

SOUTHERN RAILWAY.

Signal Instruction
No. 40, 1932.

INSTRUCTIONS TO ALL CONCERNED
AS TO THE

INTRODUCTION OF COLOUR LIGHT SIGNALS

(In place of existing Semaphore Signals)

BETWEEN PRESTON PARK, HOVE AND BRIGHTON, INCLUDING LONDON ROAD ;

BRINGING INTO USE NEW SIGNAL BOX AT BRIGHTON ;

ABOLITION OF EXISTING PRESTON PARK NORTH, LOVERS WALK, MONTPELIER JUNCTION, BRIGHTON SOUTH AND WEST, NEW ENGLAND AND HOLLAND ROAD SIGNAL BOXES ;

AND

RE-NAMING OF LINES BETWEEN PRESTON PARK AND BRIGHTON ; PRESTON PARK AND HOVE, AND BRIGHTON AND HOVE,

ON SUNDAY, 16th OCTOBER, 1932.

Rules 70, 71 and 72 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 12.5 a.m. on Sunday, 16th October, the existing semaphore running signals between Preston Park North signal box and Brighton ; Preston Park South signal box and Hove East signal box ; Brighton and Hove East signal box, and Brighton and London Road signal box, will be abolished, and colour light signals installed in lieu thereof.

The existing Preston Park North, Lovers Walk, Montpelier Junction, Brighton South and West, New England and Holland Road signal boxes will be abolished. A new power worked signal box, to be known as Brighton, will be provided outside "A" Section at Brighton ; the points at present worked from Lovers Walk, Montpelier Junction, Brighton South and West, New England and Holland Road signal boxes will be operated from the new Brighton signal box. Certain points and ground signals at present worked from Preston Park North box will be operated from Preston Park South box, which will be known, in future, as Preston Park.

The running lines will be re-named as follows :—

Existing Name.	New Name.
PRESTON PARK STATION.	
Down loop. Up branch.	Down local. Up local.
BETWEEN PRESTON PARK AND BRIGHTON.	
Down local. Down main. Up main.	(No alteration). Down through. Up through.
BETWEEN PRESTON PARK AND HOVE.	
Down spur. Up spur.	Down branch. Up branch.
BETWEEN BRIGHTON AND HOVE.	
Down main. Up main.	Down west branch. Up west branch.

On and from the date of introduction of the new colour light signals, the new Train Signalling Regulations dated April, 1932, for the sections of line between Coulsdon North No. 2 Box and Brighton ; Preston Park and Hove East ; and Brighton and Hove East must be worked to throughout.

A diagram showing the new signals and their types, locations and meanings is attached to this notice. The signals are prefixed by letters to denote from which box they are worked, the relative prefix letters being indicated against each signal box.

Plates bearing the appropriate prefix letters and the number of the signal will be fixed to each colour light running signal post.

The new colour light running signals will show two, three or four aspects and be known as controlled signals, *i.e.*, they will always be worked from a signal box.

The aspects of the new colour light 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 the colour light signals.

The height of the centre of the red light of the new colour light running signals will vary between 10 and 17½ feet above rail level.

SHUNT SIGNALS PRECEDING RUNNING SIGNALS.

It will be observed on pages 4, 5 and 6 of this Instruction that certain shunt signals (indicated by an italic note) will precede the running signals, *i.e.*, they will be worked for all running movements in addition to shunting movements. The object of this arrangement is to avoid the danger indication being passed by the Driver of a running train.

Drivers of trains whose movement has been authorised by a running signal are not required to observe the position of the relevant shunt signal. It may, however, happen in an emergency that a 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 these shunt signals apply the indications shown by the shunt signals must be strictly observed.

TRACK CIRCUITS.

Track circuits have been installed throughout the area covered by the colour light signals, and all running signals and certain shunt signals worked from Preston Park and Brighton will be controlled by the track circuits.

PRESTON PARK.

The existing crossover road between the down and up lines, and the ground signals controlling movements from the up line to down loop or down main, and down loop and down main to up line, worked from the North signal box, will be abolished. Ground signal (No. 54) at present applying to movements from the up line to branch line will, in future, apply to movements from the up through line to up local line or back on the up through line.

