

SOUTHERN OPERATING AREA

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN
EAST CROYDON NORTH BOX AND COULSDON NORTH BOX**

(in place of existing semaphore running signals)

and

**ABOLITION OF EXISTING EAST CROYDON NORTH, EAST CROYDON SOUTH,
SOUTH CROYDON STATION, SOUTH CROYDON JUNCTION, PURLEY OAKS,
PURLEY NORTH AND PURLEY SOUTH SIGNAL BOXES,**

also

**BRINGING INTO USE NEW SIGNAL BOXES NAMED
EAST CROYDON, SOUTH CROYDON AND PURLEY,****ON SUNDAY, 8th MAY, 1955**

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 12.5 a.m. on Sunday, 8th May, colour light signals will be brought into use in place of the existing semaphore running signals between East Croydon North box and Coulsdon North box, linking up the existing colour light signalling at Gloucester Road Junction and Coulsdon North.

Certain semaphore signals will also be replaced by colour light signals on the branch line at South Croydon and on the Caterham and Tattenham Corner branch lines at Purley.

The existing East Croydon North and East Croydon South signal boxes, together with the North and South ground frames, will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "EAST CROYDON", situated on the up side opposite the existing East Croydon North box.

The existing South Croydon Station and South Croydon Junction signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "SOUTH CROYDON", situated 21 yards Purley side of existing South Croydon Junction box.

The existing Purley Oaks signal box will be abolished.

The existing Purley North and Purley South signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "PURLEY", situated in the fork between the down through and up branch lines, 94 yards Coulsdon side of existing Purley South box.

The existing down and up main lines between East Croydon and Coulsdon North will, in future, be known as the down and up through lines respectively.

A diagram showing the new and altered signals and their location is enclosed with this notice.

A plate bearing prefix letters and the number of the signal will be fixed adjacent to each colour light signal. The prefix letters will denote from which signal box the signal is operated, as follows:—

Prefix Letters.	Signal Box.
CW	East Croydon.
CV	South Croydon.
CU	Purley
CT	Coulsdon North.

Automatic signals will be prefixed by the letters "CA".

With the exception of the "from Caterham" and "from Tattenham" distant 1-aspect colour light signals at Purley, which will permanently display a yellow aspect, the new colour light running signals will consist of four, three or two aspects. They will be known as automatic or controlled signals, viz.:—

Automatic signals are those which are not worked from a signal box and are controlled by track circuit only.

Controlled signals are those which are always controlled from a signal box and are also controlled by track circuit.

The lights of the new 4-aspect running signals will be arranged as shown on the enclosed diagram and not as appearing on page 4 of the General Appendix to the Working Time Tables.

The aspects of the colour light running signals will be the same by day as by night.

The new colour light running signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist Drivers of trains drawn up close to such signals.

Back lights will not be provided in any of the new colour light running signals.

The height of the centre of the red light of the new colour light running signals will vary between $7\frac{1}{2}$ and 17 feet above rail level.

Track circuits have been installed throughout the area covered by the new colour light signals. All colour light running signals, also certain shunting signals at East Croydon and Purley, will be controlled by track circuits.

The new colour light running signals will be replaced to Danger after the front of the train has passed a distance varying from 15 to 440 yards beyond the signal.

JUNCTION INDICATORS.

Junction Indicators will be provided at certain signals as shown on the enclosed diagram, and will apply as indicated in Rule 35, clause (e).

ROUTE INDICATORS.

Route Indicators will be provided to work in conjunction with certain signals, and will exhibit a letter or figure as indicated on the enclosed diagram, according to the route the train is intended to run.

TELEPHONES.

Telephones will be provided at or adjacent to certain signals as indicated on the enclosed diagram.

SIGNALLING DURING FOG OR FALLING SNOW.

Fogsignalmen will NOT be provided at any of the colour light signals referred to in this Signal Instruction.

APPROACH LIGHT SIGNALS.

Approach light signals will be provided beneath the undermentioned semaphore signals:—

Coulsdon North	Up main inner home (No. 70).
Selsdon	Up main home (No. 23).

Indications will be exhibited in these approach light signals as shown on the enclosed diagram.

CALLING-ON SIGNALS.

The "from Caterham" and "from Tattenham" calling-on signals (CU.30 and CU.37 respectively) at Purley will be floodlighted and will not show a white or green light during darkness.

SHUNTING SIGNALS.

The position and application of all shunting signals worked from the new East Croydon and Purley signal boxes are shown on the enclosed diagram.

All shunting signals operated from East Croydon and Purley signal boxes will be floodlighted and will not show a red, yellow or green light during darkness.

East Croydon shunting signal CW.8, at present provided with a yellow arm, will be fitted with a red semaphore arm.

Shunting signals CW.82 and CW.87 at East Croydon will be worked for all running movements along the down relief line in addition to shunting movements. Drivers of trains whose movements have been authorised by a running signal are not required to observe the position of these shunting signals. It may, however, happen in an emergency that the shunting signal has been placed at Danger by the Signalman, and in such circumstances, if the signal is noticed by a Driver he should bring his train to a stand. During shunting operations the position of the shunting signals must be strictly observed.

Shunting signals CU.10, CU.13 and CU.34 at Purley will each be fitted with a yellow semaphore arm.

EAST CROYDON.

