

Instructions to all concerned

as to

BRINGING INTO USE A NEW SIGNAL BOX WITH REINSTATEMENT OF FULL SIGNALLING AND PLATFORM FACILITIES AT BLACKFRIARS

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, 11th August, all platforms at Blackfriars will again be brought into use for passenger train working, including the Bay Siding, and the platforms will be re-numbered as follows :—

<i>Old Designation.</i>	<i>New Designation.</i>
Bay Siding	No. 1 Platform
No. 1 Platform	" 2 "
" 2 "	" 3 "
Down Loop	" 4 "
Up Loop	" 5 "

A sand drag, 95 feet long, has been provided in the Bay Siding 325 yards station side of signal box.

The existing temporary signal box will be put out of service. A new signal box, to be known as **Blackfriars**, situated adjacent thereto and from which the points and signals at Blackfriars will, in future, be operated, will be brought into use.

A diagram showing the lay-out with new and altered signals and their location is enclosed with this notice. The signals operated from the new signal box will bear the prefix letter "J."

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

Automatic signals are prefixed by the letter "A."

The lights of the 4-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.

Certain 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.

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

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 12½ and 17 feet above rail level.

Track circuits have been installed throughout the area covered by the colour light signals and all colour light running signals and certain shunt signals at Blackfriars will be controlled by the track circuits.

The colour light signals will be replaced to Danger after the engine has passed a distance varying from 15 to 200 yards beyond the signal.

JUNCTION INDICATORS.

Junction Indicators have been provided to work in conjunction with certain colour light signals applicable to movements over junction and facing crossings, as shown on the diagram.

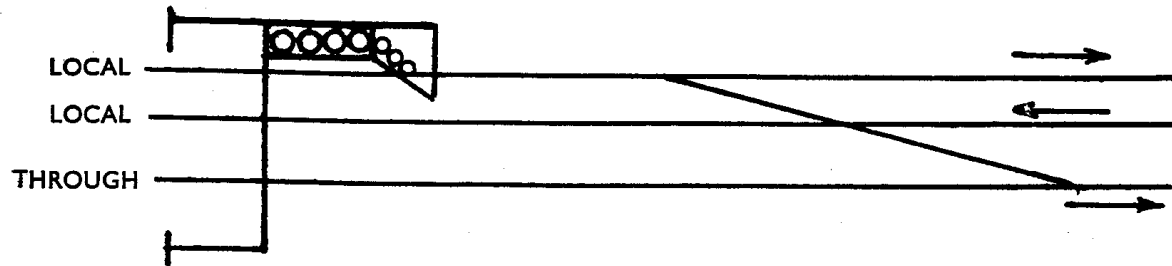
The object of the junction indicator is to avoid providing a separate signal post or doll for each diverging route at a junction or facing crossing, and the indicator will consist of a row of three lunar white lights arranged to denote by its angle with the main signal the extent of divergence intended, viz., an angle of 45 degrees for a diverting movement to the right or left, as the case may be, with a further movement of 45 degrees for every additional divergence in the same direction. No junction indication will be exhibited when the signal is at Danger or when the signal is off for a movement along the straight or main road.

The following diagrams give examples of the application of the junction indicators :—

Example No. 1.

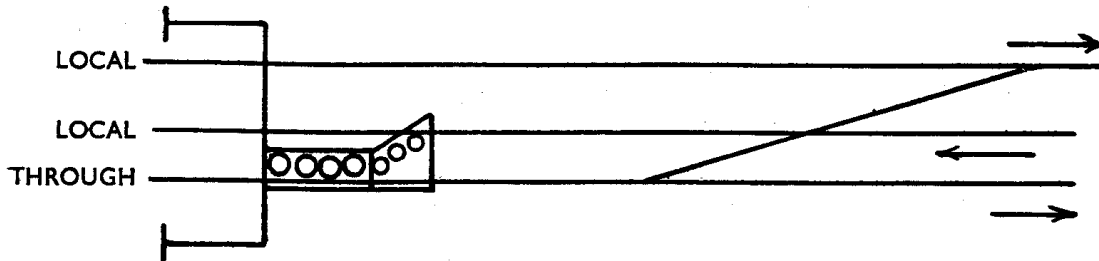
The indication will be, in addition to the running signal being off, three white lights arranged 45 degrees upper quadrant to the right or left as the case may be.

