

SOUTHERN RAILWAY

Signal
Instruction
No. 22, 1929.

INSTRUCTIONS TO ALL CONCERNED
AS TO THE

BRINGING INTO USE OF TWO NEW LOOP LINES AT LEWISHAM

AND

INTRODUCTION OF COLOUR LIGHT SIGNALS

(In place of existing Semaphore Signals)

BETWEEN NEW CROSS, HITHER GREEN, BLACKHEATH, NUNHEAD AND
LADY WELL;

ALSO

BRINGING INTO USE NEW SIGNAL BOXES AT ST. JOHN'S AND PARK'S BRIDGE
JUNCTION,

AND ABOLITION OF EXISTING NEW CROSS "B," ST. JOHN'S "A" AND "B,"
LEWISHAM JUNCTION, PARK'S BRIDGE JUNCTION, BLACKHEATH "A" AND
LADY WELL SIGNAL BOXES;

ALSO

RE-NAMING OF LINES BETWEEN SOUTHWARK PARK AND ST. JOHN'S AND
BETWEEN ST. JOHN'S AND ORPINGTON.

On SUNDAY, 30th JUNE, 1929.

The down and up lines from Nunhead will be re-opened for traffic and will, from a point close to the old Lewisham Road Station, be extended as a loop line, re-joining the down and up Mid Kent Lines by a facing and trailing junction the London side of the Mid Kent platforms at Lewisham Junction Station.

New facing and trailing points will be provided in the down and up Mid Kent lines, situate about 320 yards the Parks Bridge Junction side of Lewisham Junction station, deviating to the left and forming the new Lewisham Loop Lines for down and up traffic, re-joining the down and up local lines about 1,230 yards the London side of Hither Green Station.

Commencing at 11.0 p.m. on Saturday, June 29th, the existing semaphore signals between New Cross, Hither Green, Blackheath, Nunhead and Lady Well will be abolished, and 4-aspect colour light signals installed in lieu thereof.

A diagram showing the new signals and their location is attached to this notice, the signals operated from New Cross box being prefixed by the letter "K," those operated from St. John's Box by the letter "L," those operated from Parks Bridge Junction Box by the letter "M," those operated from Hither Green Station "A" Box by the letter "P," those operated from Blackheath "B" Box (re-named "A" Box) by the letter "N," and those operated from Brockley Lane Box by the letter "Q."

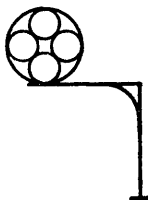
Each 4-aspect running signal will consist of a group of four lamps, and the light aspect exhibited at any one time will be either (a) a red, or (b) one yellow, or (c) two yellow, or (d) a green light.

NOTE.—These 4-aspect signals are arranged either vertically, i.e., one lamp above the other, or in a cluster, as shown below, but in either case the arrangements of aspects, as seen by a Driver, will be the same :—

VERTICAL TYPE.



CLUSTER TYPE.



Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

The light aspects of the new colour light signals will be the same by day as by night.
Back lights will not be provided in any of the colour light signals.
The meanings of the new colour light signals will be as follows :—

FOUR-ASPECT RUNNING SIGNALS.

ASPECT.	MEANING.
Red light	Danger—Stop.
One yellow light ...	Caution—Be prepared to find next signal at “ Danger.”
Two yellow lights ...	Warning—Be prepared to find next signal at “ Caution.”
Green light	All right—Proceed.

APPROACH LIGHT (RUNNING) SIGNALS.

At New Cross, Nunhead, Blackheath “ B ” (re-named “ A ” Box), Hither Green Station “ A ” and Catford Bridge 2-aspect approach light signals will be introduced underneath certain of the down and up line semaphore signals.

No light will be exhibited in these approach light signals when the semaphore arm above them is in the “ on ” position, and a yellow or green light will only be exhibited in the approach light signal when the semaphore arm above it is in the “ off ” position except in respect of the approach lights under the Hither Green Station “ A ” Box up platform starting signals as shown in next paragraph.

At Hither Green Station “ A ” Box the approach light signals under the up platform starting signals will work as follows :—

No light will appear in the approach light signals under the up starting signals when these semaphore arms are in the “ on ” position, nor when they are in the “ off ” position if at the same time the advanced starting signals are in the “ on ” position ; a yellow or a green light will only be exhibited in the approach light signals under the up platform starting signals when the semaphore arms above them as well as the up advanced starting signals (semaphore arms) are in the “ off ” position.

The meaning of the aspects of the approach light signals will be as follows :—

ASPECT.	MEANING.
One yellow light ...	Caution—Be prepared to find next colour light signal at “ Danger.”
Green light	All right—Proceed.

GROUND SIGNALS.

Ground signals operated from St. John’s, Park’s Bridge Junction, Blackheath “ A ” and Brockley Lane boxes will be of the two position upper quadrant type showing red and green lights at night (except where otherwise specially mentioned in this notice) and provided with white back lights. See profile on diagram attached to this notice.

RE-NAMING OF RUNNING LINES.

Between Southwark Park and New Cross Boxes.

EXISTING NAME.	NEW NAME.
Down Greenwich line between Southwark Park and North Kent East and down North Kent line between North Kent East and New Cross station “ A ” box ...	No. 1 down line.
Down North Kent line between Southwark Park and North Kent East and down main line between North Kent East and New Cross station “ A ” box ...	
Down spur line	No. 3 down line.
Up spur line	No. 1 up line.
Up main line between New Cross station “ A ” and North Kent East and up North Kent line between North Kent East and Southwark Park	No. 2 up line.
Up North Kent line between New Cross station “ A ” and North Kent East and up Greenwich line between North Kent East and Southwark Park	
	No. 3 up line.

Between New Cross and St. John’s Boxes.

EXISTING NAME.	NEW NAME.
Down North Kent	Down local.
Up North Kent	Up local.
Down main	Down through.
Up main	Up through.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

Re-naming of Running Lines—continued.

Between St. John's and Orpington "B" Box.

EXISTING NAME.	NEW NAME.
Down main	Down through.
Up main	Up through.

BETWEEN LADY WELL AND PARK'S BRIDGE JUNCTION.

EXISTING NAME.	NEW NAME.
Mid Kent loop	Lady Well loop.

The new connecting lines between the up and down Mid Kent lines and the up and down local lines at Park's Bridge Junction will be known as "Lewisham Loop."

The new lines between Lewisham Junction and Brockley Lane will be known as "Up and down Nunhead Lines."

NUMBERING OF SIGNALS AT NEW CROSS, ST. JOHN'S, PARK'S BRIDGE JUNCTION, HITHER GREEN STATION "A", BLACKHEATH "B" (RE-NAMED "A") AND BROCKLEY LANE.

Plates bearing black letters and numbers on a white background and indicating the signal box from which the signal is worked and the number of the lever operating same, will be fixed on each signal post.

At automatic signals the number of the signal will be shown prefixed by the letter "A," thus : "A.33."

NEW CROSS "A" BOX.

