" " " " " 3 " "
	S	4	" " " " " 4 " "
50	R	NIL	From Platform No. 1 to Down Main Line (New)
	S	D	" " " Down Sidings (New)
	S	C	" " " Carriage Sidings (New)
52	R	NIL	From Platform No. 2 to Down Main Line
	S	D	" " " Down Sidings
	S	C	" " " Carriage Sidings
57	R	M	From Platform No. 1 to Up Main Line (New)
	R	R	" " " Reversible Line (New)
59	R	M	From Platform No. 2 to Up Main Line
	R	R	" " " Reversible Line
64	R	4	From Reversible Line to Platform No. 4
	R	3	" " " " " 3 via Down Main Line or Reversible Line
	R	2	From Reversible Line to Platform No. 2
	R	1	" " " " " 1 (New)
	S	4	From Reversible Line to Platform No. 4 Draw-ahead
	S	3	" " " " " 3 " " via Down Main Line or Reversible Line
	S	2	From Reversible Line to Platform No. 2 Draw-ahead
	S	1	" " " " " 1 " " (New)
66	R	4	From Down Main Line to Platform No. 4
	R	3	" " " " " 3 via Down Main Line or Reversible Line
	R	2	From Down Main Line to Platform No. 2
	R	1	" " " " " 1 (New)
	S	4	From Down Main Line to Platform No. 4 Draw-ahead
	S	3	" " " " " 3 " " via Down Main Line or Reversible Line
	S	2	From Down Main Line to Platform No. 2 Draw-ahead
	S	1	" " " " " 1 " " (New)

SIGNAL APPLICATIONS
DARTFORD (STATION AREA)

SIGNAL NO.	TYPE R - RUNNING S - SUBSIDIARY	JUNCTION OR ROUTE INDICATION	APPLICATION
241	S	1	Shunting from Carriage Siding No. 4 to Platform No. 1 via 443 Points Normal or 443 Points Reverse, 444 Points Reverse, 445 Points Normal or Up Main Line (New)
	S	2	Shunting from Carriage Siding No. 4 to Platform No. 2
	S	3	" " " " " " " 3
	S	4	" " " " " " " 4
243	S	1	Shunting from Carriage Siding No. 3 to Platform No. 1 via 444 Points Normal or 444 Points Reverse, 445 Points Normal or Up Main Line (New)
	S	2	Shunting from Carriage Sidings No. 3 to Platform No. 2
	S	3	" " " " " " " 3
	S	4	" " " " " " " 4
245	S	1	Shunting from Carriage Siding No. 2 to Platform No. 1 via 445 Points Normal or Up Main Line (New)
	S	2	Shunting from Carriage Siding No. 2 to Platform No. 2
	S	3	" " " " " " " 3
	S	4	" " " " " " " 4
247	S	1	Shunting from Carriage Siding No. 1 to Platform No. 1 via 445 Points Normal or Up Main Line (New)
	S	2	Shunting from Carriage Siding No. 1 to Platform No. 2
	S	3	" " " " " " " 3
	S	4	" " " " " " " 4
249	S	1	Shunting from Down Siding to Platform No. 1 (New)
	S	2	" " " " " " " 2
	S	3	" " " " " " " 3
	S	4	" " " " " " " 4
252	S	NIL	Shunting from Up Main Line to Platform No. 4 or Platform No. 3 or Platform No. 2 or Platform No. 1 (New)

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