No. 43 up loop points, situated opposite the new signal box and which are at present clipped and padlocked in the reverse position, will be connected up and operated from the new signal box. They will normally lie wide to gauge forming "drop off" trap points as indicated on the enclosed diagram.

No. 37 Pit Road to up loop points, situated 24 yards station side of the new signal box, together with the slip connection leading from Middle Siding, which are at present clipped and padlocked in the normal position, will be connected up and operated from the new signal box.

A new 2-lever ground frame will be provided adjacent to Hall's Siding from which the connection leading from the down siding to Hall's Siding will, in future, be operated. The new ground frame will be electrically released from the new signal box and worked in accordance with the instructions under the heading "Standard Electrical Release Lever Control" appearing in Standard Block Regulations and in the Book of Instructions for Information of Drivers, Firemen and Guards.

The existing East Croydon North down relief inner home (CW.3), down main to relief home or down main inner home (CW.7/10) and down local inner home (CW.14) 4-aspect colour light signals, which are at present working as 3-aspect signals (the top aspect of each being obliterated), will, in future, work as down relief (CW.91/92), down through (CW.73/74), and down local (CW.62) inner home 4-aspect signals respectively.

The new up through inner home (platform starting) 4-aspect colour light signal (CW.51) will not, for the time being, be provided in its final position as indicated on the enclosed diagram. This new signal will, until further notice, be on the post which carried East Croydon North up main home semaphore signal, 11 yards farther from the new signal box than shown on the diagram.

SELSDON AND SOUTH CROYDON.

When Selsdon up main outer or inner distant signal is lowered, it will indicate that Selsdon up main home (No. 23) and South Croydon up branch home (CV.24) signals are in the "off" position and that the line is clear only to South Croydon up through starting signals (CV.21/22).

PURLEY.

In connection with the lengthening of the loop line platforms, the undermentioned permanent way alterations will be carried out. The new lay-out is shown on the enclosed diagram.

The existing points situated in the down siding, leading to up loop line, 20 yards Purley Oaks side of Purley North box, will be moved 24 yards towards Purley Oaks.

The existing catch points situated in the down siding, 62 yards Purley Oaks side of Purley North box, will be abolished.

The existing hand points situated in the down siding, leading to the dock siding, will, in future, be operated from the new signal box (No. 14 points).

The facing connection leading from down through to down loop line, opposite Purley North signal box, will be moved 25 yards towards Purley Oaks.

The facing points in up loop line leading to up through line, 42 yards station side of Purley North signal box, will be moved 13 yards towards Purley Oaks.

The trailing crossover road between down and up through lines, 167 yards Purley Oaks side of Purley North signal box, at present clipped and padlocked in the normal position, will be connected up and operated from the new signal box (No. 8 points).

A new notice board, worded "No movement to be made past this board without permission from Signalman or Shunter in charge" and applying to movements along the down siding towards Purley station, will be provided on the left of the down siding adjacent to shunting signal CU.10 as indicated on the enclosed diagram. The notice board will be floodlighted during darkness.

Shunting between Down Siding and Yard

Before shunt movements between the down siding and the Yard are commenced, the Guard or Shunter must obtain the permission of the Signalman by means of the return bell communication adjacent to shunting signal CU.10. The undermentioned bell codes must be used and must be acknowledged by being repeated.

On receipt of the acknowledgment the Guard or Shunter must pull down the lever of the control switch labelled "Track circuits DQ and DR", fixed adjacent to the return bell communication and shunting may commence.

If the Signalman cannot comply with the signal one beat only will be given on the bell.

When shunting is finished or has been stopped at the request of the Signalman and the down siding is clear and no vehicles in the Goods Yard are foul of it, the Guard or Shunter must replace the

lever of the control switch to the upright position and give the appropriate bell signal to the Signalman which must be acknowledged.

If, however, the down siding is occupied on the London side of shunting signal CU.10, the Signalman must be advised by means of the telephone provided, before the lever of the control switch is replaced.

Codes for Shunting Bell

From shunting bell to Signal Box

May shunting commence? 3 pause 3 pause 3
 Shunting completed and down siding clear at station end 1 pause 3

From Signal Box to shunting bell

Clear down siding at station end 4 pause 4

Should the running line or lines become obstructed in any way by an accident during shunting operations, the Guard or Shunter must immediately give the OBSTRUCTION DANGER signal (6 consecutive beats) to the signal box and the Signalman must block all lines in accordance with the Standard Regulation until he has received an assurance from the Station Master that the obstruction has been removed.

COULSDON NORTH.

The existing up Quarry to up local inner home 4-aspect colour light signal (CT.24), which is at present working as a 3-aspect signal (the top aspect being obliterated), will, in future, work as a 4-aspect signal.

The up main inner home semaphore signal (No. 70), (formerly with Orphanage Intermediate up main distant signal beneath), will NOT, in future, be fogsignalled.

On completion of the work shown herein, the "Instructions applicable between Signal Boxes where Block Apparatus is Not Provided" appearing in the Book of Instructions for the Information of Drivers, Firemen and Guards (and amendments thereto) will apply between East Croydon and Coulsdon North signal boxes.

Waterloo Station,
 April, 1955.

(R. Folio 213/34)
 (R.80188)

S. A. FITCH,
 Chief Operating Superintendent.