The colour light signals prefixed "K" on the diagram attached to this notice will be operated from New Cross "A," which in future will be known as New Cross.

NEW CROSS "B" BOX.

This signal box will be abolished.

ST. JOHN'S "A" AND "B" BOXES.

These signal boxes will be abolished and a new signal box, to be known as St. John's, situate close to the down local facing points, will be brought into use.

The colour light signals prefixed "L" on the diagram attached to this notice, also the points at present operated from St. John's "A" and "B" and Lewisham Junction Boxes, will be operated from the new St. John's signal box.

LEWISHAM JUNCTION BOX.

This signal box will be abolished.

PARK'S BRIDGE JUNCTION BOX.

This signal box will be abolished and a new signal box, situate on the down local line side, close to the bridge carrying the main lines over the Mid Kent lines, will be brought into use.

The colour light signals prefixed "M" on the diagram attached to this notice, the new Lewisham Loop points, also the points at present operated from Lady Well signal box, will be operated from the new Park's Bridge Junction Box.

HITHER GREEN STATION "A" BOX.

The colour light signals prefixed "P" on the diagram attached to this notice will be operated from Hither Green Station "A" box.

BLACKHEATH "A" BOX.

This signal box will be abolished.

BLACKHEATH "B" BOX.

The colour light signals prefixed "N" on the diagram attached to this notice, also the points at present operated from Blackheath "A" box, will be operated from Blackheath "B" Box, which will become Blackheath "A" Box. The existing Blackheath "C" Box will become Blackheath "B" Box.

BROCKLEY LANE BOX.

The colour light signals prefixed "Q" on the diagram attached to this notice will be operated from Brockley Lane Box.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

TRACK CIRCUITS.

Track circuits have been installed throughout the area covered by the colour light signals, and all running signals and points in this area worked from New Cross, St. John's, Park's Bridge Junction, Hither Green Station "A," Blackheath "A" and Brockley Lane Boxes will be controlled by the track circuits.

Track circuits also control the automatic home signals on the down and up local and through lines between New Cross and St. John's Stations.

RULES 40 (a) AND 45 (a) and (d).

The Signalmen at New Cross, St. John's, Blackheath "A" (except in respect of the working of the up (semaphore) home signal), Park's Bridge Junction, Hither Green Station "A" (except in respect of the working of the up platform starting signals), Brockley Lane and Nunhead (in respect of the working of the up Nunhead line outer home signal) are exempted from carrying out the provisions of Rule 40, Clause (a), and Rule 45, Clauses (a) and (d).

RULE 55.—DETENTION OF TRAINS OR ENGINES AT HOME, STARTING OR ADVANCED STARTING SIGNALS.

The provisions of this rule will not apply to trains detained at the colour light signals worked from New Cross, St. John's, Park's Bridge Junction, Hither Green Station "A," Blackheath "A" and Brockley Lane boxes, except that the engine whistle must be sounded in accordance with the Rule.

RULE 61.—REPLACING OF SIGNALS TO DANGER.

Drivers and guards to note that the colour light signals are so arranged that they will be replaced to danger after the engine has passed a distance varying from 33 feet to 200 yards beyond the signal.

NEW CROSS BOX.

The existing down distant signals situate on the signal gantry carrying the North Kent East Junction down home signals will be fitted with yellow semaphore arms and spectacles to show a yellow light when in the "on" position, denoting "caution," and a green light when in the "off" position, denoting "clear."

The Coligny Welch distinguishing arrow, illuminated by a white light at night, will be abolished in these signals, which are not shown on the diagram attached to this notice.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
K. 66	4-aspect cluster	RUNNING SIGNALS WORKED FROM NEW CROSS BOX. Up local home signal. K. 66 signal will show one yellow light when the New Cross up local starting signal is in the "On" position; two yellow lights when the New Cross up local starting signal is in the "Off" position; and a green light when both the New Cross up local starting and North Kent East Junction No. 3 up line or No. 3 up to No. 2 up line home signals are in the "Off" position.	Situate between up and down local lines 480 yards in rear of station up local starting signals. Centre of red light 13 feet above rail level.
K. 77	4-aspect cluster	Up through home signal K. 77 signal will show one yellow light when the New Cross up through to No. 2 up line or up through to No. 1 up line starting signals are in the "On" position; two yellow lights when the New Cross up through to No. 2 up line or up through to No. 1 up line starting signals are in the "Off" position; and a green light when either the New Cross up through to No. 2 up line or up through to No. 1 up line starting and North Kent East Junction No. 2 up line home or No. 1 up line starting signals are in the "Off" position respectively.	Situate on the left-hand side of up through line 450 yards in rear of station up through starting signals. Centre of red light 10 feet above rail level.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
A. 40	4-aspect	AUTOMATIC HOME SIGNALS BETWEEN NEW CROSS AND ST. JOHN'S STATIONS. Down local automatic home	Situate at end of New Cross down local platform. Centre of red light 11 feet above rail level.
A. 42	4-aspect	Down through automatic home	Situate at end of New Cross down through platform. Centre of red light 11 feet above rail level.
A 33	4-aspect	Up local automatic home	Situate between up and down local lines 463 yards in the rear of New Cross up local home signal (K. 66). Centre of red light 10 feet above rail level.
A. 35	4-aspect	Up through automatic home	Situate on left hand side of up through line, 463 yards in the rear of New Cross up through home signal (K. 77). Centre of red light 10 feet above rail level.
		FOR SPECIAL INSTRUCTIONS TO DRIVERS OF TRAINS AND ENGINES DETAINED AT THESE AUTOMATIC HOME SIGNALS, SEE PAGE 15 OF THIS NOTICE.	

ST. JOHN'S BOX.

Facing points will be provided in the new down Nunhead line situate about 344 yards the Lewisham Junction side of St. John's box leading to the down North Kent line.

Facing Points will be provided in the up North Kent line situate about 484 yards the Lewisham Junction side of St. John's box, leading to the new up Nunhead line.

NOTE.—*The points referred to in the above paragraphs will be brought into service at a later date.*

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
—	2-aspect	RUNNING SIGNALS WORKED FROM ST. JOHN'S BOX. Approach light	Under New Cross down East London to down local home signal.
—	2-aspect	Approach light	Under New Cross No. 1 down line to down local home signal.
—	2-aspect	Approach light	Under New Cross No. 2 down line to down local home signal.
—	2-aspect	Approach light	Under New Cross No. 2 down line to down through home signal.
—	2-aspect	Approach light	Under New Cross No. 3 down line to down local home signal.
—	2-aspect	Approach light	Under New Cross No. 3 down line to down through home signal.
L. 2	4-aspect	Down local outer home	Situate on half bracket post outside down local line, 430 yards ahead of down local automatic home signal (A. 40). Centre of red light 16 feet above rail level.

