

**SECTIONAL APPENDIX TO THE WORKING
TIMETABLE AND BOOKS OF RULES AND
REGULATIONS**

**PART 1
EASTERN—TABLE A**

Employees will be held responsible for observing all instructions which concern them

**WATERLOO
July 1985**

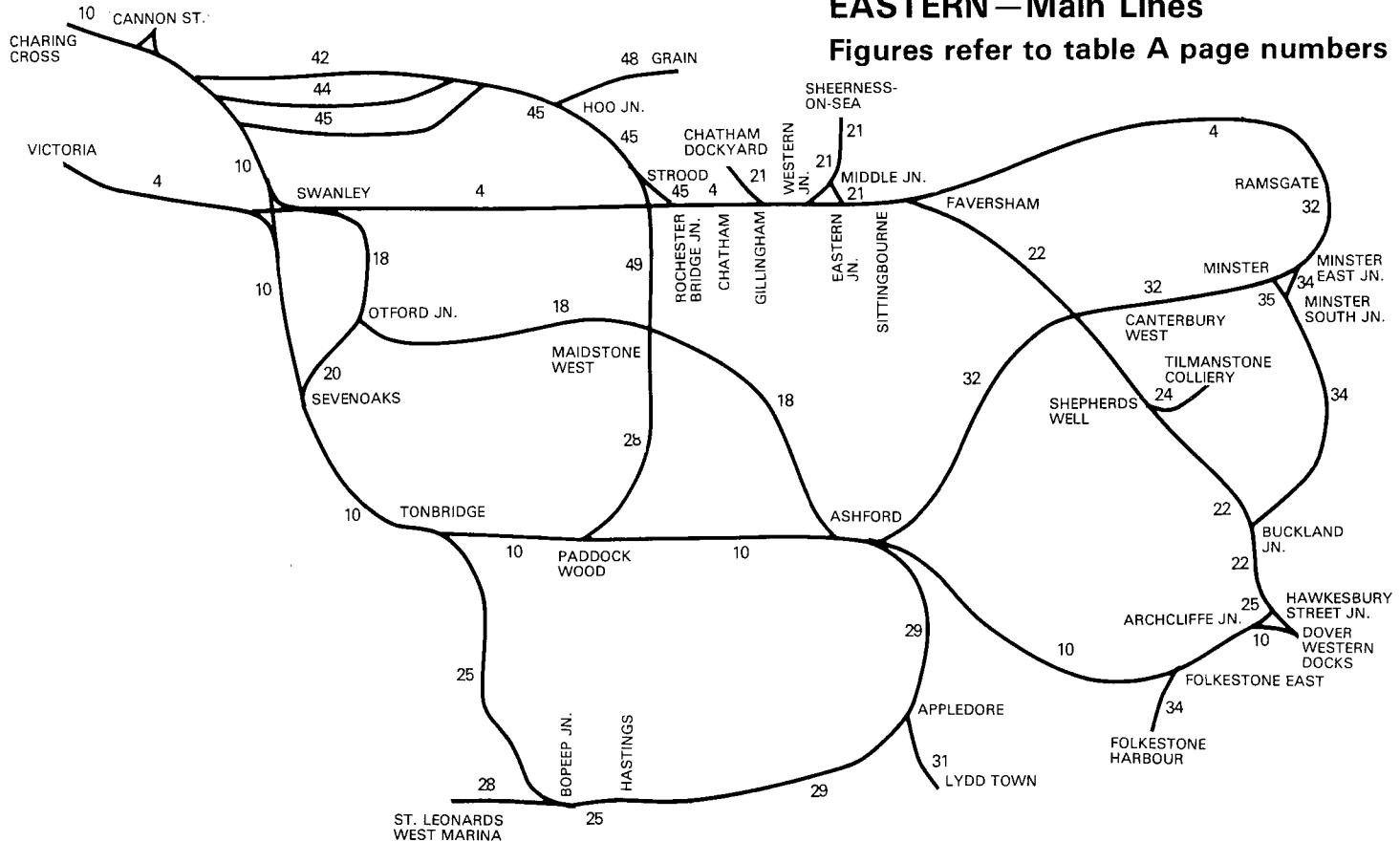
**By order of the
General Manager**

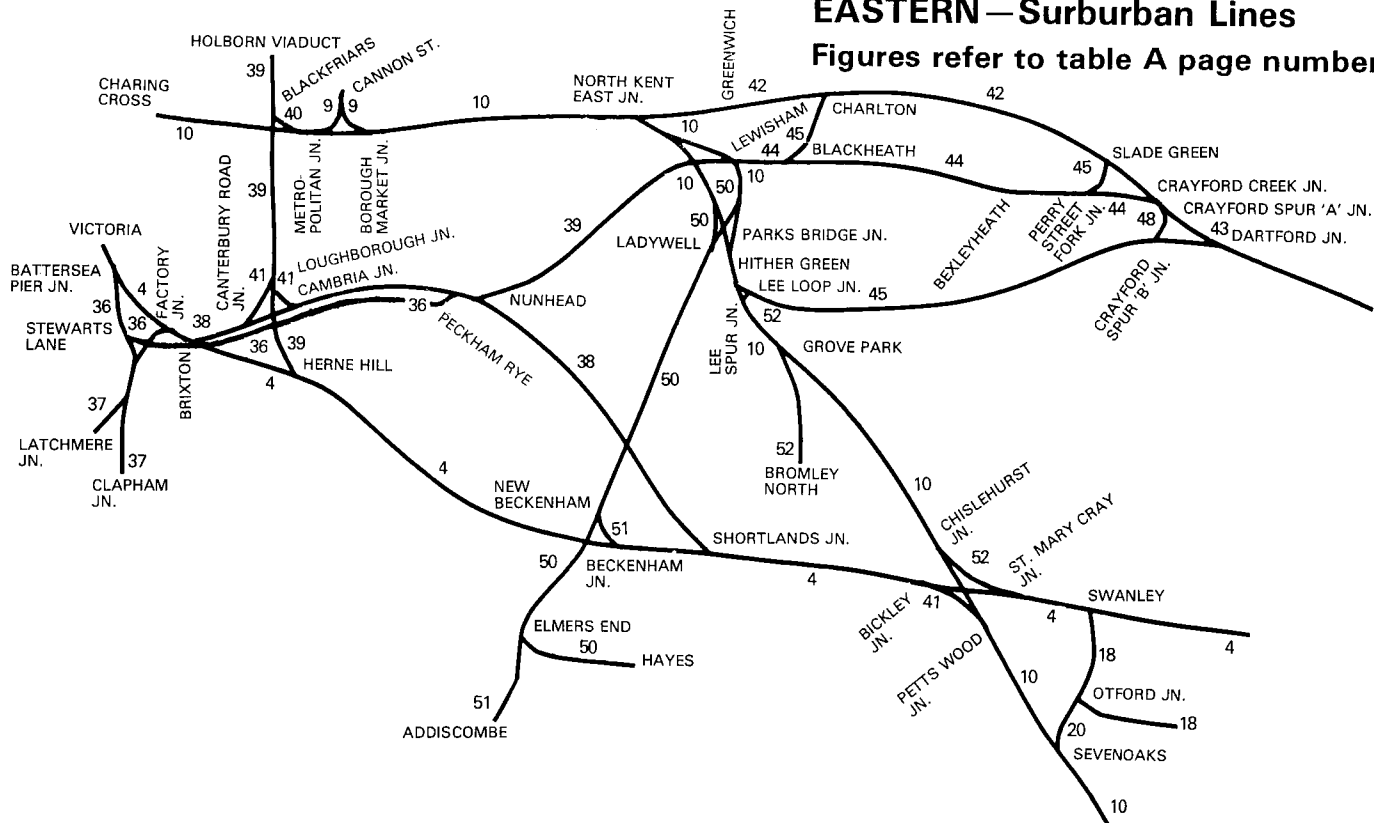
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EASTERN—Main Lines

Figures refer to table A page numbers





All information is shown in the down direction unless otherwise stated.

