



British Rail

Southern

CENTRAL DIVISION

C. J. Woolster Holmes

**ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
COOKSBRIDGE, FALMER,
BERWICK AND NEWHAVEN TOWN
ON
SATURDAY, 18 SEPTEMBER, 1976**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

New colour light running signals and position-light shunting signals controlled from Lewes signal box will be brought into use between Cooksbridge, Falmer and Southerham Junction. All existing signals controlled from Lewes signal box will be taken out of use.

Southerham Junction signal box will be abolished together with all semaphore signals controlled therefrom. Control of the junction points, release of Southerham Ground Frame, and supervision of Beddingham and Itford level crossings will be transferred to Lewes signal box.

Between Southerham Junction, Berwick and Newhaven Town the existing signalling will be modified and certain new signals will be provided.

Track Circuit Block working will apply on the Down Main line between Cooksbridge, Lewes and Berwick; on the Up Main line between Berwick and Lewes; and on the Up Seaford line between Newhaven Town and Lewes.

Attention is drawn to Down Main line signal BK.39 (between Southerham Junction and Glynde), which will become a 3-aspect signal, the red aspect being brought into use.

Telephones will be provided at or adjacent to the new stop signals and at certain other locations, the prefix letters on the enclosed diagram indicating the signal box to which they give communication.

The catch points in the Up Branch line between Lewes and Kingston Tunnel will be brought into use. The points giving access to the Down Siding at Lewes will be controlled from a new 4-lever ground frame.

Lamps which flash with a white light to call the attention of the Technician will be fixed to certain apparatus cases in the area.

Full details are shown on the diagram enclosed with this notice.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

ALL DISTANCES IN YARDS.



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



= GREEN ASPECT



= YELLOW ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= RED ASPECT



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



= POSITION LIGHT SIGNAL – The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 3.1.4. and 5.1.1.



= BANNER REPEATING SIGNAL – The Rule Book, Section C, Clauses 3.3.1 and 5.5.



= Denotes AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.3 and 3.3.4.



= Denotes SEMI-AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.4 and 3.3.4.



= A.W.S. INDUCTOR.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL – The Rule Book, Section C, Clauses 3.1.5 and 5.2.



= As above but with YELLOW light instead of red light.



= LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.



= SIGNAL BOX.



= GROUND FRAME.

●R.B.C.= RETURN BELL COMMUNICATION PLUNGER.

●T.R.T.S.= TRAIN READY TO START PLUNGER.



= PLATFORM STARTING SIGNAL “OFF” INDICATOR.



= “DIAMOND” SIGN – The Rule Book, Section K, Diagram No. 1.



= NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.



= SPRING TRAILING POINTS.

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

LEWES

LIST OF SIGNAL APPLICATIONS

Signal No.	Type R = Running S = Subsidiary	Indication	Application
7	R	Nil	Along Down Branch
	R	Position 4	From Down Branch to Platform Loop
14	S	S	From Up Main to Up Siding
	R	Position 2	From Up Main to Platform Loop
	S	Position 2	From Up Main to Platform Loop
	R	Position 1	From Up Main to Up Branch
	S	Position 1	From Up Main to Up Branch
	R	Position 4	Along Up Main
	S	Position 4	Along Up Main
15	R	Nil	Along Down Main
	R	Position 4	From Down Main to Down Seaford
51	S	Nil	Back along Up Branch or from Up Branch to Platform Loop
58	S	S	From Down Main to Up Siding or Down Siding
	S	L	From Down Main to Platform Loop
	S	U	From Down Main to Up Branch or Up Main
	S	X	From Down Main to Down Branch or back along Down Main

SIGNAL INSTRUCTION
No. 13CD

