

**SOUTHERN OPERATING AREA**

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN BRICKLAYERS ARMS  
JUNCTION BOX AND NORWOOD JUNCTION NORTH BOX**

(in place of existing semaphore running signals)

AND

**ABOLITION OF EXISTING BRICKLAYERS ARMS JUNCTION, NEW CROSS GATE  
YARD, NEW CROSS GATE SOUTH, BROCKLEY, HONOR OAK PARK, FOREST HILL,  
SYDENHAM JUNCTION AND ANERLEY SIGNAL BOXES,**

ALSO

**BRINGING INTO USE OF NEW SIGNAL BOXES AT BRICKLAYERS ARMS  
JUNCTION, NEW CROSS GATE AND FOREST HILL,**

**ON SUNDAY, 8th OCTOBER, 1950.**

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 October, colour light signals will be installed on all lines between Bricklayers Arms Junction and Anerley in place of existing semaphore running signals. At Norwood Junction North certain semaphore running signals will be abolished and new colour light signals installed in lieu thereof.

The existing Bricklayers Arms Junction signal box will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "Bricklayers Arms Junction" situated on the London side of, and adjacent to, the existing signal box.

The existing New Cross Gate Yard and New Cross Gate 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 "New Cross Gate," situated adjacent to the down East London line 50 yards north of existing New Cross Gate Yard box.

The existing Forest Hill and Sydenham 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 "Forest Hill" situated on up side of line, 500 yards south of Forest Hill Station.

A diagram shewing the new and altered 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.                |
|-----------------|----------------------------|
| F               | Bricklayers Arms Junction. |
| MC              | New Cross Gate.            |
| LC              | Forest Hill.               |
| KC              | Penge West.                |
| JC              | Norwood Junction North.    |

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

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

Penge West signal box will be switched out of circuit for certain periods, when the down local home (platform starting) signal (KC6) will work automatically.

The colour light running signals will consist of four, three or two aspects. They 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 4-aspect running signals will be arranged as shewn 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.

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 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 9 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 and certain shunting signals at Bricklayers Arms Junction, New Cross Gate, and Forest Hill 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 15 to 240 yards beyond the signal.

#### JUNCTION INDICATORS.

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

#### ROUTE INDICATORS.

Route indicators will be provided to work in conjunction with certain colour light running and auxiliary signals at Bricklayers Arms Junction and New Cross Gate, and also with shunting signals Nos. 8, 23, 34 and 38 at New Cross Gate. These route indicators will exhibit the letter "E" "L" "T" or "S" in conjunction with the respective signal, as indicated on the 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 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.

#### SHUNTING SIGNALS.

Nos. 6 and 11 shunting signals at Bricklayers Arms Junction will be worked for all running movements from Down Spur to Nos. 1 or 2 carriage 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 the shunting signals operated from Bricklayers Arms Junction, New Cross Gate, Forest Hill and Penge West signal boxes, also certain shunting signals operated from East London Up Junction signal box, as indicated on the diagram, will be floodlighted and will not shew a red or green light during darkness.

No. 5 shunting signal at Penge West will be fitted with a yellow semaphore arm.

#### DETONATOR PLACING MACHINES.

The detonator placing machines at Bricklayers Arms Junction down through and local home signals, and down spur intermediate and inner home signals, will be abolished.

*The details shown on page 49 of the General Appendix to the Working Time Tables to be amended accordingly.*

#### NORTH KENT WEST JUNCTION.

A 2 aspect approach light signal will be provided beneath the up to down main starting signal, and beneath the down main starting signals. In future when the up to down main or down main starting semaphore arms are in the Danger position, a red light will be exhibited in those signals and no indication will be shewn in the 2 aspect approach light signals beneath them.

When either of the semaphore arms is lowered a green light will not be exhibited in the starting signal, but a single yellow or green aspect will be shewn in the approach light signal.

#### NEW CROSS GATE.

The existing 2 lever ground frame situated between the down sidings and up East London line and approximately 140 yards north of the new New Cross Gate signal box will, in future, be known as ground frame "A."

A new ground frame to be known as ground frame "B" will be provided adjacent to No. 1 down siding, approximately 344 yards south of, and electrically released by, New Cross Gate signal box, as indicated on the diagram.

The shunting signal controlling movements from down sidings to No. 1 siding will be operated from this ground frame, and will be floodlighted, and the shunting signal controlling movements from No. 1 siding to East London line or down sidings will also be controlled from this ground frame when operated for movements to the down sidings.

## EAST LONDON UP JUNCTION.

The ringed arm shunting signal, 177 yards south of the signal box, controlling movements from Field Sidings to Wharf Road, will be fitted with spectacles to shew a red light when in the "on" position and a yellow light when in the "off" position.

The shunting signal, 131 yards south of the signal box, controlling movements from Engine Road to Wharf Road, will be fitted with spectacles to shew a red light when in the "on" position and a yellow light when in the "off" position.

## FOREST HILL.

The existing 4 lever ground frame situated east of the down siding, will be replaced by a 2 lever ground frame to operate the connection leading from down siding to down local line. The new ground frame will be situated 50 yards south of, and electrically controlled from, the new Forest Hill signal box. It will be worked in accordance with the instructions under the heading "Standard Electrical Release Lever Control" appearing in Standard Block Regulations and Book of Instructions for information of Drivers, Firemen and Guards.

## CRYSTAL PALACE EAST.

A 3 aspect approach light signal will be provided beneath the up advanced starting signal. In future, when the up advanced starting signal is in the Danger position, a red light will be exhibited in that signal, and no indication will be shewn in the 3 aspect approach light signal beneath it.

When the semaphore arm is lowered, a green light will not be exhibited in that signal, but a single yellow, double yellow or green aspect will be shewn in the approach light signal.

## NORWOOD JUNCTION NORTH.

The down main 4 aspect automatic signal (C.A.144) and the down local outer home 4 aspect signal (J.C.46), will, until further notice, operate as 3 aspect signals, the top (2nd yellow) aspect being obliterated.

A 3 aspect approach light signal will be provided beneath the up local starting signal, and beneath the up main starting signal. In future, when the up local or up main starting semaphore arms are in the Danger position, a red light will be exhibited in those signals and no indication will be shewn in the 3 aspect approach light signals beneath them. When the semaphore arms are lowered a green light will not be exhibited in those signals, but a single yellow, double yellow or green aspect will be shewn in the approach light signals.

Waterloo Station.

31st August, 1950.

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**S. W. SMART,**

Superintendent of Operation.

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