Passenger line —●—●— Track Circuit
 Passenger line signalled in both directions —●◀▶●— Block unless
 Goods line (Permissive working unless otherwise shown) —●—●— otherwise shown.
 AB—Absolute Block
 OT—One Train Working
 T—Tokenless Block

} on single lines

AHB -- Automatic Half Barriers
CCTV -- Closed Circuit Television
TMO -- Trainmen Operated

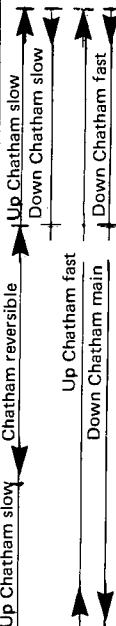
R/G -- Miniature Red/Green
Warning Lights
AOCL -- Automatic Open
Crossing, Locally
Monitored

$$\begin{array}{r} 15 \ 31 \\ \hline 15 \ 36 \end{array} \qquad \begin{array}{r} 26 \ 61 \\ \hline 22 \ 01 \end{array}$$

DPL—Down passenger loop DGL—Down goods loop
UPL—Up passenger loop UGL—Up goods loop
CL — Crossing loop in single line

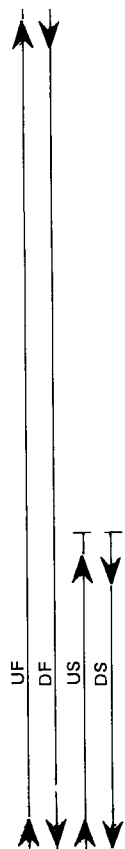
CW—Runback catch points controlled from signal box
S—Spring trailing points
U—Unworked trailing points

Horn codes, which are shown using the abbreviations L (long) and S (short).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)						
	VICTORIA AND ST. MARY CRAY JUNCTION ST. MARY CRAY JUNCTION AND RAMSGATE		60 90	60 90	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	
	Victoria	0 00	20 15 20 40	20 15 20 40	Platforms 1 and 2 and Elizabeth Bridge (¼ m.p.) Platforms 3 to 8 and Elizabeth Bridge (¼ m.p.) Elizabeth Bridge (¼ m.p.) and ½ m.p. ½ m.p. and Grosvenor Bridge (0m. 57ch.)	Lines between Victoria and Longfield controlled from Victoria (VS) signal box. A.W.S. not provided at signals VS.23, VS.25 and VS.27. A.W.S. not provided for temporary speed restrictions between Victoria and Herne Hill.
	Battersea Pier Jn.	0 71	35 20 35 45	30 35	To 1m. 16ch. To Stewarts Lane line Chatham slow to Chatham main Chatham reversible to Chatham slow 1m. 16ch. to Battersea Pier Jn. 1m. 16ch. to Brixton Jn. (Chatham main) and to Voltaire Road Jn. (Chatham reversible)	See page 36 for lines via Stewarts Lane.
	Factory Jn.	1 61	40 40 20 40	40 20	Chatham reversible to up Chatham fast (down direction) Chatham fast to Chatham reversible Chatham reversible to Stewarts Lane or Longhedge Jn. lines Up Chatham fast to down Chatham main	
	Voltaire Road Jn.	2 05	45		Chatham reversible to down Atlantic	
				45		Chatham main to Chatham slow

Lines between Victoria and Longfield controlled from Victoria (VS) signal box.
A.W.S. not provided at signals VS.23, VS.25 and VS.27.
A.W.S. not provided for temporary speed restrictions between Victoria and Herne Hill.

See page 36 for lines via Stewarts Lane.

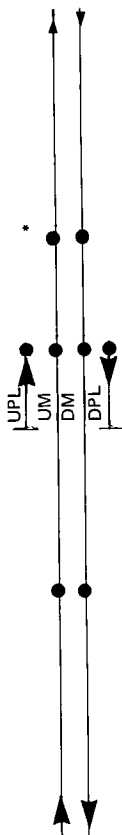


Brixton Jn.	3 08	20		To Canterbury Road Jn. line To 1m. 16ch.
Brixton	3 14		45	
Herne Hill	3 76	45	45 30 20	Main. Through station Loop to Brixton line To Loughborough Jn. line Loop to main To Tulse Hill line
West Dulwich	5 02		20 20	
Sydenham Hill	5 57			
Penge Tunnel (1m. 381 yards)	5 62 to 7 00			
Penge East	7 15			
Kent House	7 66	25 40	40	To up main To and from loops
Beckenham Jn.	8 53		20 20	To Crystal Palace line To New Beckenham line
Shortlands Jn.	9 57		40 40	To Catford loop Slow to fast Fast to slow
Shortlands	10 03		40	Fast to slow
Bromley South	10 71			
Bickley	11 76			
Bickley Jn.	12 38	50	50 40	Slow to fast beyond signal VS.201 Fast to slow To Tonbridge loop Slow to fast beyond signal VS.205

DPL 27
UPL 28

DPL 56
UPL 62

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM) —continued						
	St. Mary Cray Jn.	13 17	40	40	Slow to fast Fast to slow To up Chatham loop or reversible Chatham loop Slow to fast	Station yard working authorised on up fast and up slow platform lines.
				40		
				40		
				40		
	St. Mary Cray	14 57				
	Swanley	17 31	75 30	30	Slow line through station Fast to Chatham line or Eynsford line To fast Slow to Eynsford line	
			20			
	Farningham Road	20 41	80	80	Over curve. 20½ m.p. and 21 m.p.	
	Longfield	23 30				
	Meopham	25 76	70 75		26 m.p. to 26½ m.p. 26½ m.p. to 32½ m.p.	
	Sole Street	26 71	30	80	32½ m.p. to 34m. 50ch. 32½ m.p. to 26 m.p.	
	Rochester Bridge Jn.	33 01	20		To Strood line	
	Rochester (ER)	33 61				
	Fort Pitt Tunnel (428 yards)	33 79 to 34 19				
Chatham	34 25					
					DPL 29 UPL 28	



Chatham Tunnel (297 yards)

Gillingham Tunnel (897 yards)

Gillingham (ET) LC

Rainham (EU) LC

Newington

Western Jn.

Eastern Jn.

Sittingbourne (EV)

Teynham LC

Buckland LC

Stone LC (AHB)

34 34
to
34 48

50
60

35 07
to
35 47

35 75

80

38 74

60

75

41 44

40

70

80

70

43 70

20

44 18

20

44 59

85

47 74

75

60

49 16

75

60

49 40

75

60

30 Over curve. 34m. 50ch. to 32½ m.p.
50 Over curve. 34m. 50ch. and 35 m.p.
Over curve. 35 m.p. to 36m. 66ch.

60 Over curve. 36m. 66ch. to 35 m.p.
36m. 66ch. to 41m. 53ch.

60 To and from loops
75 41m. 34ch. to 39 m.p.

40 To and from loops
70 41m. 53ch. to 42m. 50ch.
80 42m. 50ch. to 48½ m.p.
70 42m. 77ch. to 41m. 34ch.

To Sheerness line

To Sheerness line

48½ m.p. to Stone Crossing

Over curve. 50½ m.p. to 51½ m.p.
75 51½ m.p. to Stone Crossing
60 Over curve. 51½ m.p. to 52m. 4ch.


UPL 35 (reversible).


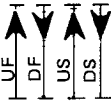

*Up main platform line reversible.
Station yard working authorised on
UPL (up direction only) and up
main platform line.

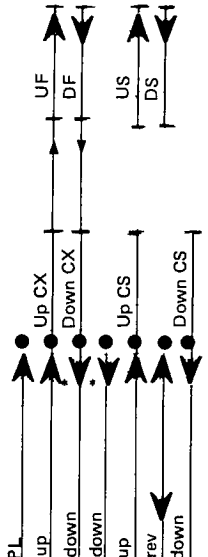
S. Up main at junction.