Introduction of Colour Light Signals (In place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
L. 16	4-aspect	Running Signals worked from St. John's Box—continued. Down through outer home	Situate between down and up through lines 430 yards ahead of down through automatic home signal (A. 42). Centre of red light 16 feet above rail level.
L. 3	4-aspect	Down local intermediate home	Situate between down and up local lines 420 yards ahead of L. 2. Centre of red light 10 feet above rail level.
L. 4	4-aspect	Down through to down local intermediate home.	} On bracket post situate between down and up through lines 420 yards ahead of L.16. Centre of red lights 13½ feet above rail level.
L. 17	4-aspect	Down through intermediate home.	
L. 5	4-aspect	Down local to down North Kent inner home.	} On bracket post situate outside down local line 421 yards ahead of L. 3. Centre of red lights 11 feet above rail level.
L. 9	4-aspect	Down local inner home	
L. 18	4-aspect	Down through inner home	Situate between down and up through lines 445 yards ahead of L. 4 and 17. Centre of red light 11 feet above rail level.
L. 6	4-aspect	Down North Kent starting	} On bracket post situate outside down North Kent line 345 yards ahead of L. 5 and 9. Centre of red lights 14 feet above rail level.
L. 13	4-aspect	Down North Kent to down Mid Kent starting (slotted from Parks Bridge Junc. as a down Mid Kent outer home.)	
L. 12	4-aspect	Down Nunhead line home	Situate outside down Nunhead line 935 yards ahead of Brockley Lane down starting signal. Centre of red light 12 feet above rail level.
L. 7	4-aspect	Down Nunhead line to down North Kent starting. NOTE.— <i>This signal will be brought into service at a later date.</i>	} On bracket post situate between down Nunhead and up North Kent lines 554 yards ahead of L. 12. Centre of red lights 15 feet above rail level.
L. 14	4-aspect	Down Nunhead line to down Mid Kent starting. (Slotted from Park's Bridge Junction as a down Mid Kent outer home.)	
L. 8	4-aspect	Down North Kent advanced starting ...	Situate outside down North Kent line 456 yards ahead of L. 6 & 13. Centre of red lights 12 feet above rail level.
L. 57	4-aspect	Up North Kent outer home	Situate outside up North Kent line 563 yards ahead of Blackheath "A" up advanced starting signal (N. 40). Centre of red light 12 feet above rail level.
L. 55	4-aspect	Up North Kent to up Nunhead line inner home. NOTE.— <i>This signal will be brought into service at a later date.</i>	} On bracket post situate at end of up North Kent line platform at Lewisham Junction station 564 yards ahead of L.57. Centre of red lights 11 feet above rail level.
L. 50	4-aspect	Up North Kent intermediate home	

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
		Running Signals worked from St. John's Box—continued.	
L. 56	4-aspect	Up Mid Kent to up Nunhead line inner home	On bracket post situate at end of up Mid Kent line platform at Lewisham Junction station 590 yards ahead of Park's Bridge Junction up Mid Kent starting signal (M. 47). Centre of red lights 11 feet above rail level.
L. 51	4-aspect	Up Mid Kent to up North Kent intermediate home	
L. 49	4-aspect	Up North Kent inner home	Situate outside up North Kent line 406 yards ahead of L. 50. Centre of red light 12 feet above rail level.
L. 59	4-aspect	Up local home	Situate between up local and down through lines 590 yards ahead of Park's Bridge Junction up local starting signal (M. 41). Centre of red light 16½ feet above rail level.
L. 62	4-aspect	Up through home	Situate outside up through line 590 yards ahead of Park's Bridge Junction up through starting signal (M. 45). Centre of red light 12 feet above rail level.
L. 54	4-aspect	Up Nunhead line starting	Situate outside up Nunhead line 840 yards ahead of L. 56. Centre of red light 9 feet above rail level.
L. 60 L. 48	4-aspect 4-aspect	Up local to up through starting Up local starting	On bracket post situate at end of up local platform at St. John's station 469 yards ahead of L. 59 and 392 yards ahead of L. 49 and 349 yards in rear of up local automatic home signal (A. 33.) Centre of red lights 12 feet above rail level.
L. 61	4-aspect	Up through starting	
			Situate outside up through line 469 yards ahead of L. 62 and 349 yards in rear of up through automatic home signal (A. 35.) Centre of red light 11 feet above rail level.

Introduction of Colour Light Signals (In place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

The following shunt signals worked from St. John's Box will be of the two-position upper quadrant semaphore type, exhibiting red and green lights at night and provided with white back lights :—

NUMBER OF SIGNAL.	PRESENT APPLICATION OF SIGNAL.	NEW APPLICATION OF SIGNAL.	REMARKS.
L. 19	Up local to down local line ...	Up to down local line or back on up local line.	New Cross end of St. John's station.
L. 22	Down local to up local line ...	As at present.	
L. 23	Up to down through or up sidings.	Up through to up local, down through or up sidings.	
L. 26	Down through to up through line.	As at present.	
L. 28	Up siding to up through line.	As at present.	Present ringed arm post will be substituted by a ground signal New Cross end of St. John's Station.
L. 47	—	Up local to up through or forward on up local line. (New Signal.)	New Cross end of St. John's Station.
L. 53	—	Forward on up through line. (New Signal.)	
L. 29	Up to down local line	Up local to down North Kent or down local line.	Lewisham Junction end of St. John's station.
L. 31	Down to up local line	Down North Kent to up local or back on down local line. <i>Will be moved 90 yards toward Blackheath.</i>	
L. 40	Up North Kent to down North Kent, down Mid Kent or up Mid Kent Line.	Up North Kent to down North Kent or down Mid Kent line.	St. John's end of Lewisham Junction station.
L. 42	Down North Kent to up North Kent line.	As at present.	
L. 43	Down Mid Kent to up North Kent line.	As at present.	

PARK'S BRIDGE JUNCTION BOX.

A facing connection will be provided between the down local and down through lines, the facing points in the down local line being about 190 yards the Hither Green side of the signal box.

A facing connection will be provided between the up through and up local lines, the facing points in the up through line being about 318 yards the Hither Green side of the signal box.

The existing crossover road between the down and up Mid Kent lines, now operated from Lewisham Junction ground frame, will, in future, be operated from the new Park's Bridge Junction box.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
M. 4	4-aspect	Running Signals worked from Park's Bridge Junction Box. Down local home	Situate outside down local line 430 yards ahead of St. John's down local inner home (L. 9). Centre of red light 16½ feet above rail level.

