



British Rail

Southern

CENTRAL DIVISION

**ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
SOUTH CROYDON/WEST CROYDON
AND
NORWOOD JCN/SELHURST
ON
SATURDAY 1 OCTOBER 1983
AND
SUNDAY 2 OCTOBER 1983**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

New track and signalling will be introduced in the Gloucester Road/East Croydon area as shown on the enclosed diagram.

All points and signals will be controlled from the existing East Croydon (CW) and Gloucester Road (CY) signal boxes.

Attention is drawn to the changes in line names and the introduction of new lines.

This notice should also be read in conjunction with Signal Instruction 40CD.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|------------------|
| CW2 | Main | Position 1 | Platform 1 |
| | | Nil | Platform 2 |
| | | Position 4 | Platform 3 |
| | | Position 5 | Platform 4 |
| | | Position 6 | Platform 5 |
| CW5 | Main | Position 1 | Up Fast |
| | | Nil | Fast Reversible |
| CW11 | Position Light | Nil | Gullet |
| | | Nil | Up Fast |
| CW16 | Position Light | Nil | Down Fast |
| | | Nil | Fast Reversible |
| | | Nil | Up Siding |
| CW22 | Main | Position 1 | Down Slow |
| | | Position 4 | Down Fast |
| CW23 | Main | Position 1 | Reversible |
| | | Nil | Down Slow |
| | | Position 4 | Down Fast |
| CW27 | Main | Position 2 | Platform 2 |
| | | Position 1 | Platform 3 |
| | | Nil | Platform 4 |
| | | Position 4 | Platform 5 |
| CW32 | Main | Position 3 | Fast Reversible |
| | | Nil | Up Selhurst Slow |
| CW33 | Main | Position 1 | Fast Reversible |
| CW36 | Main | Position 1 | Up Fast |
| | | Nil | Fast Reversible |
| CW54 | Main | Position 1 | Down Slow |
| | | Nil | Down Fast |
| CW56 | Main | Position 1 | Down Slow |
| | | Nil | Down Fast |
| CW60 | Main | Position 3 | Platform 5 |
| | | Position 2 | Platform 4 |
| | | Position 1 | Platform 3 |
| | | Nil | Platform 2 |

SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|-------------------------|
| CW79 | Main | Position 1 | Platform 5 |
| | | Nil | Platform 6 |
| CW80 | Main | Position 2 | Platform 5 |
| | | Position 1 | Platform 4 |
| | | Nil | Platform 3 |
| CW91 | Main | Nil | Platform 6 |
| | | Position 4 | Platform 5 |
| CY2 | Main | Position 2 | Up Emergency Spur |
| | | Position 1 | Up Selhurst Spur |
| | | Position 4 | Up West Croydon Spur |
| CY22 | Main | Nil | Up Selhurst Slow |
| | | Position 4 | Up London Bridge Slow |
| CY25 | Position Light | Nil | Fork Arrival Road |
| CY28 | Position Light | Nil | Fork Arrival Road |
| | | Nil | Up Local |
| CY34 | Main | Nil | Up Local |
| | | Position 4 | Up Through |
| CY36 | Position Light | Nil | Fork Arrival Road |
| CY72 | Position Light | Nil | Access Road |
| | | Nil | Electric Sidings |
| CY79 | Position Light | A | Access Road |
| | | E | Electric Roads |
| | | G | Selhurst Fork Road |
| CY80 | Main | Nil | Down Selhurst Slow |
| | | Position 4 | Down Selhurst Spur |
| CY90 | Main | Nil | Up Selhurst Through |
| | | Position 4 | Up London Bridge Fast |
| CY95 | Main | Position 1 | Up Selhurst Through |
| | | Nil | Up London Bridge Fast |
| CY104 | Main | Position 1 | Down London Bridge Slow |
| | | Nil | Down London Bridge Fast |
| CY110 | Position Light | Nil | Goods Road |
| CY112 | Main | Nil | Down Fast |
| | | Position 4 | Fast Reversible |

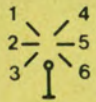
SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|-----------------------|
| CY114 | Main | Nil | Down Selhurst Through |
| | | Position 4 | Down Emergency Spur |
| CY121 | Main | Nil | Down Fast |
| | | Position 4 | Fast Reversible |
| CY125 | Position Light | Nil | Goods Road |

Essex House
CROYDON
October 1983

(R/SB43/55/31A)

B. D. Scott
Divisional Manager
Central Division



= JUNCTION INDICATORS - The Rule Book, Section C, Clause 3.1.4.



= GREEN ASPECT



= YELLOW ASPECT



= RED ASPECT

} The Rule Book, Section C, Clause 3.1.1.



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



= POSITION LIGHT SIGNAL - Associated with main aspect -



= POSITION LIGHT SIGNAL - Not associated with main aspect -



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

} The Rule Book, Section C, Clauses 3.1.3. & 5.1.



= LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.



= BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 3.3.1. & 5.5.



= Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3. & 3.3.4.



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



= A.W.S. INDUCTOR.



= A.W.S. INDUCTOR - PERMANENT MAGNET.



= A.W.S. INDUCTOR - OPERATIVE IN BOTH DIRECTIONS.



= A.W.S. INDUCTOR - SUPPRESSED FOR MOVES IN DIRECTION OF ARROW.



= TELEPHONE.



= SIGNAL BOX.



= GROUND FRAME.

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

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



= PLATFORM STARTING SIGNAL "OFF" INDICATOR.



= "DIAMOND" SIGN - The Rule Book, Section K, Diagram No.1.



= NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.



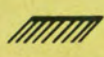
= SPRING TRAILING POINTS.

C&P = CLIPPED & PADLOCKED.

H.P. = HAND OPERATED POINTS.

T.A.C. = TRAIN ARRIVED COMPLETE.

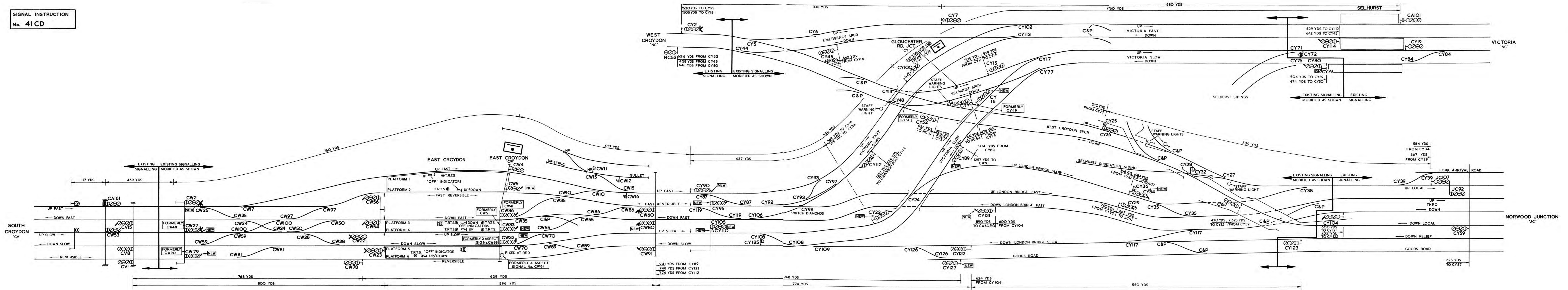
R = When shown as a suffix letter, with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.



= SUPPORTED STRUCTURE.

All distances in yards.

SIGNAL INSTRUCTION
No. 41 CD



941 YDS FROM CY89
748 YDS FROM CY121
774 YDS FROM CY112

624 YDS FROM CY104

625 YDS TO CY57