U. Down main at junction.

DPL 29.
DGL 54.
Station yard working authorised on
DPL and down main platform line.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
VICTORIA TO RAMSGATE (VIA HERNE HILL AND CHATHAM)—continued						
	Faversham (EY)	51 77	30 50 80	30 50 75	Through junction Junction and 52m. 32ch. 52m. 32ch. to Graveney crossing 53½ m.p. to 52m. 32ch.	DPL 33. UPL 33. Station yard working authorised on all platform lines.
	Graveney LC (AHB)	54 77	85 65	85 65	56m. 14ch. to Graveney crossing Over curves. 57½ m.p. and 58½ m.p.	
	Whitstable	59 06	50 70	50 70	Over reverse curves. 58½ m.p. and country end of station (59m. 12ch.) 59m. 12ch. to 62m. 24ch.	
	Chestfield and Swalecliffe	60 45	85		62m. 24ch. to 63m. 37ch.	
	Herne Bay	62 58	85 75 85	85 75 85	63m. 37ch. to 59m. 12ch. Over curve. 63m. 37ch. and 63m. 52ch. 63m. 52ch. to 66½ m.p.	
	Birchington-on-Sea	70 56	75 80	75 80	Over curves. 66½ m.p. to 65m. 65ch. 70½ m.p. to 70m. 29ch. 70m. 29ch. to 72m. 25ch.	
	Westgate-on-Sea	72 35	75		72m. 25ch. to 73½ m.p.	
	Margate (GE)	73 69	30 30	75 30 30	73½ m.p. to 70½ m.p. Through station Up to down, Broadstairs end of station	DPL 40. UPL 45. Station yard working authorised on up main platform line and UPL.
	Broadstairs	77 09				
	Dumpton Park	78 26	30	30	Over curves. 77m. 73ch. and 78½ m.p.	

	Ramsgate (HE)	79 21	30	30	Over curve. Station and Newington Road overbridge	DPL 35 UPL 35 All platform lines are reversible. Station yard working authorised on all platform lines.
CANNON STREET TO BOROUGH MARKET JUNCTION 	Cannon Street Borough Market Jn.	0 00 0 38	20 15	20	MAXIMUM PERMISSIBLE SPEED Fast to down Cannon Street	Lines controlled from London Bridge (L) signal box. A.W.S. not provided at signals L.71, L.73, L.75 and L.77. A.W.S. not provided for temporary speed restrictions.
METROPOLITAN JUNCTION TO CANNON STREET 	Metropolitan Jn. Cannon Street	1 31 1 73	10	10 10	MAXIMUM PERMISSIBLE SPEED To Southwark Depot	Lines controlled from London Bridge (L) signal box. A.W.S. not provided for temporary speed restrictions.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down ¹ m.p.h.	Up m.p.h.		
CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE)						
	CHARING CROSS AND HITHER GREEN	60	60	MAXIMUM PERMISSIBLE SPEED	Lines between Charing Cross and Grove Park controlled from London Bridge (L) signal box. A.W.S. not provided for temporary speed restrictions between Charing Cross and New Cross.	
	HITHER GREEN AND ORPINGTON	70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
		80	80	MAXIMUM PERMISSIBLE SPEED ON FAST LINES		
	ORPINGTON AND SEVENOAKS	80	80	MAXIMUM PERMISSIBLE SPEED		
	SEVENOAKS AND FOLKESTONE CENTRAL	90	90	MAXIMUM PERMISSIBLE SPEED		
	FOLKESTONE CENTRAL AND DOVER WESTERN DOCKS	75	75	MAXIMUM PERMISSIBLE SPEED		
	Charing Cross	0 00	25	25		To, from and over middle road Fast and slow. Station to Metropolitan Jn.
	Waterloo (East)	0 61				
	Metropolitan Jn.	1 31	25	10		Fast and slow. Junction to Charing Cross To Southwark Depot
			15			To Blackfriars line
		10		To Cannon Street line		
		20		All lines. Metropolitan Jn. to 2m. 10ch.		
Borough Market Jn.	1 51	15	15	Up Charing Cross to fast Up Cannon Street to fast		
London Bridge (L)	1 70	25	20	All lines. 2m. 10ch. to Metropolitan Jn. No. 4 down to No. 5 down	*Nos. 4 and 5 platform lines are reversible.	
		20	20	Station (Terminal platforms) and signal gantry at 0m. 21ch. (Central Division mileage)		
		25		Up passenger loop to Central Division down main		
		30	30	No. 5 down to No. 4 down beyond signal L.137 No. 6 up to up passenger loop beyond signal L.136	A.W.S. not provided at signals L.522 and L.524 (up Tattenham crossover)	
Spa Road	2 71	40	40	No. 1 down over curves. 2m. 55ch. to 3 m.p. No. 2 reversible to No. 1 down		

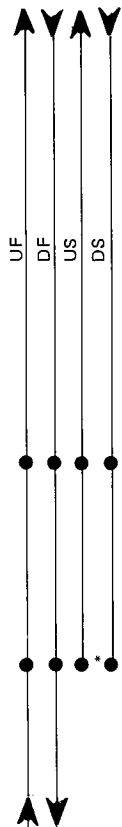
Lines between Charing Cross and Grove Park controlled from London Bridge (L) signal box.
A.W.S. not provided for temporary speed restrictions between Charing Cross and New Cross.

*Nos. 4 and 5 platform lines are reversible.

A.W.S. not provided at signals L.522 and L.524 (up Tattenham crossover)


	Blue Anchor	3	32	35	40 45	No. 4 down to No. 2 reversible or No. 1 down No. 5 down to No. 4 down No. 3 up to No. 6 up
	North Kent East Jn.	4	25	45 45 35	40 50	No. 5 down to Central Division slow or fast No. 6 up to up passenger loop
	New Cross	4	68	35 45 35	40 30 30	No. 1 down through junction or to Greenwich line No. 2 reversible through junction No. 2 reversible to Greenwich line or No. 1 down No. 2 reversible to No. 3 up
				45 35	45 50 40	No. 2 reversible over curve beyond signal L.204 No. 3 up over curve beyond signal L.206 No. 4 down through junction No. 4 down to No. 2 reversible or No. 1 down
	Tanners Hill Tunnel (87 yards)	5	22 to 5 26	50 30 40	40 30 30	No. 4 down and No. 5 down to fast. 4½ m.p. to 5 m.p. No. 1 down to No. 2 reversible or fast No. 2 reversible to fast
				50 50	40 30 30	Fast to No. 3 up Fast to No. 2 reversible No. 3 up to No. 2 reversible
	Tanners Hill Jn. (See below for reversible line)	5	29	50	40 30 45	No. 1 down to slow No. 2 reversible to slow Slow to No. 2 reversible
				40	45	Fast to reversible
	St. Johns (See below for lines via Lewisham)	5	47	40 30 45	40 30 45	Slow to Lewisham line Slow lines. Country end of station and 5m. 75ch. Fast lines. Country end of station and 5m. 75ch.
				40	40	Fast and slow. 6m. 9ch. to 6m. 48ch. Fast to Ladywell loop Slow to fast Fast to slow
	Parks Bridge Jn. (Junction with Ladywell loop)	6	14	45 20 40	40	
				40		

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
<div><div>↑</div><div>↓</div><div>↑</div><div>↓</div><div>↑</div><div>↓</div><div>↑</div><div>↓</div><div>↑</div><div>↓</div><div>↑</div><div>↓</div><div>↑</div><div>↓</div></div>	CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE)—continued				
	Tanners Hill Jn.	5 29		35	Reversible to fast
	Lewisham Vale Jn.	5 57	20		Reversible to Lewisham station
		7 37			
		7 53			
		5 74			
	Lewisham	6 04		20	Station to Lewisham Vale Jn. (down Nunhead line)
	St. Johns	5 47			
	Lewisham	6 04	20 20	20	Through connections. London end of station Station to Parks Bridge Jn.
	Parks Bridge Jn. (Junction with main line)	6 43		20	Junction to Lewisham station
		6 36			
	Parks Bridge Jn. (Junction with Lewisham loop)	6 36		45	Fast and slow, 6m. 48ch. to 6m. 9ch.
	Hither Green	7 16	20	25	To Sidcup line Fast to slow
	Lee Spur Jn.	7 44	70		Fast, 7m. 30ch. to 9¼ m.p.
DGL 28 (Arrival) (not permissive) UGL 33 (Departure) (not permissive)					



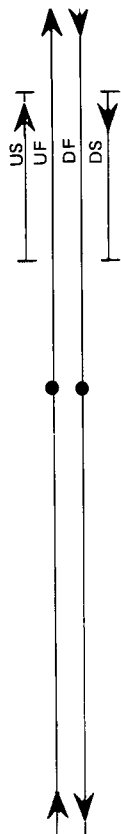
Grove Park	8 78	40	40	Slow to fast Fast to slow Down fast to up fast To Bromley North line Fast to slow Fast line. 9¼ m.p. to 7m. 30ch.
Chislehurst North Tunnel (slow lines) 649 yards	9 61 to 10 10			
Chislehurst South Tunnel (fast lines) (591 yards)	9 63 to 10 10			
Elmstead Woods	10 21			
Chislehurst	11 19	60	60	Fast and Slow over curve 11m. 26ch. and 11m. 36ch. Down slow to up slow To reversible Chatham loop.
		20	40	
Chislehurst Jn. (EJ)	11 55			
Petts Wood Jn.	12 25	50	40	Slow to fast To Tonbridge loop
		75	20	Slow to fast Fast. 12½ m.p. to 13m. 47ch.
Petts Wood	12 55			
		35		Slow to fast
Orpington (JE)	13 65	70	35	Fast to slow Fast. 13m. 47ch. to junction at country end of station (14m. 3ch.) Slow. 13m. 55ch. to 13m. 59ch. Slow to main Main to slow
		40	55	Fast. 14m. 3ch. to 13m. 19ch.
		55	70	
Chelsfield	15 25			

*Up slow platform line is reversible.
Station yard working authorised on up slow platform line (both directions), down slow, down fast and up fast platform lines and down and up bay platform lines.



Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE)—continued				
	Chelsfield Tunnel (597 yards)	15 67 to 16 14			
	Knockholt	16 44			
	Polhill Tunnel (1m. 851 yards)	17 20 to 18 58	75		19m. 74ch. to Sevenoaks signal box
	Dunton Green	20 46			
	Sevenoaks (NE)	22 09	25 60	20	Down to up Signal box to London end of Sevenoaks tunnel To Otford line
	Sevenoaks Tunnel (1m. 1693 yards)	22 53 to 24 50		60	London end of tunnel to Sevenoaks signal box
	Hildenborough	27 02	75 50		Over curve. 28m. 30ch. to River Medway bridge River Medway bridge to Tonbridge signal box

	Tonbridge (PE)	29 42	35	50	Signal box to River Medway Bridge To platform loop Platform loop No. 2 to main (London end of station) To Redhill line Platform loop No. 2 to up main (country end of station) To platform loop No. 2 To Tunbridge Wells line	DPL 33 UPL 34 (No. 1) (Reversible for trains from Redhill line to Tunbridge Wells line) UPL 34 (No. 2) (Reversible for trains from Redhill line) Station yard working authorised on UPLs Nos. 1 and 2 (from up main, up Tunbridge Wells and down Redhill lines).
	Paddock Wood	34 65	20	25	Down to up Loop to main To loop to Maidstone West line Loop to main To loop	DPL 29 UPL 28
	Marden	39 31				
	Staplehurst (SE)	41 69				
	Headcorn	45 20	40	40	To and from loop Loop to main To loop	DPL 67 (controlled from Ashford (UE) signalbox). UPL 60 (controlled from Tonbridge (PE) signal box).
	Pluckley	50 35				
			85		Main/fast. 54m. 42ch. to junction with Maidstone line	
			60	60	To and over slow Slow to main	
	Ashford (Junction with Maidstone line)	55 53	70	40	Fast. To London end of station To Maidstone line Down slow to down fast, up fast or up slow Down fast to up fast or up slow Up slow to up fast Up fast to down fast Down fast to up fast	*Reversible only for Maidstone line trains between Ashford station and junction with Maidstone line.
			40	40		


Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h. At or Between	
CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE)—continued					
<div>US UF DF DS DL</div>	Ashford (UE)	56 09	70	Fast. London end of station to junction with Maidstone line	UPL (Reversible). Station yard working authorised on all platform lines (both directions)
			25	Down slow to and over down loop	
			30	Down fast and down slow. London end of station	
			40	Up Slow to up fast	
			30	Up loop and up slow	
			25	Over up loop and to up slow at country end of station	
			25	Up slow to Hastings line	
			25	Up slow to and over up loop	
			25	Down slow to down fast. Country end of station	
	Ashford (Junction with Canterbury line)	56 34	30	Up fast and up slow	
			30	Down fast and up fast	
			30	Down fast and down slow	
			25	Down loop to down slow or Canterbury line	
			30	Down slow to Canterbury line	
			25	To and over down loop and to down slow at London end of station	
Willesborough LC	56 74	60	Slow to main		
		60	To and over slow		
		85	Main/fast. 57m. 4ch. to London end of station		
		60	To and over down slow		
		30	Up main to down main		
Westenhanger	64 15				
Sandling Tunnel (100 yards)	64 76 to 65 01				
Sandling	65 36	70	70	65m. 22ch. and 65m. 43ch.	


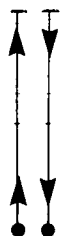



Saltwood Tunnel (954 yards)	65 58 to 66 21					
Cheriton	68 16	60	60	To slow Slow to main		
Folkestone West	69 22	40	30	Fast to slow Slow to fast		
Folkestone Central	69 73	30		Slow line over reverse curve. London end of station Slow to main To slow	Station yard working authorised on up fast and up slow platform lines.	
		20	20			
Folkestone East Staff Halt	70 76					
Folkestone East (YE)	70 79					
Martello Tunnel (532 yards)	71 22 to 71 47					
Warren Staff Halt	72 02					
Abbotscliffe Tunnel (1m. 182 yards)	73 23 to 74 31	60*	60	Over curve. Dover end of tunnel and 74m. 41ch.	*Indicator positioned at entrance to tunnel (Folkestone end).	
Shakespeare Staff Halt	75 09					
Shakespeare Tunnel (1,387 yards)	75 14 to 75 77					



Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down/ m.p.h.	Up m.p.h.	
CHARING CROSS TO DOVER WESTERN DOCKS (VIA TONBRIDGE) —continued 	Archcliffe Jn. (ZE)	76 42	10		To Dover Marine
	Dover Marine (EDB)	76 59		10	To Archcliffe Jn.
	Dover Western Docks	76 72			
SWANLEY TO ASHFORD 	Swanley	17 31	70	70	MAXIMUM PERMISSIBLE SPEED
			25	20	To fast
			45	45	To slow
					Over curve. Junction and 17m. 75ch.
	Eynsford Tunnel (828 yards)	18 67 to 19 24			
			60		20 m.p. to Otford Jn.
	Eynsford	20 32			
	Shoreham	22 52			
	Otford	24 07			
	Otford Jn.	24 53	30	60 30 40	To 20 m.p. Through junction Over curve. 25m. 7ch. to junction
	Kemsing	26 79			


Lines between Swanley and Otford Jn.
controlled from Victoria (VS) signal
box.

	Borough Green and Wrotham	29 46	65		Over reverse curves. 30m. 45ch. to 31m. 13ch.	DPL 49
	West Malling	34 61				
	East Malling	35 64				
	Preston Hall 'A' Tunnel (33 yards)	37 10 to 37 12				
	Preston Hall 'B' Tunnel (54 yards)	37 17 to 37 19	60 50 25	60 50	Over curve. 38 m.p. and 39m. 25ch. Over curve. 39m. 25ch. and 39m. 62ch. Over curves. 39m. 62ch. to 40m. 9ch. (Wheeler Street Tunnel)	Horn code— Down trains 1S when leaving platform.
	Barming	37 43				
	Maidstone East (ME)	39 76				
	Week Street Tunnel (98 yards)	40 01 to 40 06				
	Wheeler Street Tunnel (358 yards)	40 09 to 40 25	35 50 60 50	25 35 50 60 50	Over curves. 40m. 9ch. (Wheeler Street Tunnel) to 39m. 62ch. Through tunnel. 40m. 9ch. and 40m. 25ch. Over curves. 40m. 25ch. and 40m. 69ch. 40m. 69ch. and 42m. 25ch. 42m. 25ch. and Bearsted	UPL 14 (reversible) station yard working authorised on up platform line.
	Bearsted	42 59				
	Hollingbourne	45 02				
	Harrietsham	47 36				
	Lenham	49 11				
	Charing	53 11				DPL 52 UPL 47

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
SWANLEY TO ASHFORD—continued 	Hothfield (Staff Halt)	55 61			
	Signal UE.28		60 40	60 40	58 m.p. and 58m. 51ch. 58m. 51ch. to 58m. 61ch. Down to up
	Ashford (UE) (Junction with main line)	58 61	40	40	To 58m. 51ch. Through junction
OTFORD JUNCTION TO SEVENOAKS 	Otford Jn.t	24 53	60	60	MAXIMUM PERMISSIBLE SPEED
	Bat and Ball	25 51	40	40	Over reverse curves. 25½ m.p. and 26¼ m.p.
		26 61			
		22 01			
	Sevenoaks (NE)	22 09	20		To loop or main
GILLINGHAM TO CHATHAM DOCKYARD (GOODS LINE) 	Gillingham (ET)	0 00	25	25	MAXIMUM PERMISSIBLE SPEED
	Chatham Dockyard	0 57			

Limit of single line is "Stop" board at Gillingham. A.W.S. not provided.

