



British Rail

Southern

CENTRAL AND SOUTH EASTERN DIVISIONS

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ALTERATIONS TO SIGNALLING  
AND PERMANENT WAY  
BETWEEN  
PECKHAM RYE AND HERNE HILL TO LOUGHBOROUGH  
JUNCTION, SHEPHERDS LANE AND BRIXTON  
ON  
**SUNDAY 22 NOVEMBER 1981**  
**SATURDAY/SUNDAY 28/29 NOVEMBER 1981**  
**SUNDAY 6 DECEMBER 1981**

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DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

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Loughborough Junction, Shepherds Lane and Herne Hill signal boxes will be abolished, control of all signals and points previously controlled from these boxes will be transferred to Victoria signal box as shown on the enclosed diagram.

The Up and Down Local lines between Brixton Junction and Canterbury Road Junction will be renamed the Down and Up Catford Loops respectively.

The Up and Down Local lines between Canterbury Road Junction and Loughborough Junction will be renamed the Down and Up Brixton Spurs respectively.

All signal post telephones will communicate with Victoria signal box unless otherwise shown.

B.R. A.W.S. will be provided at all running signals except the following:

Down Holborn Fast	VS397 & VS401
Down Holborn Slow	VS399 & VS403
Up Holborn Fast	VS406 & VS402
Up Holborn Slow	VS408 & VS404

The work will be carried out in three stages as follows:

**STAGE 4H (1) – SUNDAY 22 NOVEMBER 1981**

Transfer of control of Down and Up Atlantic lines to Victoria signal box. The new connections at Crofton Road Junction will remain secured out of use.

**STAGE 4H (2) – SATURDAY/SUNDAY 28/29 NOVEMBER 1981**

Loughborough Junction and Shepherds Lane signal boxes abolished. The new connections at Crofton Road Junction brought into use.

**STAGE 4H (3) – SUNDAY 6 DECEMBER 1981**

Herne Hill signal box abolished.

Full details of the alterations to the signalling are shown on the enclosed diagram.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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### SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
VS108	Main	Position 1	Up Chatham Main to Up Chatham Slow
		Nil	Up Chatham Main to Up Chatham Fast
VS109	Main	Position 1	Down Chatham Main to Down Catford Loop
		Nil	Along Down Chatham Main
VS115	Main	Nil	Down Catford Loop to Down Brixton Spur
		Position 4	Along Down Catford Loop
VS409	Main	Position 1	Down Holborn Fast to Down Cambria Spur
		Position 4	Down Holborn Fast to Down Holborn
		Position 5	Down Holborn Fast to Up Brixton Spur
VS411	Main	Position 2	Down Holborn Slow to Down Cambria Spur
		Position 1	Down Holborn Slow to Down Holborn
		Position 4	Down Holborn Slow to Up Brixton Spur
VS412	Main	Position 1	Up Cambria Spur to Up Holborn Slow
		Nil	Up Cambria Spur to Up Holborn Fast
VS414	Main	Nil	Up Holborn to Up Holborn Slow
		Position 4	Up Holborn to Up Holborn Fast
VS416	Main	Nil	Down Brixton Spur to Up Holborn Slow
		Position 4	Down Brixton Spur to Up Holborn Fast
VS424	Main	Nil	Along Up Catford Loop
		Position 4	Up Catford Loop to Up Cambria Spur
VS440	Main	Position 1	Up Catford Loop to Up Atlantic
		Nil	Along Up Catford Loop
VS441	Main	Position 1	Down Atlantic to Down Catford Loop
		Nil	Along Down Atlantic
VS123	Main	Nil	Down Holborn to Down Platform Loop
		Position 4	Down Holborn to Down Chatham Main
VS125	Main	Position 1	Down Chatham Main to Down Platform Loop
		Nil	Along Down Chatham Main
VS126	Main	Nil	Along Up Chatham Main
		Position 4	Up Chatham Main to Up Holborn
VS128	Main	Nil	Up Platform Loop to Up Chatham Main
		Position 4	Up Platform Loop to Up Holborn

<b>SIGNAL APPLICATIONS</b>			
Signal No.	Aspect	Indication	Application
VS129	Main	Nil	Down Platform Loop to Down Chatham Main
		Position 4	Down Platform Loop to Down Holborn
VS131	Main	Nil	Along Down Chatham Main
		Position 4	Down Chatham Main to Down Holborn
VS134	Main	Position 1	Up Chatham Main to Up Platform Loop
		Nil	Along Up Chatham Main
VS136	Main	Nil	Up Holborn to Up Platform Loop
		Position 4	Up Holborn to Up Chatham Main
595	Shunt	Nil	Shunting from Up Chatham Main to Down Platform Loop or to Down Chatham Main or back along Up Chatham Main or to Up Platform Loop
599	Shunt	Nil	Shunting from Long Siding to Down Chatham Main or to Down Holborn
600	Shunt	Nil	Shunting back along Down Chatham Main or from Down Chatham Main to Down Platform Loop or to Long Siding
602	Shunt	Nil	Shunting from Down Holborn to Up Platform Loop or to Up Chatham Main or to Down Chatham Main or to Down Platform Loop or to Long Siding

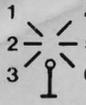
Essex House  
CROYDON

1, Albemarle Road  
BECKENHAM, KENT  
November 1981

(R/SB 429/1/31A)

(R/Z455/172)

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Divisional Manager  
(Central Division)  
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 = JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.

 = 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 – The Rule Book, Section C, Clauses 3.1.3. & 5.3. or 3.1.4. & 5.1.1.

 = 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.

 = TELEPHONE.

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

C & P = CLIPPED & PADLOCKED.

H. P. = HAND OPERATED POINTS.

T.A.C. = TRAIN ARRIVED COMPLETE.

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.

All distances in yards from centre of Signal Box.