New slip points leading to the up local line will be provided in the up through line 50 yards the station side of the signal box.

The existing "limit of shunt" signal situate outside the up spur line will be substituted by a "limit of shunt" indicator 70 feet south of the up branch inner home signals (67 and 69). New "limit of shunt" indicators will also be provided at the North end of the down local platform and between the down and up through lines at the North end of the down through platform. It must be understood that the indicators must not be passed in connection with shunting movements back on the up branch line, down local line or down through line, respectively.

The new colour light shunt signals at Preston Park will exhibit a red light for the normal (danger) aspect and a green light for the clear aspect. The applications of these shunt signals are shown hereunder :—

Number of Shunt Signal.	Application of Shunt Signal.
16	Forward on down local line.
17	Down through to down local line, forward on down through line or to down branch line.
25	Up local to down local, down through, down branch or up branch line.
58	Forward on up branch line or to up through line.
61	Forward on up through line.
68	Up local line to up siding or up line.

BRIGHTON.

ASSISTING TRAINS FROM PLATFORM ROADS.

All steam trains must be assisted from platform roads Nos. 1 to 10 inclusive by the incoming train engine in accordance with the following instructions :—

Drivers of engines standing at the rear of trains must be prepared to assist out-going trains as soon as the signal to start is given.

Rule 149, clause (e), must not be carried out, but before the rear Guard gives the signal to start he must satisfy himself by exchange of hand signals with the Driver of the assisting engine that the latter is ready to proceed. The Driver of an assisting engine must accordingly keep a sharp look-out for the Guard's hand signal and promptly acknowledge it.

BRIGHTON—continued.

The assisting engine must stop at the platform starting signal (first starting signal in the case of platforms Nos. 2 and 3) and wait there until the starting signal has been replaced to Danger and again worked or the shunt signal operated.

Should an engine be unable, owing to a failure or other cause, to follow an out-going steam train in the ordinary course the Driver must immediately send his Fireman to the Inspector or Foreman in charge of the platform, advising him of the circumstances. The Inspector or Foreman in charge must at once transmit this advice by telephone to the Signalman. When the engine is ready to proceed the Inspector or Foreman must so advise the Signalman and must not permit the engine to be moved until the intermediate platform signal (or first starting or shunt signal in the case of Nos. 2 and 3 platforms) has been operated.

In no circumstances must the Driver of an engine which has been so detained attempt to move his engine until the appropriate signal referred to in the preceding paragraph has been operated for the movement.

INTERMEDIATE PLATFORM SIGNALS.

Intermediate platform signals showing three aspects will be provided on Nos. 1, 4, 5, 6, 7, 8, 9 and 10 platforms to work in conjunction with the platform starting signals, also with the shunt signals controlling movements from the platform roads concerned, and the aspect exhibited in these intermediate platform signals at any one time will be (a) red, or (b) yellow, or (c) a green light. An indicator is provided at the side of the signals and this indicator will display the letter "M" or "S" to denote whether the movement is to be made under the authority of the main starting signal or shunt signal.

The aspects exhibited in these intermediate platform signals will be as follows :—

RED.—When the starting and shunt signals are showing RED, or the line is occupied between the intermediate platform signal and the starting signal.

The Driver of a train which is completely in rear of, that is, on the buffer stops side of an intermediate platform signal, must not pass such signal when the RED aspect is exhibited, except in the case of an engine in the rear of a train assisting that train to the starting signal.

YELLOW.—When the starting signal is showing YELLOW and the line is clear between the intermediate platform signal and the starting signal.

GREEN.—When the starting or shunt signal is showing GREEN, and the line is clear between the intermediate platform signal and the starting signal.

" IN " PLATFORM SIGNALS.

THE SPECIAL ATTENTION OF DRIVERS IS DRAWN TO THE FACT THAT IN TWO OF THE PLATFORM ROADS, i.e., NOS. 2 AND 3, " IN " PLATFORM SIGNALS (NOS. 219 AND 104) WILL BE PROVIDED.

