



SOUTHERN OPERATING AREA

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS ON ALL LINES BETWEEN :—**

- NORWOOD JUNCTION NORTH BOX AND EAST CROYDON NORTH BOX ;**
- NORWOOD JUNCTION NORTH BOX AND WEST CROYDON "A" BOX ;**
- SELHURST JUNCTION BOX AND EAST CROYDON NORTH BOX ;**
- SELHURST JUNCTION BOX AND NORWOOD JUNCTION NORTH BOX ;**
- SELHURST JUNCTION BOX AND WEST CROYDON "A" BOX**

(in place of existing semaphore running signals)

and

**ABOLITION OF EXISTING NORWOOD JUNCTION NORTH, NORWOOD JUNCTION SOUTH, NORWOOD FORK JUNCTION, SELHURST JUNCTION, GLOUCESTER ROAD JUNCTION AND WINDMILL BRIDGE JUNCTION SIGNAL BOXES,**

also

**BRINGING INTO USE NEW SIGNAL BOXES NAMED NORWOOD JUNCTION AND GLOUCESTER ROAD JUNCTION,**

**ON SUNDAY, 21st MARCH, 1954**

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, 21st March, colour light signals will be installed in place of the existing semaphore running signals on all lines between Norwood Junction North and East Croydon North and West Croydon "A" signal boxes, also between Selhurst Junction and East Croydon North, Norwood Junction North and West Croydon "A" signal boxes. At East Croydon North and West Croydon "A" signal boxes, certain semaphore running signals will be abolished and new colour light signals installed in lieu thereof.

The existing down and up main lines between Norwood Junction North and East Croydon North will, in future, be known as the down and up through lines respectively. The existing down and up main lines between Selhurst Station and Windmill Bridge Junction will, in future, be known as down and up through lines respectively.

The existing Norwood Junction North and Norwood Junction 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 "NORWOOD JUNCTION," situated 52 yards on the station side of the existing Norwood Junction South Box.

The existing Norwood Fork Junction, Selhurst Junction, Gloucester Road Junction and Windmill Bridge 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 "GLOUCESTER ROAD JUNCTION," situated between the up Selhurst through and down Emergency Spur lines, 144 yards Selhurst side of the existing Gloucester Road Junction box.

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.               |
|-----------------|---------------------------|
| JC              | Norwood Junction.         |
| CY              | Gloucester Road Junction. |
| CW              | East Croydon North.       |
| NC              | West Croydon "A."         |

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

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 10 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 Norwood Junction and Gloucester Road Junction, will be controlled by track circuits.

The new colour light running signals will be replaced to Danger after the engine has passed a distance varying from 15 to 235 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.

3-aspect approach light signals will be provided beneath the undermentioned semaphore signals :—

|                       |     |     |     |  |
|-----------------------|-----|-----|-----|--|
| Bromley Junction      | ... | ... | ... | " To Norwood Junction " home.  |
| Norwood Spur Junction | ... | ... | ... | " To Norwood Junction " home.  |
| East Croydon South    | ... | ... | ... | Up main inner home.<br>Up local home.  |
| East Croydon North    | ... | ... | ... | Up main home.<br>Up loop to up main home.<br>Up loop to up local home.<br>Up local home. |
| West Croydon " B "    | ... | ... | ... | Up main home.<br>Branch to up main home.<br>Goods to up main home.                       |
| West Croydon " A "    | ... | ... | ... | Up home (platform starting).<br>Up bay platform starting.                                |

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

#### SHUNTING SIGNALS.

All the shunting signals operated from the new Norwood Junction and Gloucester Road Junction signal boxes will be floodlighted and will not show a red, yellow or green light during darkness.

Norwood Junction shunting signals Nos. 16, 32 (new signal), 66, 68 and 100 will be fitted with yellow semaphore arms.

The applications of all shunting signals worked from the new Norwood Junction and Gloucester Road Junction signal boxes are listed on the enclosed diagram.

**BETWEEN ANERLEY AND NORWOOD JUNCTION.**

The existing down through automatic and Norwood Junction North down local outer home 4-aspect colour light signals (CA.144 and JC.46 respectively), which are at present working as 3-aspect signals (the top aspect of each being obliterated), will, in future, work as down through and local automatic 4-aspect signals (CA.144 and CA.146 respectively).

**BETWEEN THORNTON HEATH AND SELHURST.**

The existing Selhurst Junction down through home and down local home 4-aspect colour light signals (SJ.50 and SJ.26 respectively), which are at present working as 3-aspect signals (the top aspect of each being obliterated), will, in future, be operated by Gloucester Road Junction box as down Selhurst through and local outer home 4-aspect signals (CY.116 and CY.86 respectively).

**EAST CROYDON NORTH BOX.**

The undermentioned signals will be abolished :—

Up local starting, 133 yards Windmill Bridge Junction side of box.

Elevated shunting signal, 5 yards station side of box, controlling movements forward on up local line.

The undermentioned 4-aspect colour light signals will, until further notice, operate as 3-aspect signals, the top (2nd yellow) aspect being obliterated :—

CW.3—down relief inner home.

CW.7/10—down main to relief home or down main inner home.

CW.14—down local inner home.

**WEST CROYDON " B " BOX.**

The existing up goods distant signal and up branch distant signal will, in future, be controlled by West Croydon " A " box, and when either the up goods distant or up branch distant signal is in the " off " position, it will indicate that the line is clear as far as Gloucester Road Junction up West Croydon outer home 4-aspect colour light signal (CY.1).

The up main, up branch and up goods home signals will continue to be fogsignalled.

**BROMLEY JUNCTION BOX.**

The " to Beckenham " and " to Norwood Junction " home signals (formerly with Norwood Junction North distant signal beneath) will NOT, in future, be fogsignalled.

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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 Norwood Junction and East Croydon North and West Croydon " A " boxes, also between Thornton Heath and East Croydon North, Norwood Junction and West Croydon " A " boxes.

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**S. W. SMART,**

Superintendent of Operation.

Waterloo Station.  
22nd February, 1954.

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