Introduction of Colour Light Signals (In place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
M. 5 M. 8	4-aspect	Running Signals worked from Park's Bridge Junction Box—continued. Down through to down local home Down through home	On bracket post situate between down and up through lines 396 yards ahead of St. John's down through inner home (L. 18). Centre of red lights 16½ feet above rail level.
	4-aspect		
M. 6 M. 9	4-aspect 4-aspect	Down local starting Down local to down through starting ...	On bracket post situate outside down local line 627 yards ahead of M. 4. Centre of red lights 12 feet above rail level.
M. 10 M. 12	4-aspect 4-aspect	Down through starting Down through to down Lady Well loop starting	On bracket post situate between down and up through lines 470 yards ahead of M. 8. Centre of red lights 16½ feet above rail level.
M. 2 M. 13	4-aspect 4-aspect	Down Mid Kent to down Lewisham loop inner home. Down Mid Kent inner home	On bracket post situate outside down Mid Kent line 438 yards ahead of L.13 & 14 signals. Centre of red lights 14 feet above rail level.
M. 3	4-aspect	Down Lewisham loop starting	Situate outside down Lewisham loop line 572 yards ahead of M.2 Centre of red light 12 feet above rail level.
M. 14	4-aspect	Down Mid Kent starting	Situate outside down Mid Kent line 535 yards ahead of M. 13. Centre of red light 12 feet above rail level.
M. 15	4-aspect	Down Mid Kent advanced starting M. 15 signal will show one yellow light when the Catford Bridge down home signal is in the "on" position, two yellow lights when the Catford Bridge down home signal is in the "off" position, and a green light when the Catford Bridge down home and down starting signals are "off."	Situate at end of down platform at Lady Well station 738 yards ahead of M. 14. Centre of red light 12 feet above rail level.
—	2-aspect	Approach light	Under Hither Green station "A" up through starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up local to up through starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up local starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up loop platform starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up through loop starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up through advanced starting signal.
—	2-aspect	Approach light	Under Hither Green station "A" up local advanced starting signal.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
		Running Signals worked from Park's Bridge Junction Box—continued.	
M. 43	4-aspect	Up local home	On bracket post situate between up and down local lines 468 yards ahead of Hither Green station "A" up local advanced starting signal. Centre of red lights 15 feet above rail level.
M. 40	4-aspect	Up local to up Lewisham loop home ...	
M. 46	4-aspect	Up through home	On bracket post situate outside up through line 468 yards ahead of Hither Green station "A" up through advanced starting signal. Centre of red lights 12 feet above rail level.
M. 44	4-aspect	Up through to up local home	
M. 42	4-aspect	Up local to up through starting	On bracket post situate between up and down local lines 685 yards ahead of M. 43. Centre of red lights 16 feet above rail level.
M. 41	4-aspect	Up local starting	
M. 45	4-aspect	Up through starting	Situate outside up through line 685 yards ahead of M. 46. Centre of red light 16 feet above rail level.
M. 39	4-aspect	Up Lewisham loop starting. (Slotted from St. John's as an up outer home signal.)	Situate outside up Lewisham loop line 503 yards ahead of M. 40. Centre of red light 12 feet above rail level.
—	2-aspect	Approach light	Under Catford Bridge up advanced starting signal.
M. 49	4-aspect	Up Mid Kent to up Lady Well loop home	On bracket post situate at end of up platform at Lady Well station 970 yards ahead of Catford Bridge up advanced starting signal. Centre of red lights 11 feet above rail level.
M. 48	4-aspect	Up Mid Kent home	
M. 47	4-aspect	Up Mid Kent starting (Slotted from St. John's as an up outer home signal.)	Situate outside up Mid Kent line 692 yards ahead of M. 48. Centre of red light 12 feet above rail level.

The following shunt signals worked from Park's Bridge Junction box will be of the two-position upper quadrant semaphore type, exhibiting red and green lights at night and provided with white back lights.

NUMBER OF SIGNAL.	PRESENT APPLICATION OF SIGNAL.	NEW APPLICATION OF SIGNAL.	REMARKS.
M.16	Up to down Mid Kent line ...	Up to down Mid Kent or down Lewisham loop line.	Situate between up and down Mid Kent lines near Lady Well end of up Mid Kent platform at Lewisham Junction station.
M. 18	Down to up Mid Kent line ...	As at present.	

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
P. 43	4-aspect	<p>RUNNING SIGNALS WORKED FROM HITHER GREEN STATION "A" BOX.</p> <p>Down local outer home</p> <p>P. 43 signal will show one yellow light when the Hither Green station "A" down local to down loop or down local inner home signals are in the "On" position ; two yellow lights when the Hither Green station "A" down local to down loop or down local inner home signals are in the "Off" position ; and a green light when the Hither Green station "A" down local to down loop or down local inner home and down loop starting and Hither Green station "B" down local starting signals are "Off" respectively.</p>	Situate outside down local line 705 yards ahead of Park's Bridge Junction down local starting (M.6), and 588 yards ahead of down Lewisham loop starting signal (M.3), and 666 yards in rear of Hither Green station "A" down local home, which in future will apply as down local inner home signal. Centre of red light 12 feet above rail level.
P. 35	4-aspect	<p>Down through outer home</p> <p>P. 35 signal will show one yellow light when the Hither Green station "A" down through inner home signal is in the "On" position ; two yellow lights when the Hither Green station "A" down through inner home signal is in the "Off" position ; and a green light when the Hither Green station "A" down through inner home and Hither Green station "B" down through starting signals are "Off."</p>	Situate between down and up through lines, 872 yards ahead of Park's Bridge Junction down through starting (M.10) and 666 yards in rear of Hither Green station "A" down through home, which, in future, will apply as down through inner home signal. Centre of red light 12 feet above rail level.
N. 9	4-aspect	<p>RUNNING SIGNALS WORKED FROM BLACKHEATH "B" BOX (RE-NAMED "A" BOX).</p> <p>Down outer home</p>	Situate outside down line 657 yards ahead of St. John's down North Kent advanced starting (L. 8). Centre of red light 12 feet above rail level.
N. 10	4-aspect	<p>Down inner home</p> <p>N. 10 signal will show one yellow light when the down starting signal is exhibiting a red aspect ; two yellow lights when the down starting signal is exhibiting a green aspect ; and a green light when the down starting signal is exhibiting a green light and Blackheath "C" box (re-named "B" box) down main or down branch home signals are "Off."</p>	Situate between down line and down siding 567 yards ahead of N. 9. Centre of red light 15½ feet above rail level.
—	2-aspect	Approach light	Under Blackheath "A" up starting signal.
N. 40	4-aspect	Up advanced starting	Situate outside up line 438 yards ahead of up starting signal (N. 42), and 563 yards in rear of St. John's up North Kent outer home (L. 57). Centre of red light 12 feet above rail level.
N. 4	2-aspect (colour light)	<p>SHUNT SIGNALS WORKED FROM BLACKHEATH "B" BOX (RE-NAMED "A" BOX).</p> <p>Down line to down sidings</p>	On post carrying the down outer home signal (N. 9) ; this shunt signal will be released by the Shunter. Centre of red light 7 feet above rail level.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

The following shunt signals will be of the two-position upper quadrant semaphore type, exhibiting red and green lights at night (except where specially mentioned) and provided with white back lights.