Crossing set from local to through.



or

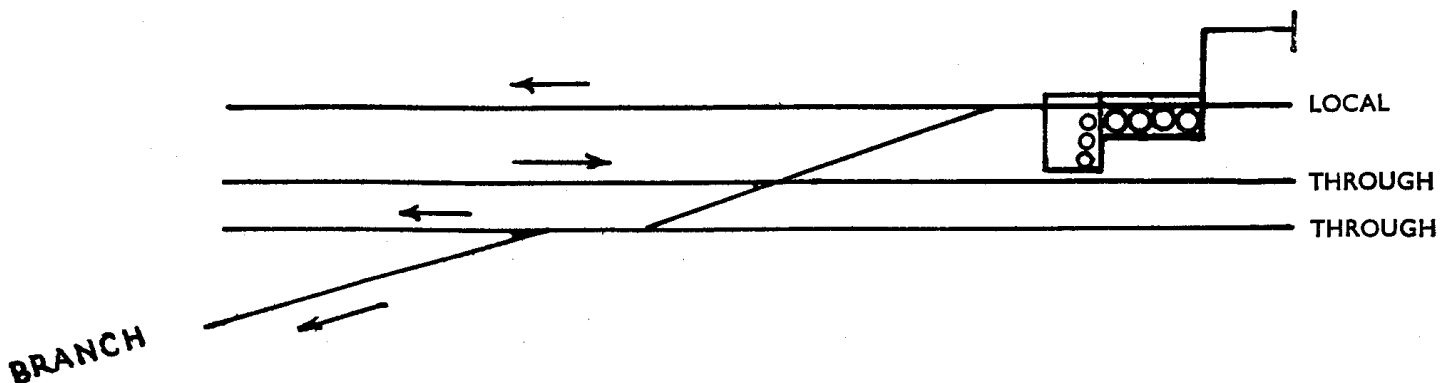
Crossing set from through to local.



Example No. 2.

The indication will be, in addition to the running signal being off, three white lights arranged horizontally to the right or left as the case may be.

Crossing and junction set from local to branch.



The following indicates the action to be taken in connection with any irregular working of the junction indicators:—

<i>Nature of irregularity.</i>	<i>Action to be taken.</i>
Junction indicator showing 1, 2, or 3 lights—signal aspect showing red.	Treat as Danger signal.
Junction indicator showing 1, 2, or 3 lights—signal aspect showing no light.	Treat as Danger signal.
Junction indicator showing 2 or 3 lights—signal aspect showing no main light but either yellow or green side light.	Driver must bring his train to a stand and then proceed cautiously being prepared to stop at the next signal, if necessary. The circumstances must be reported at the next signal box.
Junction indicator showing 2 instead of 3 lights—main signal aspect showing either yellow or green.	Proceed and report the circumstances at the first convenient opportunity. It will not be necessary to stop specially for this purpose.

As soon as the Signalman becomes aware of the failure a Handsignalman must be appointed at the signal to instruct Drivers, as may be necessary, as to the route they will travel after passing the signal.

ROUTE INDICATORS.

The route indicators fixed above Nos. 1, 2, 3, and 4 roads down home (platform starting) signals will display the letter "L" when the respective down home (platform starting) signal is operated for movements to the down local line, and the letter "T" when movements are to be made to the down through line. These signals are numbered 108/109, 112/113, 114/115 and 117/118 on enclosed diagram.

SIGNALS FITTED WITH ROUTE INDICATORS IN ADDITION TO JUNCTION INDICATORS.