WESTERN JUNCTION TO MIDDLE JUNCTION (SITTINGBOURNE)							
				30	30	MAXIMUM PERMISSIBLE SPEED	Lines controlled from Sittingbourne (EV) signal box.
	Western Jn.	43	70		20	Through junction	
	Middle Jn.	44	13	20		Through junction	
EASTERN JUNCTION (SITTINGBOURNE) TO SHEERNESS-ON-SEA							
				70	70	MAXIMUM PERMISSIBLE SPEED	Lines controlled from Sittingbourne (EV) signal box.
	Eastern Jn.	0	00		20	Through junction	
	Middle Jn.	0	23	20	20	Through junction	
		44	13		20	To Western Jn. line	
	Kemsley	45	20				
	Swale	47	15	30	30	Over curves and Kingsferry bridge. 47 m.p. and 47m. 70ch.	
	Queenborough	49	22	35	35	49m. 5ch. and 49m. 22ch.	
	Sheerness-on-Sea			15	15	To and from loop.	
		51	19	35	35	49m. 22ch. and 49m. 45ch.	
				30	30	Over reverse curves. 50½ m.p. and station	CL 27 (down) 33 (up)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down ¹ m.p.h.	Up m.p.h.	
FAVERSHAM TO DOVER WESTERN DOCKS					
	Faversham (EY)	51 77	90	90	MAXIMUM PERMISSIBLE SPEED
	Clock House LC (AHB)	53 51	65		52m. 55ch. to Clock House crossing
			70		Over curves. 54 m.p. to 52½ m.p.
			85		54m. 64ch. to 54 m.p.
	Selling	55 18			
			55	55	Over curve. 56 m.p. and 56m. 30ch.
	Selling Tunnel (405 yards)	56 33 to 56 52			
			85		57m. 51ch. to 58m. 29ch.
	Chartham Hatch LC (AHB)	58 65	75		58m. 29ch. to Chartham Hatch Crossing
				65	59m. 59ch. to Chartham Hatch crossing
	Canterbury East (CB)	61 65	70		Over curves. 60 m.p. to 61 m.p.
			40		Over curves. 61 m.p. and 61m. 30ch.
	Bekesbourne	64 58	60	60	Over reverse curves. 61m. 30ch. and 62m. 68ch.
			80		Over reverse curves. 64½ mp. to 62m. 68ch.
	Adisham	67 60			

AB AB

AB AB


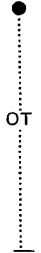
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AB AB

Aylesham	68 66	75	Over reverse curves. 69½ m.p. to 70¼ mp.
Snowdown	69 60		
Snowdown Colliery	69 73	75	Over reverse curves. 70¼ m.p. to 69½ m.p.
Shepherds Well (SH)	71 60		
Lydden Tunnel (1m. 609 yards)	71 66 to 73 14	65	Dover end of tunnel to 76¼ m.p.
Kearsney	75 09	55	76¼ m.p. to Dover end of Charlton tunnel 76¼ m.p. to Dover end of Lydden tunnel
Buckland Jn.	76 32	20	To Martin Mill line
Charlton Tunnel (264 yards)	76 65 to 76 77	55 50 30	Dover end of tunnel to 76¼ m.p. Dover end of tunnel to Hawkesbury Street Jn. Down to up Down to up
Dover Priory Tunnel (158 yards)	77 08 to 77 16		
Dover Priory (DP)	77 23		
Dover Harbour Tunnel (684 yards)	77 32 to 77 63		
Hawkesbury Street Jn. (EDJ)	77 72	10	To Dover Western Docks To Dover end of Charlton tunnel

UPL 21
*Down and up platform lines are reversible
Station yard working authorised on down and up platform lines (both directions) and UPL (both directions).

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up m.p.h.	
FAVERSHAM TO DOVER WESTERN DOCKS—continued 	Southern House LC†	78 10			†Controlled from Dover Marine (EDB) signal box. To Hawkesbury Street Jn.
	Dover Marine (EDB)	78 17		10	
	Dover Western Docks	78 30			
SHEPHERDS WELL TO TILMANSTONE COLLIERY (GOODS LINE) 	Shepherds Well	71 60	25	25	Limit of single line is "Stop" board at Shepherds Well. A.W.S. not provided.
	Shepherds Well LC (Open)	71 75	Stop	Stop	
	Golgotha Tunnel (477 yards)	72 10 to 72 32			
	Eythorne LC (Open)	73 25	Stop	Stop	
	Tilmanstone Colliery	73 53			

HAWKESBURY STREET JUNCTION TO ARCHCLIFFE JUNCTION					
	Hawkesbury Street Jn. (EDJ)	77 72	10	10	MAXIMUM PERMISSIBLE SPEED
		77 76			
		76 53			
	Archcliffe Jn. (ZE)	76 42			
TONBRIDGE TO HASTINGS					
	Tonbridge (PE)	29 42	70	70	MAXIMUM PERMISSIBLE SPEED
	Somerhill Tunnel (410 yards)	30 14 to 30 32		20	Through junction
			40	40	31½ m.p. and 32½ m.p.
	High Brooms	32 70	60		32½ mp. to Hastings end of Wells tunnel
	Wells Tunnel Jn.	33 56	50		Down to up
	Wells Tunnel (823 yards)	33 69 to 34 27		50	Down to up
	Tonbridge Wells Central	34 32	20†	20†	Hastings end of tunnel to 32½ mp.
					Through station
	Grove Hill Tunnel (287 yards)	34 38 to 34 51	45	45	London end of tunnel and 34m. 76ch.
	Grove Jn. (EBF)	34 53	20 60		To Birchden Jn. line 34m. 76ch. to 35m. 30ch

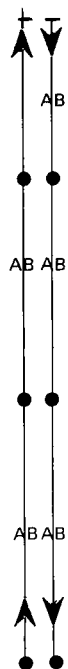
A.W.S. provided at signals A.305 and PE.19 only

† Indicators positioned at entrances to Wells Tunnel (London end) and Grove Hill tunnel (Hastings end)

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
TONBRIDGE TO HASTINGS—continued 	Strawberry Hill Tunnel (286 yards)	35 12 to 35 25			
	Frant	36 53		60	35m. 30ch. to 34m. 76ch.
			50 40	50 40	37½ m.p. and 38½ m.p. 38½ m.p. and 39½ m.p.
	Wadhurst (EBG)	39 23			
	Wadhurst Tunnel (1,205 yards)	39 65 to 40 40			
			50	50	40½ m.p. and 41½ m.p.
	Stonegate	43 66			
	Crowhurst Bridge LC (AHB)	45 36			
	Etchingam LC	47 34			
	Robertsbridge (RB) LC	49 47			
	Mountfield Tunnel (526 yards)	51 46 to 51 70	45 55		To single line London end of tunnel to 52½ m.p.



Horn to be sounded continuously from whistle board to station foot crossing.

Horn to be sounded continuously from whistle board to station foot crossing.