NUMBER OF SIGNAL.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
	Shunt Signals worked from Blackheath "B" Box (re-named "A" Box)—continued.	
	LEWISHAM JUNCTION END OF STATION.	
N. 1	Present Application. —Up line to down sidings or down line. New Application. —Up line to down siding No. 2, down siding No. 1, down line or back on up line.	— When the route is set from the up line to the down sidings, this shunt signal will be released by the Shunter.
N. 3	Down to up line	—
N. 6b	Present application : No. 1 down siding to up line. New application : To No. 1 down siding dead end only.	— This shunt signal will be fitted with a standard pattern red arm and will show a red light for the "Danger" position ; when lowered, the signal will show a yellow light.
N. 6a	No. 1 down siding to up line	Situate on left-hand side of last-mentioned shunt signal ; this shunt signal will show ordinary red and green lights.
N. 8	No. 2 down siding to up line	This shunt signal will be fitted with a yellow semaphore arm and spectacles to show a yellow light for the "Normal" position and a green light for the "Clear" position. It must be clearly understood that this shunt signal may be passed by drivers when performing shunting operations along the route for which the signal cannot be lowered and that when movements are required to be made to the route for which the signal can be lowered, Drivers must wait until the signal is operated to the "Clear" position.
N. 21	Up to down line, back on up line, up bay platform road or up carriage siding.	—
N. 23	Up siding to up bay platform road or up carriage siding.	Situate at catch points in up siding.
N. 27	Up bay platform road to up siding	This will be fixed on to the left of the stem of N. 41 and 42.
N. 28	Along up bay platform road	—
N. 29	Up carriage siding to up bay platform road.	Situate at catch points in up carriage siding.
N. 30	Forward on down siding or from No. 1 down siding to down line.	—
N. 33	From down carriage sidings to down siding or down line.	Existing ringed arm post will be substituted by a two-position upper quadrant type shunt signal.
N. 35	Present application : Down to up line, No. 1 or No. 2 down siding. New application : Down to up line, back on down line, No. 1 or No. 2 down siding.	Existing ringed armed post will be substituted by an elevated two-position upper quadrant type, shunt signal 10 feet above rail.
N. 37	CHARLTON END OF STATION. Up to down line	

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
N. 39	Shunt Signals worked from Blackheath “ B ” Box (re-named “ A ” Box)—continued.	
	CHARLTON END OF STATION—contd.	
	Down to up line or back on down line ...	Existing elevated shunt signal will be substituted by a two-position upper quadrant type shunt signal.

The existing Blackheath “ A ” box up outer and inner distant signals will be abolished.

BLACKHEATH “ C ” BOX (RE-NAMED “ B ” BOX).

The down distant signals situate under the Blackheath “ A ” down starting signal will not, in future show a light when the down starting signal is “ on ” and will apply as **hitherto**.

BROCKLEY LANE.

A crossover road will be provided between the down and up lines, the points in the up line being about 490 yards the Lewisham Junction side of the signal box.

Facing points will be provided in the up line situate about 192 yards the Lewisham Junction side of the signal box leading to the up sidings.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
—	2-aspect	RUNNING SIGNALS WORKED FROM BROCKLEY LANE BOX.	
		Approach light	Under Nunhead down Nunhead starting signal.
Q. 24	4-aspect	Down home (slotted from Nunhead as a down Nunhead line advanced starting signal).	Situate outside down line 540 yards ahead of Nunhead down Nunhead line starting signal. Centre of red light 12 feet above rail level.
Q. 25	4-aspect	Down semi-automatic starting. For special instructions to Drivers of trains and engines detained at this semi-automatic starting signal, see page 15 of this notice.	Situate 712 yards ahead of the down home (Q. 24) and 935 yards in the rear of St. John’s down Nunhead line home signal L. 12. Centre of red light 12 feet above rail level.
Q. 28	4-aspect	Up semi-automatic outer home. For special instructions to Drivers of trains and engines detained at this semi-automatic outer home signal, see page 15 of this notice.	Situate outside up line 565 yards ahead of St. John’s up Nunhead line starting signal (L. 54.) Centre of red light 12 feet above rail level.
Q. 27	4-aspect	Up inner home signal (slotted from Nunhead as an up outer home signal from Nunhead line). Q. 27 will show a single yellow light when the Nunhead up inner home signal is in the “ on ” position, two yellow lights when the Nunhead up inner home signal is in the “ off ” position. and a green light when the Nunhead up inner home and up starting signals are “ off.”	Situate outside up line 441 yards ahead of up semi-automatic outer home signal (Q. 28.) Centre of red light 12 feet above rail level.
Q. 26	Mechanical Semaphore	Up starting (slotted from Nunhead as an up Nunhead inner home signal from Nunhead line).	This signal will remain and apply as hitherto and is situate 628 yards ahead of the up inner home signal (Q. 27.)

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
Q. 18	2-aspect (colour light)	SHUNT SIGNALS WORKED FROM BROCKLEY LANE BOX.	
		Shunt forward on down line	Situate under down semi-automatic starting signal (Q. 25.)
Q. 17	2-aspect (colour light)	Up line to up sidings shunt	Situate under and to the left of up inner home signal (Q. 27.)
Q. 1	—	The following shunt signals will be of the two-position upper quadrant semaphore type, exhibiting red and green lights at night and provided with white back lights.	
		Down to up line	Situate in six-foot-way at the clearance point between down line and Martin's siding.
Q. 12	—	Up line to Martin's down siding, down line or to up sidings.	Situate in six-foot-way at points leading to up sidings.
Q. 19	—	Up to down line	} Situate in six-foot-way at crossover road points at Lewisham Junction side of signal box.
Q. 21	—	Down to up line	

The arm of the signal controlling movements from Nos. 1, 2 and 3 up sidings to the up line the Nunhead side of the signal box will be provided with a ring and remain lower quadrant.

The following will be abolished :—

BROCKLEY LANE BOX.

The following point indicators controlling movements :—

- Up line to up sidings.
- To No. 1 up siding.
- Up line to Martin's down siding.
- Up to down line.
- Down to up line.

NUNHEAD.

Up Distant Signal from Brockley Lane.

GRANVILLE PARK.

This siding, hitherto controlled from Granville Park ground frame on the up side of the line will be worked from a new ground frame situated on the down side and controlled electrically from St. John's Box.

On arrival at the siding, the Guard or Shunter in charge must ask the Signalman at St. John's, by means of the telephone provided at the ground frame, for a release. When this has been given, the release lever in the ground frame must be pulled over to permit of the lever operating the points leading to the siding being worked.

On completion of the work at the siding, the lever and release lever in the ground frame must be restored to their normal positions, and the Signalman at St. John's advised that the work is completed and that the train is ready to proceed on its journey to Blackheath.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

SPECIAL INSTRUCTIONS TO DRIVERS DETAINED AT THE AUTOMATIC HOME SIGNALS, BROCKLEY LANE DOWN SEMI-AUTOMATIC STARTING AND UP SEMI-AUTOMATIC OUTER HOME SIGNALS, AND CERTAIN OTHER SIGNALS AT NEW CROSS, ST. JOHN'S, PARK'S BRIDGE JUNCTION, HITHER GREEN STATION "A," BLACKHEATH "A," AND BROCKLEY LANE SHOWN BELOW.