SIGNAL NO. 219 WILL EXHIBIT A RED LIGHT WHEN THE PLATFORM ROAD AHEAD IS FULLY OCCUPIED BY VEHICLES, ONE YELLOW LIGHT WHEN A PORTION OF THE PLATFORM ROAD IS OCCUPIED AND A GREEN LIGHT WHEN THE PLATFORM ROAD TO THE BUFFER STOPS IS CLEAR.

SIGNAL NO. 104 WILL EXHIBIT A RED LIGHT WHEN THE PLATFORM ROAD AHEAD IS OCCUPIED BY VEHICLES AND A GREEN LIGHT WHEN THE PLATFORM ROAD TO THE BUFFER STOPS IS CLEAR.

THE ASPECTS EXHIBITED BY THE INNER HOME SIGNALS APPLICABLE TO NOS. 2 AND 3 PLATFORM ROADS WILL THEREFORE APPLY AS FOLLOWS :—

ASPECT.	MEANING.
RED LIGHT	DANGER—STOP.
ONE YELLOW LIGHT	CAUTION—BE PREPARED TO FIND " IN " PLATFORM SIGNAL AT DANGER.
GREEN LIGHT	ALL RIGHT—PROCEED, i.e., BE PREPARED TO FIND " IN " PLATFORM SIGNAL EXHIBITING A GREEN OR YELLOW ASPECT IN THE CASE OF NO. 2 ROAD OR A GREEN ASPECT IN THE CASE OF NO. 3 ROAD.

SAND DRAGS.

Sand drags will be provided in platform roads Nos. 1 to 9 inclusive, those in platform roads Nos. 1 to 4 and 7 to 9 being 17 feet long, and those in platform roads 5 and 6 being 30 feet long.

Nos. 1, 2, 3, 4 and 5 carriage siding points will be operated from the Carriage Sidings South ground frame, which will, in future, be electrically controlled from Brighton signal box, and worked in accordance with the instructions under the heading of " Standard Electrical Release Lever Control " appearing on page 96 of the Standard Block Regulations, also on page 33 of the Book of Extracts from Block Regulations for Drivers, Firemen, Guards and others concerned.

A new " limit of shunt " indicator will be provided between the down and up through lines 197 yards north of the signal box, and it must be understood that the indicator must not be passed in connection with shunting movements back on the down through line.

BRIGHTON—continued.

The new colour light shunt signals at Brighton will, except where otherwise indicated below, exhibit a red light for the normal (danger) aspect and a green light for the clear aspect. The applications of these shunt signals are shown hereunder :—

