

BRITISH RAILWAYS

Signal Instruction
No. 1 C.D.

SOUTHERN REGION—CENTRAL DIVISION

Instructions to all concerned as to

INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN EPSOM AND LEATHERHEAD

(In place of certain existing semaphore running signals)

On **SUNDAY, 26th APRIL, 1964**

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 11.30 p.m. on Saturday, 25th April, 1964, colour light signals will be introduced between the above mentioned points, in place of existing semaphore running signals.

Full details of the new signalling are shown on the diagram enclosed with this instruction.

A plate bearing the prefix letters and number of the signal will be fixed beneath each colour light signal. The prefix letters will denote the signal box which operates the signal as follows:—

Prefix letters.	Signal box.
"CBF"	Epsom.
"CBG"	Ashtead.
"CBH"	Leatherhead.

The existing signal box at Ashtead will operate as a level crossing box.

Automatic signals will be prefixed by the letters "CA."

The new colour light running signals will consist of three or four aspects.

The new colour light running signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist drivers of trains drawn up close to such signals.

Back lights will not be provided in any of the new colour light running signals.

The height of the centre of the red light of these new colour light signals will be 12 feet above rail level.

SIGNALLING RECORD SOCIETY

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JUNCTION INDICATOR.

A junction indicator will be provided at signal CBF.9 as shown on the enclosed diagram and will apply as indicated in Rule 35, clause (e).

TELEPHONES.

Telephones will be provided at or adjacent to certain signals as indicated on the enclosed diagram. Attention is drawn to the instructions headed " Passing Signals at Danger " and " Use of Telephone at automatic, intermediate block or other stop signals " on pages 108 and 109 of the Sectional Appendix, Central Section, also to clauses 1 to 3 of the instructions headed " Telephones at Stop Signals " on page 63 of the General Appendix and to the instructions headed " Lineside Telephones " appearing as an addition to the Sectional Appendix, Central Section (page 106), in Supplement No. 2.

SIGNALLING DURING FOG AND FALLING SNOW.

Fogsignalmen will NOT be provided at any of the colour light signals referred to in this Signal Instruction.

DETONATOR PLACING MACHINES.

Detonator placing machines will be provided as shown on the enclosed diagram, each worked by a separate lever in the signal box. Attention is drawn to the instructions applicable to detonator placing machines appearing on page 67 of the General Appendix.

CATCH POINTS.

Catch points will be provided in the Down Line 500 yds. in rear of signal CBF.51 and in the Up Line 500 yds. in rear of signal CBG.6 and 537 yds. in rear of signal CA.191.

APPLICATIONS OF SEMAPHORE AND COLOUR LIGHT RUNNING SIGNALS AND OF ALL SUBSIDIARY SIGNALS.

EPSOM

UP RUNNING SIGNALS.

5. Up Waterloo Home and Junction Indicator 45° Upper Quadrant to Left.
6. Up Waterloo Starting.
8. Up Waterloo Advanced Starting.
9. Up Victoria Home.
10. Up Victoria Starting.
13. Up Victoria Advanced Starting.

DOWN RUNNING SIGNALS.

24. Down Waterloo to Up Siding Starting.
25. Down Waterloo to Down Siding Starting.
26. Down Victoria to Up Siding Starting.
27. Down Victoria to Down Siding Starting.
51. Down Advanced Starting.
52. Down Waterloo Starting.
53. Down Waterloo Home.
55. Down Waterloo Distant.
56. Down Victoria Starting.
57. Down Victoria Inner Home.
58. Down Victoria Outer Home.
59. Down Victoria Inner Distant.
60. Down Victoria Outer Distant.

SHUNTING SIGNALS.

11. From Down Siding to Down Victoria or No. 1, or No. 2 Dock.
14. From Down Line to Up Waterloo or Up Victoria or back on Down Line.
16. From Up Siding to Up Waterloo or Up Victoria or Down Line.
18. From Up Waterloo to Down Line or Up Siding.
21. From Down Siding to Down Line or back on Down Siding.
28. From Down Line to Up Victoria or Down Waterloo or Down Victoria or No. 1 Dock or No. 2 Dock.
32. From No. 1 Dock to Down Siding or Down Line or Up Siding.
33. From No. 2 Dock to Down Siding or Down Line or Up Siding.
38. From Up Victoria to Down Siding or Down Line or Down Line via Points 15 or Up Siding.
40. From Down Waterloo to Up Waterloo or Up Victoria.
48. From Up Victoria to Down Victoria or Down Waterloo or back on Up Victoria.
49. From Up Waterloo to Down Waterloo or back on Up Waterloo.

