
**ALTERATIONS TO SIGNALLING
AND PERMANENT WAY**

between

BICKLEY JUNCTION

and

PETTS WOOD JUNCTION

31 MAY 1992

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HANDSIGNALS

The Down Tonbridge Loop Line will be taken out of use between Bickley Junction and Petts Wood Junction.

Bickley Junction - the connections previously laid in and secured out of use leading from the Down Chatham Slow Line to the Down Chatham Fast line will be brought into use together with a connection leading to a new line named the Down Slow Tonbridge Loop.

Hawkwood Junction - the Down Slow Tonbridge Loop line will converge with the Up Chatham Loop at the Bickley side and diverge from the Up Chatham Loop Petts Wood side of the overline bridge carrying the Petts Wood to Chislehurst lines.

This area will be known as Hawkwood Junction.

Petts Wood Junction - the Down Slow Tonbridge Loop will join the Down Slow Line on the alignment previously used by the Down Tonbridge Loop.

The Up Tonbridge Loop will be renamed as the Up Fast Tonbridge Loop.

All signals, except as otherwise shown, will be controlled by, and the signal post telephones communicate with, Victoria (VS).

Signal A 153 situated on the Up Chatham Loop will be converted from automatic to controlled and renumbered VS 290.

All as shown on the diagram on the reverse of this notice.

EUSTON
May 1992
(R/2153/16)

Operations Officer (NSE)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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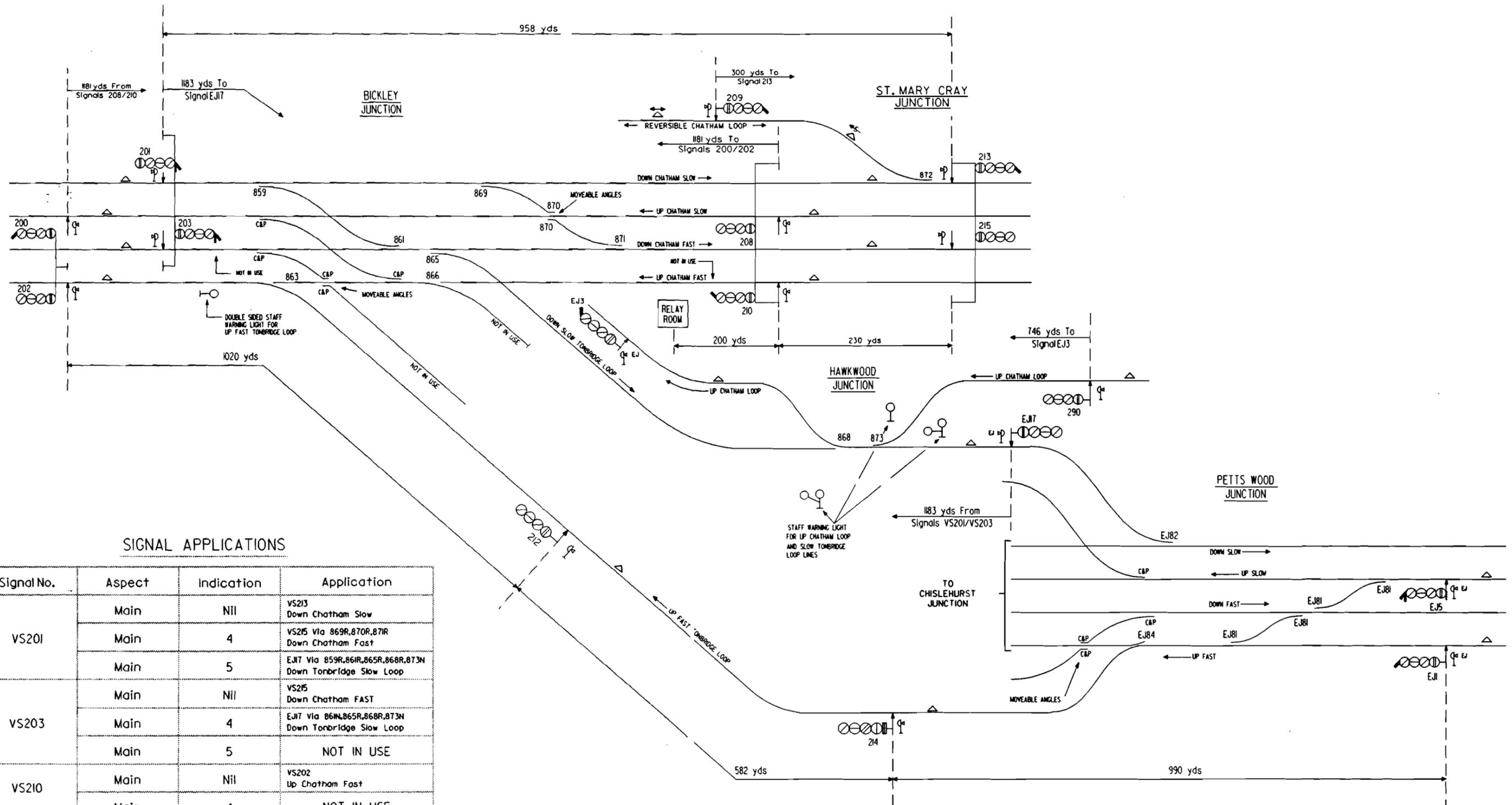
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31 MAY 1992

Signal Instruction No.4 1992



SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
VS201	Main	Nil	VS213 Down Chatham Slow
	Main	4	VS215 Via 869R,870R,871R Down Chatham Fast
	Main	5	EJ17 Via 859R,861R,865R,868R,873N Down Tonbridge Slow Loop
VS203	Main	Nil	VS215 Down Chatham FAST
	Main	4	EJ17 Via 866R,865R,868R,873N Down Tonbridge Slow Loop
	Main	5	NOT IN USE
VS210	Main	Nil	VS202 Up Chatham Fast
	Main	4	NOT IN USE
VS290	Main	Nil	EJ3 Via 873R,868N Up Chatham Loop

N = Points NORMAL
R = Points REVERSE

- ⊕ — GREEN ASPECT
 - ⊙ — YELLOW ASPECT
 - ⊖ — RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
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-  — JUNCTION INDICATORS
 -  — ROUTE INDICATOR (Numeral indicates number of routes).
 -  — POSITION LIGHT SIGNAL - Associated with main aspect -
 -  — POSITION LIGHT SIGNAL - Not associated with main aspect -
 -  — As above but with YELLOW light instead of RED light.
- } The Rule Book, Section C, Clauses 3.3.1 & 3.3.2.
- } The Rule Book, Section C, Clause 3.2.
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-  — LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 5.2.1. & 5.2.2.
 -  — LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 5.2.1. & 5.2.2.
 -  — BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 5.1.1. & 5.1.2.
 -  — AUTOMATIC SIGNAL - The Rule Book, Section C, Clause 2.4.
 -  — SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clause 2.5
 -  — 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
 -  — 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, Clauses 2.1.4. & 3.2.
 -  — 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 PLUNGER
 - 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
 -  — WARNING INDICATOR FOR PERMANENT SPEED RESTRICTION
 -  — 'STOP' BOARD (worded as shown on diagram).

All distances in yards.