Telephones have been provided at the automatic home signals between New Cross and St. John's; also at the Brockley Lane down semi-automatic starting and up semi-automatic outer home signals and certain other signals worked from and communicating with New Cross, St. John's, Park's Bridge Junction, Hither Green Station "A," Blackheath "A," and Brockley Lane signal boxes and the code calls are as follows :—

PLACE.	POSITION OF TELEPHONE INSTRUMENT.	NUMBER OF RINGS.	DRIVER TO. TELEPHONE TO
NEW CROSS SIGNAL BOX	In signal box	2—2	New Cross signal box.
A. 33 Up local automatic home signal	On signal post... ..	2	
A. 35 Up through automatic home signal	On a post between up and down through lines.	3	
K. 66 New Cross up local home signal	On K.66 signal	2—1	
K. 77 New Cross up through home signal			
ST. JOHN'S SIGNAL BOX	In signal box	4	St. John's signal box
A. 40 Down local automatic home signal	On wall adjacent to each signal	2	
A. 42 Down through automatic home signal	On L.2 signal post	3	
L. 2 St. John's down local outer home signal			
L. 16 St. John's down through outer home signal			
L. 3 St. John's down local intermediate home signal			
L. 4 St. John's down through to down local intermediate home signal	On L.4/17 signal post	2—1	
L. 17 St. John's down through intermediate home signal			
L. 6 St. John's down North Kent starting signal			
L. 13 St. John's down North Kent to down Mid Kent starting signal	On signal post	1—3	
L. 14 St. John's down Nunhead line to down Mid Kent starting signal	On signal post	1—2	
L. 8 St. John's down North Kent advanced starting signal	On signal post	3—2	
L. 57 St. John's up North Kent outer home signal	On signal post	2—3	
L. 50 St. John's up North Kent intermediate home signal	On signal post	6	
L. 51 St. John's up Mid Kent to up North Kent intermediate home signal	On signal post	3—1	
L. 56 St. John's up Mid Kent to up Nunhead line inner home signal			Brockley Lane when open and when closed to St. John's.
L. 59 St. John's up local home signal	On L.59 signal post	5	
L. 62 St. John's up through home signal			
L. 48 St. John's up local starting signal	On a post opposite L. 61 between up and down through lines.	4—2	
L. 60 St. John's up local to up through starting signal			
L. 61 St. John's up through starting signal... ..			
L. 12 St. John's down Nunhead line home signal	On signal post... ..	2—2	
L. 54 St. John's up Nunhead line starting signal	On signal post... ..	3—3	
Q. 25 Brockley Lane down semi-automatic starting signal	On signal post	2	
Q. 28 Brockley Lane up semi-automatic outer home signal	On signal post	3	Brockley Lane when open and when closed to Nunhead
Q. 27 Brockley Lane up inner home signal... ..	On signal post	2—1	
BROCKLEY LANE SIGNAL BOX	In signal box	2—2	
PARK'S BRIDGE JUNCTION SIGNAL BOX	In signal box	6	

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

PLACE.	POSITION OF TELEPHONE INSTRUMENT.	NUMBER OF RINGS.	DRIVER TO TELEPHONE TO
M. 4 Park's Bridge Junction down local home signal ...	{ On M.5/8 signal post	2	{ Park's Bridge Junction signal box.
M. 5 Park's Bridge Junction down through to down local home signal ...			
M. 8 Park's Bridge Junction down through home signal...	{ On signal post ...	3	
M. 10 Park's Bridge Junction down through starting signal			
M. 12 Park's Bridge Junction down through to Lady Well Loop starting signal ...	{ On signal post ...	2—1	
M. 13 Park's Bridge Junction down Mid Kent inner home signal ...			
M. 2 Park's Bridge Junction down Mid Kent to Lewisham Loop inner home signal ...	{ On signal post ...	4	
M. 15 Park's Bridge Junction down Mid Kent advanced starting signal ...			
M. 3 Park's Bridge Junction down Lewisham Loop starting signal ...	{ On signal post ...	1—2	
M. 40 Park's Bridge Junction up local to up Lewisham Loop home signal ...			
M. 43 Park's Bridge Junction up local home signal ...	{ On M.40/43 signal post	4—1	{ Park's Bridge Junction signal box.
M. 44 Park's Bridge Junction up through to up local home signal ...			
M. 46 Park's Bridge Junction up through home signal ...	{ On signal post ...	3—2	
M. 39 Park's Bridge Junction up Lewisham Loop starting signal ...			
M. 48 Park's Bridge Junction up Mid Kent home signal ...	{ On signal post ...	2—3	
M. 49 Park's Bridge Junction up Mid Kent to up Lady Well Loop home signal ...			
M. 47 Park's Bridge Junction up Mid Kent starting signal	{ On signal post ...	5	
HITHER GREEN STATION "A" SIGNAL BOX ...	{ In signal box ...	2	{ Hither Green Station "A" signal box.
P. 35 Hither Green station "A" down through outer home signal ...	{ On P. 35 signal post	3—1	
P. 43 Hither Green station "A" down local outer home signal ...			
P. 10 Hither Green station "A" up through advanced starting signal ...	{ On P. 25 signal post	2—2	
P. 25 Hither Green station "A" up local advanced starting signal ...			
BLACKHEATH "A" SIGNAL BOX ...	{ In signal box ...	2	{ Blackheath "A" signal box.
N. 9 Blackheath "A" down outer home signal ...	{ On signal post ...	3	
N. 40 Blackheath "A" up advanced starting signal ...	{ On signal post ...	4	

The telephones are placed in cabinets painted with black and white diagonal stripes.

When a Driver finds any of the colour light signals referred to on pages 15 and 16 at "Danger" he must, if a Hand-Signalman is not provided at the signal, and if the signal aspect is not changed in the interval, wait one minute in the case of automatic or semi-automatic signals, or three minutes in the case of a colour light signal worked from a signal box, and then proceed to the telephone and obtain instructions from the Signalman at New Cross, St. John's, Park's Bridge Junction, Hither Green Station "A" or Brockley Lane (Nunhead or St. John's when Brockley Lane is closed) according to the box concerned.

The particular signal box with which the Driver should communicate is indicated in the telephone boxes, and in communicating with the Signalman the Driver must be careful to state clearly at which signal the train is detained.

If informed by the Signalman that the signal concerned is being held at "danger" owing to the occupation of the section ahead, the Driver must not proceed past the signal until the aspect therein is changed.

In the event of a failure of the signal, the Signalman or the Hand-Signalman, as the case may be, will inform the Driver accordingly, and, provided the section ahead of the signal concerned is clear, authorise the Driver to pass the signal. In such circumstances, the Driver must proceed cautiously towards the next signal and be prepared to bring his train to a stand immediately should the occasion require.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between New Cross, Hither Green, Blackheath, Nunhead and Lady Well—continued.

Should a Driver find the light out at any of the automatic or other colour light signals he must, if a Hand-Signalman is not provided at the signal, stop, and immediately proceed to the nearest telephone and obtain instructions from the Signalman at New Cross, St. John's, Park's Bridge Junction, Hither Green station "A," Blackheath "A" or Brockley Lane, as the case may be. In communicating with the Signalman, the Driver must be careful to state clearly at which signal the train is detained, and that the light of the signal is out.

