

Signal Instruction
40CD



British Rail

Southern

CENTRAL DIVISION

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
REDHILL/EARLSWOOD
AND
SOUTH CROYDON
CATERHAM AND TATTENHAM CORNER
LINES
ON
SUNDAY 25 SEPTEMBER 1983
AND
SATURDAY 1 OCTOBER
AND
SUNDAY 9 OCTOBER 1983

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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SUNDAY 25 SEPTEMBER

Caterham and Tattenham Corner signal boxes will be abolished and Coulsdon North signal box will be reduced in status to that of a ground frame.

Control of all points and signals will be transferred to Purley (CU) signal box as shown on the enclosed diagram.

All main running signals are provided with a telephone and will communicate with Purley (CU) signal box unless otherwise shown.

Supervision of Whyteleafe and Whyteleafe South level crossings will continue from Whyteleafe South using CCTV.

SATURDAY 1 OCTOBER

New Automatic signal sections will be introduced between South Croydon and Purley Oaks.

Nomenclature of the lines will be changed as follows:

Between South Croydon and Stoats Nest Junction – Down and Up Through lines become
Down and Up Slow lines.

Between Stoats Nest Junction and Coulsdon North – Down and Up Local lines become
Down and Up Quarry lines.

SUNDAY 9 OCTOBER

Coulsdon North ground frame and Coulsdon North shunting box will be abolished. The connections in the Down and Up Quarry lines leading to the station will be secured out of use pending abolition.

Essex House
CROYDON
September 1983

(R/SB 43/55/31A)

B. D. Scott
Divisional Manager
Central Division

SIGNAL APPLICATIONS

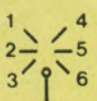

























Signal No.	Aspect	Indication	Application
CU153	MAIN	Position 3	Down Loop
		Position 2	Up Loop
		Position 1	Down Thro
		Nil	Down Local
CU155	MAIN	Position 2	Down Loop
		Position 1	Up Loop
		Nil	Down Thro
CU165	MAIN	Position 1	Down Caterham
		Nil	Down Tattenham
CU167	MAIN	Position 1	Down Caterham
		Nil	Down Tattenham
CU170	MAIN	Position 1	Up Local
		Nil	Up Thro
CU171	MAIN	Position 1	Down Thro
		Nil	Down Local
CU172	MAIN	1	Up Local
		Nil	Up Thro
	Position Light	Nil	Down Siding
CU173	MAIN	Nil	Down Thro
		Position 4	Down Local
CU174	MAIN	Position 1	Up Local
		Nil	Up Thro
	Position Light	Nil	Down Siding
CU176	MAIN	Nil	Up Thro
	Position Light	Nil	Down Siding
CU182	MAIN	Nil	Up Local
		Position 4	Up Thro
CU184	MAIN	Position 1	Up Local
		Nil	Up Thro
CU175	MAIN	Nil	Down Local
		1	Bay No. 1
		2	Bay No. 2
	Position Light	1	Bay No. 1
		2	Bay No. 2

SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
CU560	MAIN	Position 1	Down Thro
	Position Light	Position 1	Down Thro
	MAIN	Nil	Up Loop
	Position Light	L	Up Loop
CU569	MAIN	2	Platform 2
	Position Light	2	Platform 2
	Position Light	Nil	Platform 2
	MAIN	1	Platform 1
	Position Light	1	Platform 1
	Position Light	Nil	Platform 1
CU576	MAIN	Position 1	Down Thro
	Position Light	Position 1	Down Thro
	MAIN	Nil	Up Loop
	Position Light	L	Up Loop
CU579	MAIN	Nil	Down Tattenham
	Position Light	D	Down Tattenham
	MAIN	Position 4	Up Tattenham
	Position Light	Position 4	Up Tattenham
CU605	MAIN	3	Platform 3
	Position Light	3	Platform 3
	Position Light	Nil	Platform 3
	MAIN	2	Platform 2
	Position Light	2	Platform 2
	Position Light	Nil	Platform 2
	MAIN	1	Platform 1
	Position Light	1	Platform 1
	Position Light	Nil	Platform 1
CU608	Position Light	Nil	Up Sidings
	MAIN	Nil	Up Tattenham
1091	Position Light	Nil	Up Loop
		Nil	Down Thro
		Nil	Down Local
1093	Position Light	Nil	Down Loop
		Nil	Up Loop
		Nil	Down Thro

SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
1097	Position Light	S	Gravel Siding
		L	Down Loop
		U	Up Loop
		D	Down Thro
1100	Position Light	Nil	Up Loop
		Nil	Down Loop
1102	Position Light	Nil	Up Loop
		Nil	Down Loop
1110	Position Light	Nil	Up Main
		Nil	Reedham Sidings
1111	Position Light	Nil	Down Siding
		Nil	Down Main
1361	Position Light	Nil	Platform 2
		Nil	Platform 1
		Nil	Up Siding
1369	Position Light	Nil	Down Tattenham
		Nil	Up Tattenham
1385	Position Light	Nil	Platform 2
		Nil	Platform 2
		Nil	Platform 1

-  = 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.