A Route Indicator is provided on the right hand side of the up local starting signal (No. 24) and on the right hand side of the up through starting signal (No. 31) in addition to the Junction Indicator immediately above each of these signals. When the signal concerned is exhibiting a "proceed" aspect for a movement to continue forward on the up local or up through line, as the case may be, no indication will be displayed in either the Junction or Route indicators. When, however, the signal is exhibiting a "proceed" aspect for diverging movements from the up local or through line, as the case may be, the indications in the Junction and route indicators will be as follows:—

Up local starting signal. In addition to the "proceed" aspect, which will be either "Green" when the platform line is clear, or in the case of Bay Platforms Nos. 3 and 2 "single yellow" when the platform line is partially occupied by vehicles, the Junction Indicator will exhibit three white lights 45 degrees upper quadrant to the right and the route indicator will display the number 5, 3, or 2, according to which platform at Blackfriars it is intended the train shall run.

Up through starting signal. In addition to the "proceed" aspect, which will be either "Green" when the platform line is clear, or in the case of Bay Platforms Nos. 3, 2, and 1 "single yellow" when the platform line is partially occupied by vehicles, the Junction Indicator will exhibit three white lights 45 degrees upper quadrant to the right and the route indicator will display the number 5, 3, 2, or 1 according to which platform at Blackfriars it is intended the train shall run.

APPROACH LIGHT SIGNALS.

For particulars of the approach light signals beneath Walworth Coal Sidings up local and up through home signals also Automatic signals A37, A38 and A39, see Signal Instruction No. 14, 1946

FAILURE OF SIDE LIGHT.

In the event of the side light of a colour light running signal being out, but the main signal is functioning correctly, a Driver must obey the indication given by the main signal. The circumstances must be reported at the first convenient opportunity but it will not be necessary to stop specially for this purpose.

SIGNALLING DURING FOG OR FALLING SNOW.

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

TELEPHONES.

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

SHUNTING SIGNALS.

The shunting signals at Blackfriars will apply as follows :—

No.	Distant in Yds. from Signal Box.	Application.
9	258 (South)	... Forward on up local.
12	258 (South)	... Up through to up local or forward on up through.
16	235 (South)	... Up branch to up local or up through.
23	125 (North)	... Forward on up local.
47	169 (South)	... Down to up local.
48	171 (South)	... Down through to up local, up through, back on down through or to down siding.
49	50 (South)	... Up local to down branch, down through, down local or back on up local.
51	3 (South)	... Down local to down through or forward on down local.
52	49 (South)	... Up through to down branch or down through.
53	15 (South)	... Up local to Market Sidings or forward on up local.
55	31 (North)	... Market Sidings to up local.
57	27 (North)	... Back on up local.
62	224 (North)	... Market Siding No. 1 to up local.
64	241 (North)	... Down to up local.
66	303 (North)	... Up to down local, back on up local, or to Market Siding No. 1.
70	108 (South)	... Down siding to down branch or down through.
71	68 (South)	... Back on down through, or to Hoist Road or goods yard.
73	5 (South)	... Goods yard or Hoist Road to down branch or down through.
77	3 (South)	... Forward on down through.
80	323 (North)	... From Bay Siding to No. 1 platform line.
81	135 (North)	... Down through to down loop or 3, 2, or 1 platform line as far as No. 106 shunting signal.
99	438 (North)	... Forward on up loop.
102	337 (North)	... Down loop to up loop or No. 3 platform line.
104	464 (North)	... From up loop to down through or down local.
106	347 (North)	... To No. 3, 2, or 1 platform line.
119	461 (North)	... No. 1 platform line to Bay Siding, down through or down local.

Shunting signals Nos. 62, 70 and 73 are fitted with yellow semaphore arms.

No. 53 Shunting signal will be worked for all running movements on the up local line in addition to shunting movements. No. 106 Shunting signal will be worked for all running movements to Nos. 1 and 2 platform roads 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.

All shunting signals will be floodlighted and will not show a red or green light during darkness.

N.B.—Shunting movements back on the up local line must not pass beyond the "Limit of shunt" Indicator situated between down and up local lines 234 yards South of signal box.

(R.63117)

Waterloo Station.

6th August, 1946.

(R. 72735).

S. W. SMART,

Superintendent of Operation.