In the event of circumstances arising in connection with an electric train which necessitates the Guard riding in the leading cab, as provided in Regulation 60 (a) of the instructions applicable to the electrified lines (direct current conductor rail system) dated June 8th, 1925, the Guard will be held responsible for communicating with the Signalman in accordance with the foregoing instructions.

FAILURE OF TRACK CIRCUITS.

In the event of the failure of a track circuit, a Hand-signalman must be appointed at the signal or signals locked by the track circuit to carry out the provisions of Rule 73, and if the permanent way is clear of all obstructions and the road is correctly set, the Hand-signalman must send the trains forward after warning Drivers to proceed cautiously. If the signal is situated so far from the signal box that the Signalman cannot communicate with the Hand-signalman, an additional man may be appointed to convey the Signalman's instructions to the Hand-signalman, or the telephones at intermediate points may be made use of to communicate with the Signalman.

The electric locking between the track circuits and signals must not, in case of failure, or supposed failure, be released.

Drivers must clearly understand that during a failure the aspects exhibited in any of the signals may not correctly indicate the actual state of the line ahead, but a signal showing the red aspect must not be passed without the permission of the Hand-signalman.

When hand signalling a train forward under Rule 73, a yellow hand-signal must in all cases be exhibited by the Hand-signalman.

During the time the work of bringing the new signals, etc., into use is in progress Drivers must keep a sharp look-out for hand-signals.

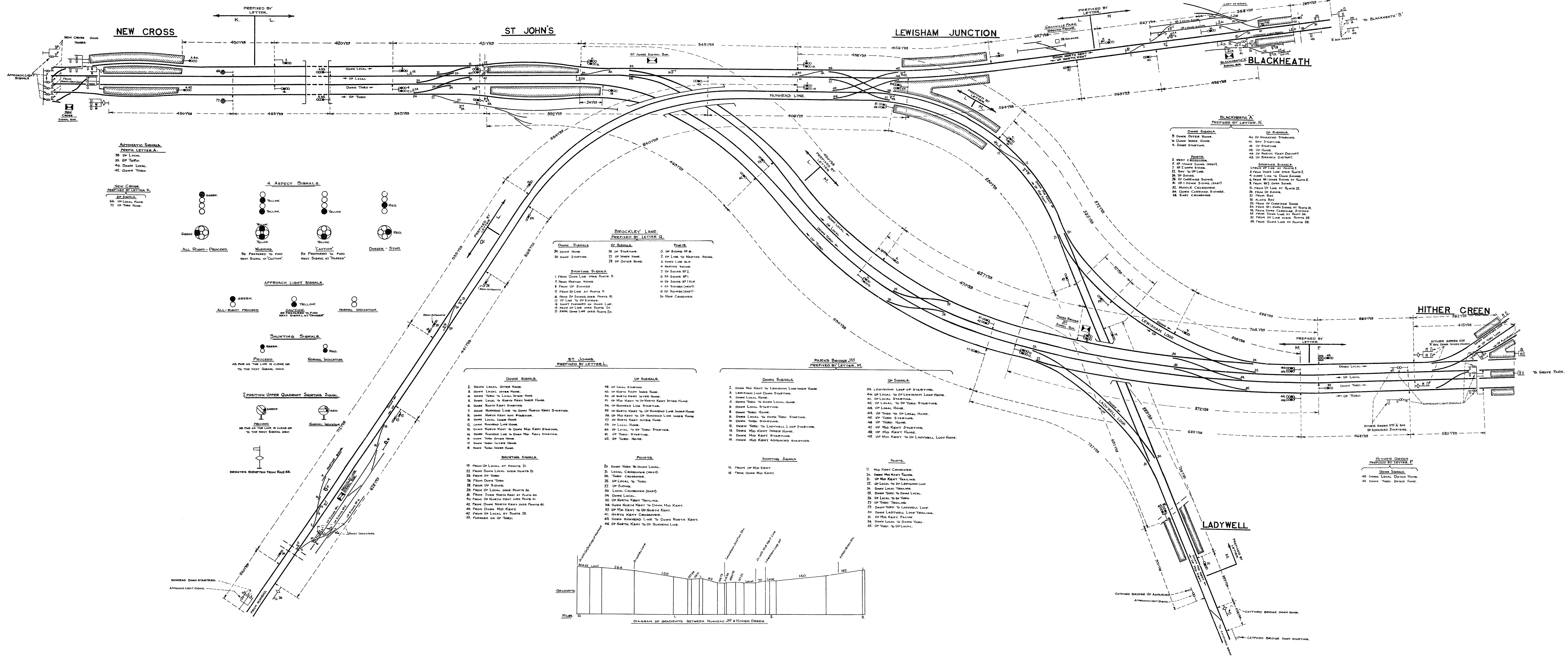
WATERLOO STATION,

3rd June, 1929.

EDWIN C. COX,

Chief Operating Superintendent.

(R. 19311.)

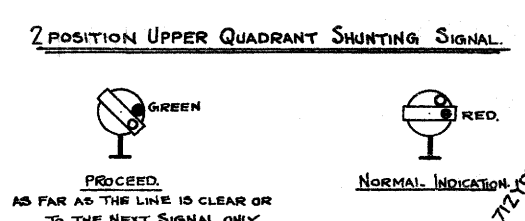
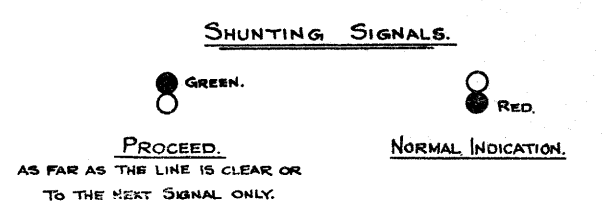
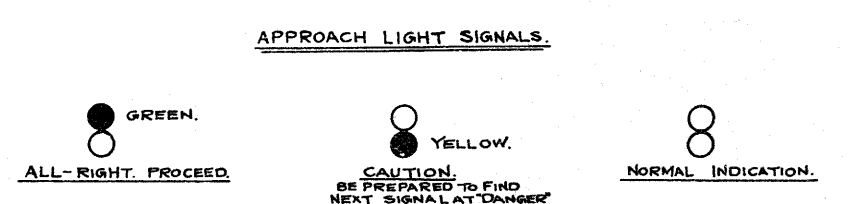
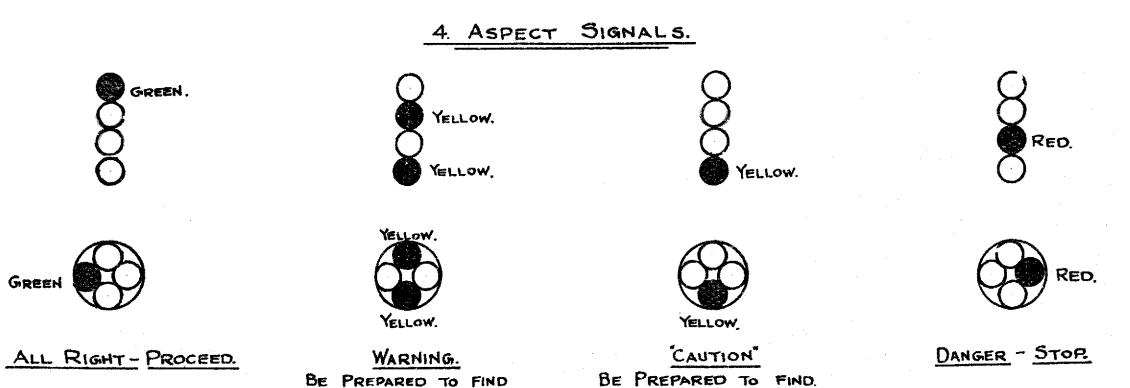


AUTOMATIC SIGNALS.
PREFIX LETTER A.

