

SOUTHERN RAILWAY

Signal Instruction
No. 45, 1938.

Instructions to all concerned as to
**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN VICTORIA SOUTH
AND POUPARTS JUNCTION BOXES**

(in place of existing semaphore running signals)

AND

ABOLITION OF EXISTING GROSVENOR ROAD "A" SIGNAL BOX,

ALSO

**RE-NAMING OF DOWN AND UP MAIN LINES BETWEEN VICTORIA SOUTH AND
POUPARTS JUNCTION,**

ON SUNDAY, 16th OCTOBER, 1938.

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

Commencing at 1.0 a.m. on Sunday, 16th October, colour light signals will be installed on all lines between Victoria South and Pouparts Junction in place of existing semaphore running signals. Certain semaphore running signals will be abolished and new colour light signals installed on the Stewarts Lane branch at Battersea Pier "A" and on the South London lines at Battersea Park Junction.

Grosvenor Road "A" signal box will be abolished.

The down and up main lines between Victoria South box and Pouparts Junction will, in future, be known as the down and up through lines.

A diagram showing the new signals and their location is enclosed with this notice, the signals being prefixed by letters to denote from which box the signals are worked, as follows :—

Prefix letters.	Signal box.
V.S. B.P. H.C. P.J.	Victoria South. Battersea Pier "A" Battersea Park Junction. Pouparts Junction.

Automatic signals will be prefixed by the letters C.A.

Battersea Pier "A" signal box will be switched out of circuit for certain periods and during these periods the running signals will work automatically.

A plate bearing the prefix letters and the number of the signal will be fixed to each colour light signal post.

The colour light running signals will show four, three or two aspects and will be known as automatic, semi-automatic or controlled signals, viz. :—

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

Semi-automatic signals are those which are controlled from a signal box when such box is open, in addition to being controlled by track circuit, but which, when the box is closed, work automatically and are then 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 four-aspect running signals will be arranged as shown on the 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.

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

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

The height of the centre of the red light of the colour light running signals will vary between 12 and 16½ feet above rail level.

Track circuits have been installed throughout the area covered by the colour light signals and all colour light running signals, as well as certain shunt signals at Battersea Pier "A" and Battersea Park Junction, will be controlled by the track circuits.

The colour light running signals will be replaced to Danger after the engine has passed a distance varying from 50 to 200 yards beyond the signal.

JUNCTION INDICATORS.

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

TELEPHONES.

Telephones will be provided at the colour light signals as shown on the diagram, and in the event of a train being detained at any of these signals, the instruction under the heading "Use of telephones at intermediate block and other stop signals" appearing on pages 6 and 7 of the book of instructions for information of Drivers, Firemen and Guards, must be observed. The telephones will also be available for use by Drivers and Guards in a case of emergency, but it must be understood that in such circumstances Rule 178 must, in addition, be observed.

SIGNALLING DURING FOG OR FALLING SNOW.

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

SHUNT SIGNALS.

New shunt signals will be provided at Victoria South and at Battersea Park Junction as follows:—

No.	Distance in yards from signal box.	Application.
Victoria South.		
110	723	Forward on carriage road towards station.
127	663	Forward on carriage road towards Battersea Pier "A."
Battersea Park Junction.		
4	119 (Clapham Junction side)	Down through to carriage road or up through line.
6	48 (Clapham Junction side)	Up through to down through line.
8	30 (Victoria side)	Engine road to carriage road.
11	116 (Victoria side)	Engine incline to engine road.
14	165 (Victoria side)	Carriage road to engine road.

Certain shunt signals as indicated on the diagram will not show a red, yellow or green light during darkness, fog or falling snow, but will be floodlighted.

Shunt signal No. 6 at Battersea Park Junction will precede No. 15 running signal, i.e., it will be worked for all running movements from the direction of the carriage road in addition to shunting movements. Drivers of trains whose movement has been authorised by a running signal are not required to observe the position of this shunt signal. It may, however, happen in an emergency that the shunt signal applicable to the direction and line on which the train is travelling has been placed at danger by the Signalman and, in such circumstances, if this signal is noticed by a Driver, he should bring his train to a stand. During shunting operations on lines to which the shunt signal applies, the indication shown by the shunt signal must be strictly observed.

DETONATOR PLACING MACHINES.

Detonator placing machines at Battersea Park Junction down South London starting signal and at the shunt signals leading from the engine incline road will be abolished.

On completion of the work shown herein the "Instructions applicable between signal boxes where block apparatus is not provided," appearing on pages 2 to 6 inclusive of the book of instructions for the information of Drivers, Firemen and Guards, will apply as between Victoria South and Pouparts Junction, Battersea Pier "A" and Stewarts Lane and Battersea Park Junction and Factory Junction.

H. E. O. WHEELER,
Superintendent of Operation.

Waterloo Station.
10th October, 1938.

(R. 59,445.)