

Signal Instruction
42 C.D.



British Rail

Southern

CENTRAL DIVISION

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
THORNTON HEATH, NORWOOD JUNCTION
AND
WADDON, PURLEY OAKS, SANDERSTEAD
SUNDAY 1 APRIL 1984
AND
SATURDAY AND SUNDAY
7 AND 8 APRIL 1984

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|--|
| VC874 | Main | Nil | Platform 2 |
| | | Position 4 | Platform 3 |
| T24 | Position Light | Nil | Fork Arrival Road |
| | Main | Nil | Up Local |
| T26 | Main | Position 1 | Up Selhurst Spur |
| | | Nil | Up Wallington |
| T32 | Position Light | Nil | Oakfield Siding |
| | Main | Nil | Up Wallington |
| T36 | Main | Nil | Platform 3 |
| | Position Light | U | Platform 3 |
| T37 | Main | Nil | Platform 4 |
| | Position Light | D | Platform 4 |
| | Main | Position 4 | Platform 1 |
| | Position Light | Position 4 | Platform 1 |
| T39 | Main | Nil | Down Wallington |
| | | Position 4 | Down Mitcham |
| T41 | Main | W | Down Wallington |
| | | M | Down Mitcham |
| T67 | Main | Position 2 | Down Victoria Slow |
| | | Position 1 | Down Selhurst Spur |
| | | Nil | Down Victoria Fast |
| T69 | Position Light | Nil | Arrival Road |
| | Main | Nil | Down Victoria Slow |
| | | Position 4 | Down Selhurst Spur |
| T71 | Main | Nil | Down Fast |
| | | Position 4 | Fast Reversible (via 1584 or 1587, 1592) |
| T72 | Main | Position 1 | Up Victoria Fast |
| | | Nil | Up Victoria Slow |
| T74 | Main | Position 1 | Up Victoria Fast |
| | | Nil | Up Victoria Slow |
| T81 | Main | Position 1 | Down London Bridge Slow |
| | | Nil | Down London Bridge Fast |
| T82 | Position Light | Nil | Fork Arrival Road |
| | Main | Nil | Up Local |
| | | Position 4 | Up Through |

SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|--|
| T86 | Main | Nil | Up Victoria Slow |
| | | Position 4 | Up London Bridge Slow |
| T87 | Main | Nil | Down Fast |
| | | Position 4 | Fast Reversible |
| T90 | Main | Nil | Up Victoria Fast |
| | | Position 4 | Up London Bridge Fast |
| T92 | Main | Position 1 | Up Victoria Fast |
| | | Nil | Up London Bridge Fast |
| T93 | Main | Position 3 | Slow Reversible |
| | | Position 2 | Up Slow |
| | | Position 1 | Down Fast |
| | | Nil | Fast Reversible (Direct) or (via 1598, 1607) |
| T95 | Main | Position 2 | Slow Reversible |
| | | Position 1 | Up Slow |
| | | Nil | Down Fast |
| | | Position 4 | Fast Reversible |
| T96 | Main | Nil | Up Slow |
| | Position Light | Nil | Goods Road |
| T99 | Main | Position 1 | Down Slow |
| | | Nil | Slow Reversible (Direct) or (via 1600, 1608) |
| | | Position 4 | Up Slow |
| | | Position 5 | Down Fast |
| | | Position 6 | Fast Reversible |
| T102 | Main | Position 1 | Up Fast |
| | | Nil | Fast Reversible (Direct) or (via 1607, 1598) |
| | | Position 4 | Up Slow |
| T104 | Main | Position 1 | Fast Reversible |
| | | Position 4 | Up Slow |
| T106 | Main | Position 1 | Fast Reversible |
| | | Nil | Up Slow |
| T108 | Main | Position 2 | Fast Reversible |
| | | Position 1 | Up Slow |
| T115 | Main | Position 1 | Slow Reversible |
| | | Nil | Down Fast |

| SIGNAL APPLICATIONS | | | |
|----------------------------|----------------|------------|--|
| Signal No. | Aspect | Indication | Application |
| T117 | Main | Position 1 | Slow Reversible (via 1613 or 1616 and 1622) |
| | | Nil | Down Fast (Direct) or (via 1613, 1617) |
| T119 | Main | Position 1 | Slow Reversible |
| | | Position 4 | Down Fast |
| T121 | Main | Position 1 | Down Slow |
| | | Nil | Slow Reversible (Direct) or (via 1614, 1622) |
| | | Position 4 | Down Fast |
| T124 | Main | Position 1 | Up Fast |
| | | Nil | Fast Reversible (Direct) or (via 1621, 1612) |
| | | Position 4 | Down Fast (Direct) or (via 1617, 1613) |
| | | Position 5 | Up Slow |
| | | Position 6 | Slow Reversible |
| T126 | Main | Position 2 | Fast Reversible |
| | | Position 1 | Down Fast (via 1616 or 1613) |
| | | Nil | Up Slow |
| | | Position 4 | Slow Reversible |
| T128 | Main | Position 3 | Fast Reversible |
| | | Position 2 | Down Fast (via 1622 and 1616 or 1613) |
| | | Position 1 | Up Slow |
| | | Nil | Slow Reversible (Direct) or (via 1622, 1614) |
| T135 | Main | Position 1 | Down East Grinstead |
| | | Nil | Down Slow |
| T137 | Main | Nil | Down East Grinstead |
| | | Position 4 | Down Slow |
| T148 | Main | Nil | Platform 3 |
| | | Position 4 | Platform 4 |
| T150 | Main | Nil | Platform 3 |
| | | Position 4 | Platform 4 |
| 1041 | Position Light | Nil | Platform 4 |
| | | Nil | Platform 3 |
| | | Nil | Platform 1 |
| 1048 | Position Light | Nil | Platform 3 |
| | | Nil | Platform 4 |