38. UP LOCAL.
39. UP THRO.
40. DOWN LOCAL.
42. DOWN THRO.

NEW CROSS.
PREFIXED BY LETTER K.

66. UP LOCAL HOME.
77. UP THRO HOME.



BROCKLEY LANE.
PREFIXED BY LETTER Q.

DOWN SIGNALS.
24. DOWN HOME.
26. DOWN STARTING.

UP SIGNALS.
26. UP STARTING.
27. UP INNER HOME.
28. UP OUTER HOME.

POINTS.
0. UP SIGNALS (WEST).
1. UP SIGNALS (EAST).
2. UP SIGNALS (EAST).
3. UP SIGNALS (EAST).
4. UP SIGNALS (EAST).
5. UP SIGNALS (EAST).
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19. UP SIGNALS (EAST).
20. UP SIGNALS (EAST).

ST JOHN'S.
PREFIXED BY LETTER L.

DOWN SIGNALS.
2. DOWN LOCAL OUTER HOME.
3. DOWN LOCAL INNER HOME.
4. DOWN THRO TO LOCAL INNER HOME.
5. DOWN LOCAL TO NORTH KENT INNER HOME.
6. DOWN NORTH KENT STARTING.
7. DOWN NUNHEAD LINE TO DOWN NORTH KENT STARTING.
8. DOWN NORTH KENT ADV. STARTING.
9. DOWN LOCAL INNER HOME.
10. DOWN NUNHEAD LINE HOME.
11. DOWN NORTH KENT TO DOWN MID KENT STARTING.
12. DOWN NUNHEAD LINE TO DOWN MID KENT STARTING.
13. DOWN THRO OUTER HOME.
14. DOWN THRO INNER HOME.
15. DOWN THRO HOME.

UP SIGNALS.
46. UP LOCAL STARTING.
47. UP NORTH KENT INNER HOME.
48. UP NORTH KENT ADV. STARTING.
49. UP NORTH KENT TO NUNHEAD LINE INNER HOME.
50. UP NUNHEAD LINE STARTING.
51. UP NORTH KENT TO UP NUNHEAD LINE INNER HOME.
52. UP NORTH KENT ADV. STARTING.
53. UP LOCAL HOME.
54. UP NORTH KENT TO UP THRO STARTING.
55. UP THRO STARTING.
56. UP THRO HOME.

POINTS.
19. FROM UP LOCAL AT POINTS 21.
20. FROM DOWN LOCAL OVER POINTS 21.
21. FROM UP THRO.
22. FROM DOWN THRO.
23. FROM UP THRO.
24. FROM DOWN THRO.
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97. FROM UP THRO.
98. FROM UP THRO.
99. FROM UP THRO.
100. FROM UP THRO.

PARKS BRIDGE JZ.
PREFIXED BY LETTER M.

DOWN SIGNALS.
2. DOWN MID KENT TO LEWISHAM LOOP INNER HOME.
3. LEWISHAM LOOP DOWN STARTING.
4. DOWN LOCAL HOME.
5. DOWN THRO TO DOWN LOCAL HOME.
6. DOWN LOCAL STARTING.
7. DOWN THRO HOME.
8. DOWN LOCAL TO DOWN THRO STARTING.
9. DOWN THRO STARTING.
10. DOWN THRO TO LADYWELL LOOP STARTING.
11. DOWN MID KENT INNER HOME.
12. DOWN MID KENT STARTING.
13. DOWN MID KENT ADVANCED STARTING.

UP SIGNALS.
39. LEWISHAM LOOP UP STARTING.
40. UP LOCAL TO UP LEWISHAM LOOP HOME.
41. UP LOCAL STARTING.
42. UP LOCAL TO UP THRO STARTING.
43. UP LOCAL HOME.
44. UP THRO TO UP LOCAL HOME.
45. UP THRO STARTING.
46. UP THRO HOME.
47. UP MID KENT STARTING.
48. UP MID KENT HOME.
49. UP MID KENT TO UP LADYWELL LOOP HOME.

POINTS.
17. MID KENT CROSSOVER.
18. DOWN MID KENT FACING.
19. UP MID KENT TRAILING.
20. UP LOCAL TO UP LEWISHAM LOOP.
21. DOWN LOCAL TRAILING.
22. DOWN THRO TO DOWN LOCAL.
23. UP LOCAL TO UP THRO.
24. UP THRO TRAILING.
25. DOWN THRO TO LADYWELL LOOP.
26. DOWN LADYWELL LOOP TRAILING.
27. UP MID KENT FACING.
28. DOWN LOCAL TO DOWN THRO.
29. UP THRO TO UP LOCAL.

BLACKHEATH 'A'.
PREFIXED BY LETTER N.

DOWN SIGNALS.
9. DOWN OUTER HOME.
10. DOWN INNER HOME.
11. DOWN STARTING.

UP SIGNALS.
40. UP ADVANCED STARTING.
41. UP STARTING.
42. UP STARTING.
43. UP HOME.
44. UP NORTH KENT DELAYED.
45. UP BRANCH DISTANT.

POINTS.
2. WEST CROSSOVER.
3. NE DOWN SIGNALS (WEST).
4. NE DOWN SIGNALS (EAST).
5. FROM DOWN LINE OVER POINTS 2.
6. FROM DOWN LINE OVER POINTS 3.
7. FROM DOWN LINE OVER POINTS 4.
8. FROM DOWN LINE OVER POINTS 5.
9. FROM DOWN LINE OVER POINTS 6.
10. FROM DOWN LINE OVER POINTS 7.
11. FROM DOWN LINE OVER POINTS 8.
12. FROM DOWN LINE OVER POINTS 9.
13. FROM DOWN LINE OVER POINTS 10.
14. FROM DOWN LINE OVER POINTS 11.
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99. FROM DOWN LINE OVER POINTS 96.
100. FROM DOWN LINE OVER POINTS 97.

HITHER GREEN.
PREFIXED BY LETTER P.

DOWN SIGNALS.
45. DOWN LOCAL OUTER HOME.
55. DOWN THRO OUTER HOME.