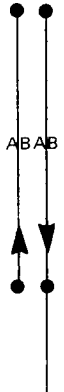


Mountfield Sidings GF (MF)	51 78	55	52¼ m.p. to 51½ m.p.
Riverhall LC (CCTV)	52 36		
Battle Road LC (AHB)	52 52	50 50	52½ m.p. and 53 m.p.
Battle (EDN) LC	55 46	50 45	56 m.p. and 56½ m.p. 56¼ m.p. to 57½ m.p.
Crowhurst	57 50	35 45	57½ m.p. to 57¾ m.p. London end of station to 56¼ m.p. 57¾ m.p. to 59 m.p. 59 m.p. to London end of station 59 m.p. and 59½ m.p. 60 m.p. and 60½ m.p.
West St. Leonards	60 59	20 20	60½ m.p. and 60¾ m.p.
Bopeep Jn. (EDK)	60 69	20 20	Through junction To St. Leonards West Marina line
Bopeep Tunnel (1,318 yards)	60 71 to 61 51	30 30	Through tunnel
St. Leonards Warrior Square	61 55		
Hastings Tunnel (788 yards)	61 59 to 62 15		
Hastings (EDL)	62 33	15 15	Through station

DPL 35
UPL 35

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	ST. LEONARDS WEST MARINA TO BOPEEP JUNCTION				
			70	70	MAXIMUM PERMISSIBLE SPEED
	St. Leonards West Marina (SL)	32 56	60		To Bopeep Jn.
	Bopeep Jn. (EDK)	32 76	20	60	To St. Leonards West Marina Through junction
	PADDOCK WOOD TO MAIDSTONE WEST				
			70	70	MAXIMUM PERMISSIBLE SPEED
	Paddock Wood*	34 65	25		Loop or bay to 35m. 2ch.
			25	25	Up to loop or bay
	Swatlands L.C.	35 29	35	35	35m. 2ch. and 35m. 28ch.
	Wagon Lane LC	35 60			
	Beltring LC (AHB)	36 50		55	35m. 75ch. to 35m. 28ch.
	Yalding (YD) LC	38 19	55		Over curves. Station to 42½ m.p.
	Wateringbury LC	39 77			

*Controlled from
Tonbridge (PE) signal box.
A.W.S. provided at signals A.293, PE.6
and PE.7 only.

	<p>Teston LC (CCTV)</p> <p>East Farleigh LC</p> <p>Maidstone West (MS)</p>	<p>41 04</p> <p>42 75</p> <p>44 56</p> <p>42 41</p> <p>42 36</p>	<p>40 50</p> <p>30 30</p> <p>55 40</p> <p>50 30</p>	<p>Over curves. 42¾ m.p. to Yalding station</p> <p>Over curve. 42¾ m.p. and station</p> <p>Over curves. Station to 44½ m.p.</p> <p>Over curves. 43¾ m.p. to 43½ m.p.</p> <p>Over curve. 44m. 44ch. and Aylesford end of Maidstone West station</p>	<p>UPL 22</p> <p>†Direction is up from Maidstone West signal box to station. Station yard Working authorised on down main platform line and UPL.</p>
<p>ASHFORD TO HASTINGS</p> 	<p>Ashford (UE)</p> <p>Ruckinge LC (AHB)</p> <p>Ham Street and Orlestone</p> <p>Warehorne LC (AHB)</p> <p>Kenardington LC (AHB)</p> <p>Appledore (AP) LC (AOCL)</p> <p>Becketts LC (AHB)</p>	<p>56 09</p> <p>60 15</p> <p>61 51</p> <p>62 60</p> <p>63 73</p> <p>64 50</p> <p>66 47</p>	<p>60 60</p> <p>25 25</p> <p>20 30</p> <p>30 40</p> <p>20 20</p>	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>To loop or slow</p> <p>Country end of station and commencement of double line</p> <p>57m. 17ch. to 57m. 21ch.</p> <p>57m. 21ch. to 58m. 10ch.</p> <p>Approaching level crossing</p> <p>Stop Before passing over level crossing</p> <p>To Lydd Town line</p> <p>Single to up</p>	<p>A.W.S. provided on up line between Appledore and Ashford only.</p>

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	ASHFORD TO HASTINGS—continued				
	Star LC (AHB)	69 20			
	East Guldeford LC (AHB)	70 19			
	Grove Road LC (CCTV)	71 24			
	Rye (RY)	71 34	20	20	Loop to single
	Ferry Road LC (CCTV)	71 44			
	Winchelsea LC (AOCL)	73 22	20 35 40	20 30 40	Approaching level crossing Over bridge No. 1767. 74m. 33ch. and 74m. 35ch.
	Doleham	77 43	40		To Ore station
	Three Oaks	78 65			
	Ore Tunnel (1,402 yards)	80 26 to 81 10			
	Ore	81 42		40 25	81m. 28ch. to Doleham station 81m. 30ch. to single
	Mount Pleasant Tunnel (230 yards)	81 50 to 81 60			
	Hastings (EDL)	82 34	15	15	Through station

CL 40

DPL 35
UPL 35

APPLEDORE TO LYDD TOWN (GOODS LINE)

O.T

●
Appledore (AP)

Snargate LC
(Open)

Grove Lane LC
(Open)

Bowdell LC
(Open)

King Street LC
(Open)

Brookland LC
(AOCL)

Boarmans LC
(Open)

Tillery LC
(Open)

Fielders LC
(Open)

Mountain LC
(Open)

Coldharbour LC
(Open)

Midley LC
(Open)

Swamp LC
(Open)

Caldicott LC
(Open)

64 50

65 74

66 30

66 50

66 71

67 20

67 45

67 59

67 71

68 15

68 67

69 46

70 39

71 02

20

20

5

5

5

5

5

5

5

5

Stop

Stop

5

5

5

5

5

5

5

5

5

5

5

5

5

5

5

5

MAXIMUM PERMISSIBLE SPEED

Over crossing

Over crossing

Over crossing

Over crossing

Before passing over level crossing

Over crossing

Over crossing

Over crossing

Over crossing

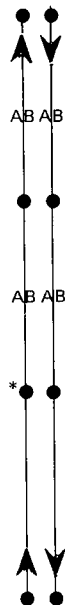
Over crossing

Over crossing

Over crossing

Over crossing

A.W.S. not provided





Canterbury West (EDH)	70	27	15	15	Entering and leaving station
St. Stephens LC (CCTV)	70	55			
Broad Oak LC (AHB)	71	77			
Sturry LC	72	58			
Chislet Colliery (EDC)	75	16			
			40		
Grove Ferry LC (AHB)	76	62			
				40	
Minster (EBE) LC (R/G)	81	64	30	15	
Minster East Jn.	82	17		20	
Sevenscore LC (AHB)	83	10			
Cliffsend LC (AHB)	84	04			
Ramsgate (HE)	85	67	30	30	Over curve. Newington Road overbridge and station

DGL 76

*Up main platform line is reversible.

DPL 35
UPL 35

All platform lines are reversible.
Station yard working authorised on all platform lines.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
FOLKESTONE EAST TO FOLKESTONE HARBOUR 	Folkestone East (YE) Folly Road LC (CCTV) Folkestone Harbour (EBB) LC	 70 79 71 29 72 02	 20 20	 20 20	 MAXIMUM PERMISSIBLE SPEED
BUCKLAND JUNCTION TO MINSTER EAST JUNCTION 	Buckland Jn.* Guston Tunnel (1,412 yards) Martin Mill (MM) Cold Blow LC (R/G) Walmer	 99 05 97 44 to 96 60 95 05 92 54 92 27	 70 30 45 30 45 60 45	 70 20 30 45 60 60	 MAXIMUM PERMISSIBLE SPEED Through junction Junction and 98m. 37ch. 98m. 37ch. and 97m. 67ch. 91m. 76ch. to Cold Blow crossing Over curve. 91m. 5ch. to Sandwich end of Deal station

*Controlled from Dover Priory(DP) signal box.

*Controlled from Dover Priory(DP) signal box.



Deal (EBZ) LC	90 56	15 65	50	Over curve. Walmer end of station to 91m. 5ch. Over curves. Sandwich end of station to signal box Signal box to Northwall crossing
Northwall LC (R/G)	90 09			
Betteshanger Colliery	89 11			
Sandwich (SW) LC	86 46			
Woodnesborough LC (CCTV)	86 12			
Ash Road LC (AHB)	85 60			
Richborough LC (AHB)	85 24	65		85m. 35ch. to 84m. 60ch.
Richborough Sidings (EBQ)	82 70		65	84m. 68ch. to 85m. 35ch.
Minster South Jn.*	82 21	40 20		To Minster station line To Minster East Jn.
Minster East Jn.*	0 32			
	0 00		20	To Minster South Jn.

* Controlled from Minster (EBE) signal box.

MINSTER TO MINSTER SOUTH JUNCTION



Minster (EBE)

Minster South Jn.