SIGNAL APPLICATIONS

| Signal No. | Aspect | Indication | Application |
|------------|----------------|------------|--|
| 1051 | Position Light | Nil | Platform 4 |
| | | Nil | Platform 3 |
| 1065 | Position Light | Nil | Fast Reversible |
| | | Nil | Up Siding |
| 1067 | Position Light | Nil | Slow Reversible |
| | | Nil | Up Slow |
| | | Nil | Down Fast |
| | | Nil | Fast Reversible |
| 1070 | Position Light | Nil | Gullet |
| | | Nil | Up Fast |
| 1080 | Position Light | S | Slow Reversible |
| | | X | Down Slow Limit of Shunt |
| 1082 | Position Light | Nil | Fast Reversible |
| | | Nil | Down Fast (Direct) or (via 1617, 1613) |
| | | Nil | Up Slow |
| | | Nil | Slow Reversible |
| 1354 | Position Light | Nil | Up East Grinstead |
| | | Nil | Selsdon Oil Siding |

South Croydon, Selsdon, East Croydon, Gloucester Road Junction and West Croydon signal boxes will be abolished.

Control of all points and signals will be transferred to Three Bridges (T) signal box as shown on the enclosed diagrams.

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

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

The work will be carried out in stages thus:

SUNDAY 1 APRIL

South Croydon and Selsdon signal boxes will be abolished, and Down and Up Branch lines will be re-named Down and Up East Grinstead lines between South Croydon and Sanderstead.

SATURDAY 7 APRIL

East Croydon and Gloucester Road Junction signal boxes will be abolished.

Nomenclature of the lines between East Croydon and South Croydon will be changed as follows:

Down Slow line – renamed – Slow Reversible line.

Reversible line – renamed – Down Slow line.

South Croydon

Signal T142 previously out of use will be brought into use.

The Position 4 Junction Indicators of signals T148 and T150 will be brought into use and will apply for moves to the Slow Reversible line.

Between Norbury and Selhurst

The signals on the Down and Up Victoria Fast and Slow lines will be renumbered as follows:

Up Fast line

| | | |
|------|------------|-----|
| CA53 | Renumbered | T58 |
| CA55 | " | T54 |
| CA95 | " | T50 |

Up Slow line

| | | |
|------|------------|-----|
| CA99 | Renumbered | T60 |
| CA57 | " | T56 |
| CA97 | " | T52 |

Dow Fast line

| | | |
|-------|------------|-----|
| CA96 | Renumbered | T51 |
| CA126 | " | T55 |
| CA100 | " | T59 |
| CY116 | " | T63 |

Down Slow line

| | | |
|-------|------------|-----|
| CA98 | Renumbered | T53 |
| CA130 | " | T57 |
| CA102 | " | T61 |

Signal post telephones will communicate with Three Bridges (T) signal box.



























SUNDAY 8 APRIL

West Croydon signal box will be abolished.

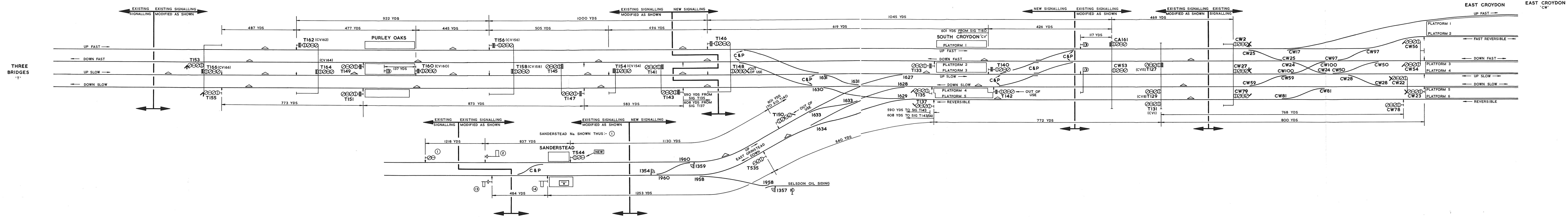
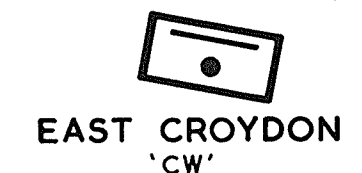
Essex House
CROYDON
April 1984

(R/SB 43/55/31A)

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 -
- 
 Y = 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. 42 CD



SIGNAL INSTRUCTION
No. 42 CD

