

P. G. Barlow
Eqg. CP60

Signal Instruction
29 CD/67 SWD



British Rail

Southern

CENTRAL AND SOUTH WESTERN DIVISIONS

**ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
SUTTON/WEST CROYDON
AND
WIMBLEDON AND RAYNES PARK
ON
SATURDAY/SUNDAY
22/23 MAY 1982**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Waddon Marsh, Mitcham Junction, Mitcham, Merton Park and Wimbledon 'B', also St Helier signal boxes will be abolished.

Control of all points and signals previously controlled from these signal boxes will be transferred to Victoria (VC) signal box, except as shown below.

Control of points and signals on the South Western Train lines previously controlled from Wimbledon 'B' signal box will be transferred to Wimbledon 'A' signal box.

Control of points and signals on the Up and Down St Helier lines previously controlled from Wimbledon 'A' and 'C' signal boxes will be transferred to Victoria (VC) signal box.

Control of points and signals on the Mitcham line previously controlled from West Croydon signal box will be transferred to Victoria (VC) signal box.

The crossing boxes at Beddington Lane and Dundonald Road will also be abolished.

The level crossings at Beddington Lane, Merton Park and Dundonald Road will be controlled from Victoria (VC) using C.C.T.V.

The area of Track Circuit Block working controlled from Victoria (VC) signal box will be extended to Sutton on the St Helier and Portsmouth lines, and to Mitcham Bay at West Croydon.

All signal post telephones will communicate with Victoria (VC) signal box, unless otherwise shown.

B.R. A.W.S. will be provided on all running signals.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
VC 827	Main	Nil	Along Down St Helier
		Position 4	To Up St Helier
VC 833	Main	M	To Up Mitcham
	Subsidiary	Nil	To West Sidings
	Main	D	To Down St Helier
		U	Back Along Up St Helier
VC 835	Main	M	To Up Mitcham
	Subsidiary	Nil	To West Sidings
	Main	D	Along Down St Helier
VC 836	Main	Nil	Along Up St Helier
	Subsidiary	9	Draw Ahead Along Up St Helier
VC 838	Main	Position 1	To Up St Helier
	Subsidiary	Position 1	Draw Ahead To Up St Helier
	Main	Nil	Back Along Down St Helier
VC 840	Main	Position 1	To Up St Helier
		Nil	To Down St Helier
VC 851	Main	Position 4	To Down Local
		Position 5	To Down Through
VC 874	Main	Nil	To Mitcham Bay
		Position 4	To Up Main
VC 882	Main	Position 1	Along Up Mitcham
		Nil	To Down Mitcham
VC 898	Main	Nil	To Down Mitcham
		Position 4	Along Up Portsmouth
VC 899	Main	Nil	To Up Mitcham
		Position 4	Along Down Portsmouth

SIGNAL APPLICATIONS			
Signal No.	Aspect	Indication	Application
WH 85	Main	Position 1	To Down Local
		Nil	Along Down Through
WH 103	Main	Nil	Along Down Local
		Position 4	To Down Through
WH 110	Main	Nil	Along Up Through
		Position 4	To Up St Helier
WH 108	Shunting	Nil	To Up St Helier
184	Shunting	9	To Platform 9
		10	To Platform 10

Essex House
Croydon

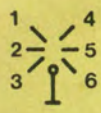
(R/SB429/1/31A)

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(R8/M4/351)

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= 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. & 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.



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



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



= 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

SIGNAL INSTRUCTION
No. 29CD / 675WD