		40	40
81 59	15	15	
82 21			

MAXIMUM PERMISSIBLE SPEED

Through junction and over curve between junction and 81m. 79ch.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down m.p.h.	Up m.p.h.		
BATTERSEA PIER JUNCTION TO PECKHAM RYE (VIA STEWARTS LANE AND ATLANTIC LINE)						
BATTERSEA PIER JUNCTION AND FACTORY JUNCTION						
FACTORY JUNCTION AND PECKHAM RYE						
 Up* reception Up Down Up Atlantic Down Atlantic	Battersea Pier Jn.	0 71	25 45	25 45 20	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED Through junction	
	Stewarts Lane	1 36	15		To Battersea reversible	
	Factory Jn.	1 61 6 58	20 30	20 30	Through junction Over curve through junction to Battersea Park line	
	Wandsworth Road	6 52				
	Voltaire Road Jn.	6 33	45		To Chatham reversible	
	Clapham	6 21	30 30	30 30	5m. 57ch. and 5m. 9ch.	
	Denmark Hill Tunnel (63 yards)	4 32 to 4 29				
	Denmark Hill	4 23				
	Grove Tunnel (132 yards)	4 14 to 4 09				
	Crofton Road Jn.	3 67	30		To Catford loop	
	Peckham Rye†	3 36	20		Through junction	
						Lines between Battersea Pier Jn. and Crofton Road Jn. controlled from Victoria (VC and VS) signal box. A.W.S. for temporary speed restrictions provided between Denmark Hill and Peckham Rye only. * Not permissive.
						† Controlled from London Bridge(L) signal box.

STEWARTS LANE TO LATCHMERE JUNCTION

STEWARTS LANE AND CULVERT ROAD JUNCTION
CULVERT ROAD JUNCTION AND LATCHMERE
JUNCTION



Stewarts Lane†

1 36

25
40

25
40
MAXIMUM PERMISSIBLE SPEED
MAXIMUM PERMISSIBLE SPEED

A.W.S. not provided for temporary
speed restrictions.

Longhedge Jn.†

1 66

Culvert Road Jn.†

2 11

SR/LMR Boundary

2 27

2 52

Latchmere Jn.

2 28

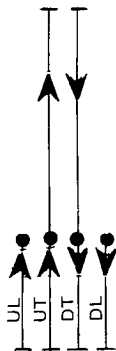
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To South Eastern line.

†Controlled from Victoria (VS) signal
box.

FACTORY JUNCTION TO CLAPHAM JUNCTION

FACTORY JUNCTION AND CLAPHAM JUNCTION 'A'
CLAPHAM JUNCTION 'A' AND CLAPHAM JUNCTION



Factory Jn.†

0 00

20

25
60

25
60
MAXIMUM PERMISSIBLE SPEED
MAXIMUM PERMISSIBLE SPEED

A.W.S. not provided for temporary
speed restrictions.

Longhedge Jn.†

0 39

1 66

Culvert Road Jn.†

2 11

2 57

3 57

Clapham Jn. 'A' (WF)

3 63

15
25

15

Through junction.
Local. Signal box to centre of station.

†Controlled from Victoria (VS) signal
box.


Clapham Jn.

3 74




10




To arrival road
Local. Centre of station to 'A' signal box


Horn code. Down local trains 2S1L
when approaching station.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down ¹ m.p.h.	Up m.p.h.	
BRIXTON JUNCTION TO SHORTLANDS JUNCTION (CATFORD LOOP)					
	Brixton Jn.	3 07	20	60	MAXIMUM PERMISSIBLE SPEED To Canterbury Road Jn.
	Canterbury Road Jn.	3 24		20	To Brixton Jn.
	Cambria Jn.	3 70		20	To Loughborough Jn. line
	Denmark Hill Tunnel (63 yards)	4 12 to 4 15			
	Denmark Hill	4 22			
	Grove Tunnel (132 yards)	4 30 to 4 36			
	Crofton Road Jn.	4 67		30	To Atlantic line
	Peckham Rye	5 13	40	40	5 m.p. to 5½ m.p. 5½ m.p. to 5 m.p.
	Nunhead	5 77	40 20 50	40	Through junction To Lewisham line 6m. 15ch. to country end of Catford station
	Crofton Park	7 11			
	Catford	8 03	40	50 40	Country end of station to 6m. 15ch. Over curves. Country end of station
	Bellingham	8 73			

Lines controlled from Victoria (VS) signal box.
A.W.S. not provided for temporary speed restrictions between Brixton Jn. and Denmark Hill.

	Beckenham Hill Ravensbourne Shortlands Jn.	9 45 10 34 10 66	40		Through junction	
NUNHEAD TO LEWISHAM 	Nunhead ϕ Lewisham Vale Jn.* Lewisham*	5 77 7 37 7 53 5 74 6 04	60 20 20	60 20 20	MAXIMUM PERMISSIBLE SPEED Through junction Signal L.249 to Lewisham station Station to signal VS.458	ϕ Controlled from Victoria (VS) signal box. CW. Up at 7m. 49ch. (231 yards before reaching signal L.252). *Controlled from London Bridge (L) signal box.
HOLBORN VIADUCT TO HERNE HILL 	Holborn Viaduct Blackfriars	0 00 0 30 15 45 15	60 10 10 15 45 15	60 10 10 15 45 15	MAXIMUM PERMISSIBLE SPEED Station and signal gantry at 0m. 15ch. Over reverse curves. Holborn Viaduct end of station Entering and leaving country end of station Over reverse curves. 0m. 50ch. and 1 m.p. To Metropolitan Jn. line	Lines controlled from Victoria (VS) signal box. A.W.S. not provided for temporary speed restrictions.

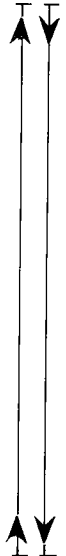
LOUGHBOROUGH JUNCTION TO CAMBRIA JUNCTION			20	20	MAXIMUM PERMISSIBLE SPEED	Lines controlled from Victoria (VS) signal box. A.W.S. not provided for temporary speed restrictions.
	Loughborough Jn.	3 37				
	Cambria Jn.	3 62				
LOUGHBOROUGH JUNCTION TO CANTERBURY ROAD JUNCTION			20	20	MAXIMUM PERMISSIBLE SPEED	Lines controlled from Victoria (VS) signal box. A.W.S. not provided for temporary speed restrictions.
	Loughborough Jn.	3 37				
	Canterbury Road Jn.	3 79				
BICKLEY JUNCTION TO PETTS WOOD JUNCTION (TONBRIDGE LOOP)			50	50	MAXIMUM PERMISSIBLE SPEED	*Controlled from Victoria (VS) signal box. †Controlled from Chislehurst Jn. (EJ) signal box.
	Bickley Jn.*	12 38				
	Petts Wood Jn.†	13 31				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	NORTH KENT EAST JUNCTION TO DARTFORD JUNCTION (VIA GREENWICH)				
			60	60	MAXIMUM PERMISSIBLE SPEED
	North Kent East Jn.	4 25	45 35		To No. 2 reversible To No. 3 up
	Deptford	4 76	40	40	Through station
	Greenwich	5 36	20	20	Through station
	Greenwich College Tunnel (450 yards)	5 65 to 6 05			
	Maze Hill	6 27	30	30	Over reverse curves. 6m. 18ch. to 6m. 38ch. Over reverse curves. 6m. 34ch. to 6m. 9ch.
	Westcombe Park	6 76	30	30	Over reverse curves. 7m. 16ch. to 7m. 39ch. Over reverse curves. 7m. 26ch. to 7m. 9ch.
	Charlton	7 44		30	To Blackheath line
	Charlton Lane LC	8 01			
	Charlton Tunnel (154 yards)	8 03 to 8 10			
	Mount Street Tunnel (121 yards)	8 14 to 8 20	45		Tunnel to Woolwich Dockyard station
	Dockyard Tunnel (121 yards)	8 43 to 8 50			

Lines between North Kent East Jn. and Woolwich Arsenal controlled from London Bridge (L) signal box. A.W.S. not provided for temporary speed restrictions between North Kent East Jn. and Maze Hill.



