



British Rail

Southern

SOUTH EASTERN DIVISION

**ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
BUCKLAND JUNCTION AND
HAWKESBURY STREET JUNCTION
ON
SUNDAY, 27 APRIL 1980**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Hawkesbury Street Junction

The Up Advanced Starting signal (EDJ75), situated in Harbour Tunnel 463 yards on the Dover Priory side of the signal box will be taken out of use.

Dover Priory

Colourlight signalling controlled from a signalling panel in Dover Priory signal box will be introduced.

The signal box prefix will be 'DP'.

The Down line distant signals will be in the form of 'Approach Lights' carried beneath the respective Buckland Junction Down Main and Down Branch home signals. The 'Approach Light' signal displays an aspect **ONLY** when the respective semaphore signal is cleared. —

Buckland Junction

The Up Chatham line signal DP38 also acts as the Up Chatham line distant signal for this signal box.

A semaphore home signal working in conjunction with an 'Approach Light' does not display a proceed aspect when cleared for a movement to proceed.

Methods of Working

The methods of working will be as shown below:

Between	Method
Buckland Junction and Dover Priory	Absolute Block
Dover Priory and Hawkesbury Street Junction	Track Circuit Block

Name of Lines

The Down and Up lines between Buckland Junction and Dover Priory will be renamed Down and Up Chatham lines respectively.

Full details of the alterations to the signalling and permanent way are shown on the enclosed diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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, Richard Maund, Richard Pulleyn, Roger Newman 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

ALL DISTANCES IN YARDS.



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



= GREEN ASPECT



= YELLOW ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= RED ASPECT



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



= POSITION LIGHT SIGNAL – The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 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.



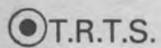
= SIGNAL BOX.



= 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.



= POINT MOTOR EMERGENCY CRANK HANDLE

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

SIGNAL APPLICATIONS

Signal No. (where plated)	Signal Name (where applicable)	Signal No. as shown on diagram where signal is not plated	Aspect (Colourlight Signals)	Junction or Route Indication	Application (where applicable)
DOVER PRIORITY DP37	Down Chatham Home 1	—	Main	Nil	Along Down Chatham
DP38	Up Chatham Advanced Starting	—	Main	Nil	Along Up Chatham – also acts as Up Distant for Buckland Junction
DP39	Down Chatham Home 2	—	Main	Nil	Along Down Chatham
			Subsidiary	1	Along Down Chatham (Platform 1)
			Main or Subsidiary	2 3	From Down Chatham to Up Chatham (Platform 2) From Down Chatham to Up Passenger Loop (Platform 3)
			Subsidiary	S	From Down Chatham to Up Chatham (Signal 623)
DP42	Up Passenger Loop Starting	—	Main	Nil	From Up Passenger Loop to Up Chatham
DP44	Up Chatham Platform 2 Starting	—	Main	Nil	Along Up Chatham
DP45	Up Chatham to Down Through Starting	—	Main	Nil	From Up Chatham to Down Through
DP46	Down Chatham to Up Chatham Platform 1 Starting	—	Main	Nil	From Down Chatham (Platform 1) (Up direction) to Up Chatham
DP47	Down Chatham Starting	—	Main	Nil	From Down Chatham to Up Through
DP48	Up Chatham Home	—	Main or Subsidiary	1	From Up Through to Down Chatham (Platform 1)
			Main	Nil	From Up Through to Up Chatham (Platform 2)
			Subsidiary	2	From Up Through to Up Chatham (Platform 2)
			Main or Subsidiary	3	From Up Through to Up Passenger Loop (Platform 3)
620		—	Subsidiary	Nil	From Goods to Shunt Neck or Up Chatham

SIGNAL APPLICATIONS

Signal No. (where plated)	Signal Name (where applicable)	Signal No. as shown on diagram where signal is not plated	Aspect (Colourlight Signals)	Junction or Route Indication	Application (where applicable)
DOVER PRIORY (continued)					
621		-	Subsidiary	Nil	Set-back Up Chatham to Down Chatham or along Up Chatham to Signal 623
622		-	Subsidiary	Nil	From No. 1 Siding to Shunt Neck or Up Chatham
623		-	Subsidiary	2 3 S G	Set-back Along Up Chatham (Platform 2) Set-back from Up Chatham to Up Passenger Loop (Platform 3) Set-back from Up Chatham to No. 1 Siding Set-back from Up Chatham to Goods
626		-	Subsidiary	Nil	Set-back from Down Chatham to Up Chatham (Platform 2) or along Down Chatham
BUCKLAND JUNCTION					
-	Down Main Distant	1	-	-	-
-	Down Main Home	2	-	-	Approach Lights carried beneath semaphore arm plated DP37 R1
-	Down Branch Distant	3	-	-	-
-	Down Branch Home	4	-	-	Approach Lights carried beneath semaphore arm plated DP37 R2
-	Up Main Home	14	-	-	-
-	Up Branch Home	16	-	-	-
KEARSNEY LOOP JUNCTION					
-	Down Home	8	-	-	-
-	Down Distant	9	-	-	-
-	Up Home	1	-	-	-

SIGNAL INSTRUCTION

No. 50 SED

