



**British Rail**

Southern

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ALTERATIONS TO SIGNALLING  
AND PERMANENT WAY  
BETWEEN  
HAS SOCKS AND HOVE  
AND BETWEEN  
BRIGHTON AND PORTSLADE

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INTRODUCTION OF REVERSIBLE  
WORKING FACILITY  
BETWEEN  
KEYMER JUNCTION AND PRESTON PARK

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SUNDAY 17 MARCH 1985

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DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

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Preston Park and Hove signal boxes will be abolished and control of all lines between Hassocks and Hove and between Brighton (Nos. 1, 2 and 3 platform lines) and Portslade will be transferred to Three Bridges (T) signal box.

Hassocks No. 2 ground frame will be abolished and the trailing crossover between the down and up lines will be secured out of use pending abolition.

All running line signals will be provided with a telephone connected to Three Bridges signal box.

Details of the new arrangements, including the new reversible working facility between Keymer Jn. and Preston Park, are shown on the enclosed diagrams.

The layout and signals at Hove will be unaltered except that the signal prefix letters will be changed from 'HV' to 'T'.

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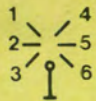
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SIGNAL APPLICATIONS			
Signal No.	Aspect	Indication	Application
T369	Main	Position 1	Down Lewes
		Nil	Down main
		Position 4	Up main
T371	Main	Position 2	Down Lewes
		Position 1	Down main
		Nil	Up main
T420	Main	Nil	Up main
		Position 4	Down main
	Position light	Nil	Up sidings
T421	Main	Nil	Down main
		Position 4	Up main
		Position 5	Up loop
T422	Main	Nil	Up main
		Position 4	Down main
T423	Main	Nil	Up main
		Position 4	Up loop
T425	Main	Nil	Down main
		Position 4	Down Cliftonville spur
T426	Main or position light	L	Up loop
		M	Up main
T427	Main	Position 1	Down main
		Position 4	Down Cliftonville spur
T429	Main	Position 1	Down main
		Position 4	Down Cliftonville spur
T430	Main	Position 1	Up loop
		Nil	Up main
	Position light	Position 1	Up loop
		M	Up main
T665	Main	Nil	Down West branch via No. 1880 or 1884 crossover
T668	Main or position light	1	Platform 1
		2	Platform 2
		3	Platform 3
1244	Position light	L	Up loop
		M	Up main
		X	Down main to "Limit of shunt"
1280	Position light	Nil	Platforms 1, 2 (via No. 1880 or 1884 crossover) or 3 or Wall siding





= 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.