Woolwich Dockyard	8 56		45	To Mount Street Tunnel	
Coleman Street Tunnel (89 yards)	8 61 to 8 65				
George IV Tunnel (238 yards)	8 71 to 9 02				
Calderwood Street Tunnel (58 yards)	9 12 to 9 15				
Cross Street Tunnel (134 yards)	9 21 to 9 27				
Woolwich Arsenal	9 32	20	20	Through station	Lines between Woolwich Arsenal and Dartford Jn. controlled from Dartford (D) signal box.
Plumstead	10 01				
Abbey Wood	11 43				
Belvedere LC (CCTV)	12 75				
Crabtree LC	13 22				
Erith	14 18				
Slade Green	15 30	20		To Erith loop	
Crayford Creek Jn.	15 66		20	To Bexleyheath line	S. Down at junction.
Crayford Spur 'A' Jn.	16 42	20		To Crayford Spur	S. Up at junction.
Dartford Jn.	17 05		30 40	To reversible beyond signal D.72 To London end of Dartford station	

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
	LEWISHAM TO CRAYFORD CREEK JUNCTION (VIA BEXLEYHEATH)				
	Lewisham	6 04	60	60	MAXIMUM PERMISSIBLE SPEED
	Blackheath	6 75	20	20	To Nunhead line
	Kidbrooke Tunnel (437 yards)	7 26 to 7 46	20†	20†	Through junction and over curve. 7m. 15ch. to 7m. 31ch. Over curve and through junction at Blackheath. 7m. 31ch. to 7m. 15ch.
	Kidbrooke	7 74	20	20	8m. 66ch. and 8m. 76ch.
	Eltham	9 11			
	Falconwood	10 27			
	Welling	11 28			
	Bexleyheath	12 59			
	Barnehurst	13 71			
	Perry Street Fork Jn.	15 07	20 35	35	To Erith loop Over curve. 15m. 16ch. to Crayford Creek Jn.
	Crayford Creek Jn.	15 36	20	35	Over curve to 15m. 16ch. Through junction

Lines between Lewisham and Falconwood controlled from London Bridge (L) signal box.

† Indicator positioned at entrance to tunnel (country end).

Lines between Falconwood and Crayford Creek Jn. controlled from Dartford (D) signal box.


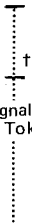
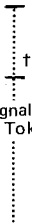
S. Up at Junction.

BLACKHEATH TO CHARLTON						
	Blackheath	6 75	60	60	MAXIMUM PERMISSIBLE SPEED	Lines controlled from London Bridge (L) signal box. A.W.S. not provided at signal L.425 (exit from Angerstein Wharf line).
	Blackheath Tunnel (1,681 yards)	7 30 to 8 26				
		8 63				
	Charlton	7 37 7 44	30			
PERRY STREET FORK JUNCTION TO SLADE GREEN						
	Perry Street Fork Jn.	15 07	20	20	MAXIMUM PERMISSIBLE SPEED	Lines controlled from Dartford (D) signal box.
		15 31				
		15 36				
	Slade Green	15 30				
HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA DARTFORD)						
	HITHER GREEN AND DARTFORD DARTFORD AND ROCHESTER BRIDGE JUNCTION		60 70	60 70	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED	Lines between Hither Green and Mottingham controlled from London Bridge (L) signal box.
	Hither Green	7 16		20	Through junction	
	Lee Loop Jn.	7 43		15	To Lee Spur	
	Lee	7 66				

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
			m.p.h.		
HITHER GREEN TO ROCHESTER BRIDGE JUNCTION (VIA DARTFORD) —continued					
	Mottingham	9 40			Lines between Mottingham and Strood controlled from Dartford (D) signal box.
	New Eltham	10 32			
	Sidcup	11 73			
	Albany Park	12 68			
	Bexley	13 69			
	Crayford	15 25			
	Crayford Spur 'B' Jn.	16 11	20		S. Up at junction.
	Dartford Jn.	16 65	40 40	30	
					UPL 33 All platform lines are reversible. Station yard working authorised on all platform lines (both directions).
	Dartford (D)	17 12	20 40 20 10	20 40 20	
			50	50	
	Stone Crossing LC(ST)	19 07			
	Greenhithe	19 69			
	Greenhithe Tunnel (253 yards)	20 03 to 20 15			



Swanscombe Siding GF (DK)	20 70				
Swanscombe	21 14				
Northfleet	21 69				
Gravesend	23 75	20 30 50	30 50	To up. London end of station Through lines through station Over curve. 24m. 33ch. and 24¾m.p.	DPL 20 UPL 20 (reversible) Station yard working authorised on UPL (up direction only)
Hoo Jn. Staff Halt (Down platform)	27 07				
Hoo Jn.	27 19	20		To Grain line	
Hoo Jn. Staff Halt (Up platform)	27 26				
Higham	28 42				
Higham Tunnel (1,531 yards)	28 55 to 29 45				
Strood Tunnel (1m. 569 yards)	29 48 to 30 74	15		Over curve. Country end of tunnel to junction at Strood	
Strood	31 11		15	Over curve. Junction to country end of Strood tunnel To Rochester Bridge Jn.	Station yard working authorised on down and up North Kent platform lines.
Rochester Bridge Jn.†	31 34		20	To Strood	†Controlled from Rochester (ER) signal box.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Remarks
			Down m.p.h.	Up m.p.h.	At or Between	
	CRAYFORD SPUR 'B' JUNCTION TO CRAYFORD SPUR 'A' JUNCTION					
			20	20	MAXIMUM PERMISSIBLE SPEED	
	Crayford Spur 'B' Jn.	16 11				Lines controlled from Dartford (D) signal box.
	Crayford Spur 'A' Jn.	16 41				
HOO JUNCTION TO GRAIN (GOODS LINE)  "\"No Signalman\" Key Token"	Hoo Jn.*	27 19	40	40	MAXIMUM PERMISSIBLE SPEED	*Controlled from Dartford (D) signal box. †Not permissive. A.W.S. provided at signals D.12R, D.19R and D.19 only.
	Signal D.12	28 61		20	Through junction and crossover	
	Wybourne LC (AOCL)	32 06	15 20	15 20	31m. 77ch. and 32m. 13ch. 32m. 13ch. and 33m. 60ch.	
	Stoke LC (AOCL)	36 77	Stop	Stop	Before passing over level crossing	
	Grain LC	38 22				

STROOD TO MAIDSTONE WEST



Strood†

31 11

70

70

MAXIMUM PERMISSIBLE SPEED

Metal Box Siding
GF (CXA)

32 02

Cuxton (CX) LC

33 36

Halling

35 18

Snodland (EDM) LC

36 59

New Hythe LC

38 03

Aylesford LC

38 74

40

Over curves through station and over Aylesford
Village crossing

Aylesford Village LC
(CCTV)

39 36

40

Over curves over crossing and through station

Maidstone Barracks

42 00

Maidstone West (MS)

42 36

30

30

Over curve. Aylesford end of station and 44m.
44ch. (Paddock Wood mileage)

†Controlled from Dartford (D) signal
box.



UPL 24

Station yard working authorised on
UPL.

A.W.S. provided at signals CXA.575
and D.3 only.

UPL 22

Station yard working authorised on
down main platform line and UPL.

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
PARKS BRIDGE JUNCTION TO LADYWELL (LADYWELL LOOP) 	PARKS BRIDGE JUNCTION TO LADYWELL (LADYWELL LOOP) Parks Bridge Jn. (Junction with main line) Ladywell	6 14	20	20	MAXIMUM PERMISSIBLE SPEED Lines controlled from London Bridge (L) signal box.
		6 29			
		6 41			
		6 62			
LEWISHAM TO HAYES 	LEWISHAM TO HAYES Lewisham Ladywell Catford Bridge Lower Sydenham New Beckenham Clock House Elmers End		60	60	MAXIMUM PERMISSIBLE SPEED Station and junction with Lewisham loop To Ladywell loop Through station To Beckenham Jn. line Over curve. 9m. 67ch. and 10m. 10ch. Through junction and over curve. Station and 11½ mp. To Woodside line A.W.S. not provided for temporary speed restrictions between Elmers End and Hayes.
		6 04	20	20	
		6 62		20	
		7 42			
		9 02			
		9 44	40	40	
			20		
			35	35	
		10 23			
		11 07	20	20	
			20		