ASHTEAD

UP RUNNING SIGNALS.

5. Up Home.
6. Up Starting.

DOWN RUNNING SIGNAL.

8. Down Home.

LEATHERHEAD

UP RUNNING SIGNALS.

1. From Boxhill Up Distant.
2. From Boxhill Up Outer Home.
3. From Boxhill Up Inner Home.
4. From Bookham Up Distant.
5. From Bookham Up Outer Home.
6. From Bookham Up Inner Home.
7. Up Starting.
8. Up Advanced Starting.

DOWN RUNNING SIGNALS.

34. To Bookham Down Starting.
35. To Boxhill Down Advanced Starting.
36. To Boxhill Down Starting.
37. Down Home.

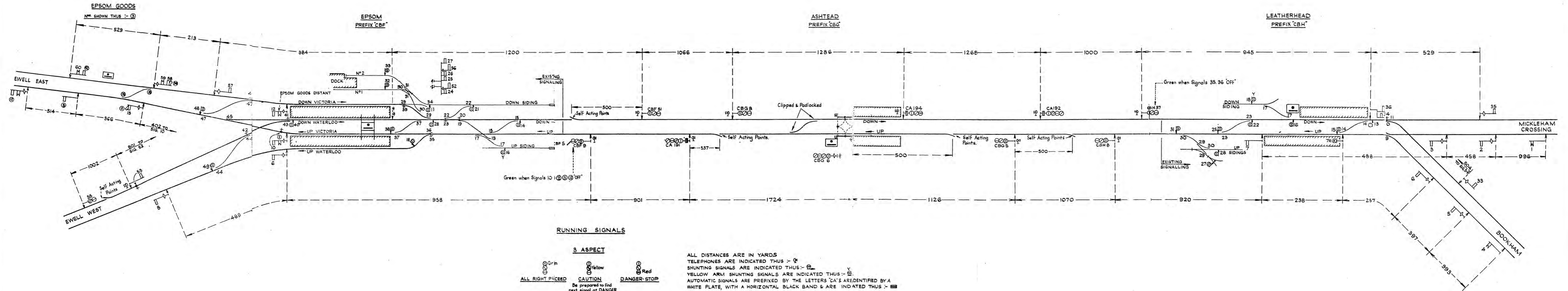
SHUNTING SIGNALS.

13. From Down Main to Up Main or back on Down Main.
15. From Up Main to Down Main.
16. From Down Main, back on Down Main or to Down Siding.
18. From Down Siding to Down Main.
22. From Down Main to Up Main.
25. From Up Main to Down Main or back on Up Main.
27. From Up Siding No. 2 to Up Siding No. 1 or Up Main.
28. From Up Siding No. 1 to Up Main.
31. From Up Main, back on Up Main or to Up Siding No. 1 or Up Siding No. 2.

"Essex House," Croydon.
16th April, 1964.

G. A. WEEDEN,
Line Manager.

(R/SA7/I)
(R/R554/I)

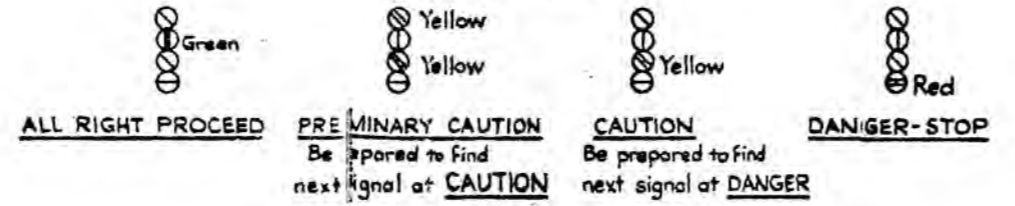


RUNNING SIGNALS

3 ASPECT



4 ASPECT



ALL DISTANCES ARE IN YARDS
 TELEPHONES ARE INDICATED THUS :- ☎
 SHUNTING SIGNALS ARE INDICATED THUS :- ⚡
 YELLOW ARM SHUNTING SIGNALS ARE INDICATED THUS :- ⚡
 AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS 'CA' & ARE IDENTIFIED BY A WHITE PLATE, WITH A HORIZONTAL BLACK BAND & ARE INDICATED THUS :- [Symbol]
 SIGNAL BOX THUS :- [Symbol]
 DETONATOR PLACERS INDICATED THUS :- ⚡