Number of Shunt Signal.	Application of Shunt Signal.
1	Up East Branch line to "A," "B," "C" or "D" section.
10	Down East branch line to Boiler Shop sidings; "A" section; "B" section via 11 or 24 points; "C" section via 11 and 26 or 27 points; or "D" section.
13	No. 1 or 2 Boiler Shop siding to East branch siding. <i>(Will show a red light for the Danger aspect; when operated the signal will show a yellow light.)</i>
13	No. 1 or 2 Boiler Shop siding to down East branch line. <i>(Situate on left-hand side of last mentioned shunt signal.)</i>
14	East branch siding to No. 1 or 2 Boiler Shop siding.
16	No. 3 Boiler Shop siding to down East branch line.
17	Down goods siding to "A," "B," "C" or "D" section.
18	Up goods siding to "A," "B," "C" or "D" section.
21	"A" section to down or up goods siding or down East branch line. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
25	Up East branch line to down or up goods siding, or down East branch line via 24 or 11 points. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
31	"A" section to loco. siding, or No. 10, 9 or 8 platform road. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
32	"B" section to loco. siding; No. 10 or 9 platform road; No. 8 platform road via 34 and 35 or 37 and 39 points; dock sidings, or No. 7 platform road. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
41	Dock sidings to No. 1 up siding; up through line; down through line; down local line via 36 or 33 points; down engine road via 36 and 81 or 33 and 81 points; turntable road via 36 and 83 or 33 and 83 points; down or up goods siding via 36, 27 and 22 or 33, 27 and 22 points; down East branch line via 36 and 27 or 33 and 27 points; or "B" section.
43	Loco. siding to No. 1 up siding; up through line; down through line; down local line; down engine road; turntable road; "B" or "A" section.
48	No. 10 platform road to No. 1 up siding; up through line; down through line; down local line; down engine road; turntable road; "B" or "A" section.
51	No. 9 platform road to No. 1 up siding; up through line; down through line; down local line; down engine road; turntable road; "B" or "A" section.
54	No. 8 platform road to No. 1 up siding; up through line; down through line; down local line via 39 and 36 or 34 and 33 points; down engine road via 39, 36 and 81 or 34, 33 and 81 points; turntable road via 39, 36 and 83 or 34, 33 and 83 points; down or up goods siding via 39, 36, 27 and 22 or 34, 33, 27 and 22 points; down East branch line via 39, 36 and 27 or 34, 33 and 27 points; "B" section via 39 or 34 points; or "A" section.
57	No. 7 platform road to No. 1 up siding; up through line; down through line; down local line via 36 or 33 points; down engine road via 36 and 81 or 33 and 81 points; turntable road via 36 and 83 or 33 and 83 points; down or up goods siding via 36, 27 and 22 or 33, 27 and 22 points; down East branch line via 36 and 27 or 33 and 27 points; or "B" section.
66	No. 1 goods siding to down local line. <i>(Will exhibit a yellow light for the normal aspect.)</i>
68	Back on down local line or to No. 1 goods siding.
70	Down local line to "C" or "D" section.
79	Back on down local line.
80	Down engine road to "C" or "D" section.
82	Turntable road to "C" section.
88	Down through line to "C" or "D" section.
99	"C" section to loco. siding; No. 10 or 9 platform road; No. 8 platform road via 33, 34 and 35 or 36, 37 and 39 points; dock sidings via 33 and 37 or 36 and 37 points; No. 7 platform road via 33 or 36 points; or No. 6, 5, 4 or 3 platform road. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
103	No. 3 "in" platform shunt.
105	"D" section to loco. siding; No. 10, 9 or 8 platform road; dock sidings; No. 7, 6, 5 or 4 platform road; No. 3 platform road via 107 and 108 or 107, 108, 109 and 205 points; or middle siding. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
110	No. 2 up siding to dead end only. <i>(Will show a red light when either end of hand points between Nos. 2 and 1 up sidings is reversed, and a yellow light when both ends are normal.)</i>

BRIGHTON—continued.

Number of Shunt Signal.	Application of Shunt Signal.
110	No. 2 up siding to No. 1 or 2 goods siding ; down local line ; down through line ; No. 1 up siding ; or carriage sidings North. <i>(Situate on left-hand side of last mentioned shunt signal.)</i>
111	No. 1 up siding to carriage sidings North, or forward on No. 1 up siding.
112	Up through line to No. 1 or 2 goods siding ; down local line ; down through line ; No. 1 up siding ; or carriage sidings North.
114	No. 1 up siding to No. 1 or 2 goods siding ; down local line ; down through line ; along No. 1 up siding or to carriage sidings North.
115	No. 1 up siding to No. 2 up siding ; up through line, or forward on No. 1 up siding.
116	Carriage sidings North to No. 1 or 2 up siding, or up through line.
119	Down through line to No. 1 or 2 up siding, or up through line.
121	Down local line to No. 1 or 2 up siding, or up through line.
122	Carriage sidings North to No. 1 up siding.
124	Back on up through line or to No. 1 up siding.
126	Along No. 1 up siding.
127	Forward on No. 1 up siding, or to up through line.
128	Forward on up through line.
130	Along No. 1 up siding to carriage sidings South ; Loco. Shed sidings ; or along No. 1 up siding.
132	Loco Shed sidings to carriage sidings North or No. 1 up siding. <i>(Will exhibit a yellow light for the normal aspect.)</i>
134	No. 1 up siding to up through line ; along No. 1 up siding, or to No. 1 carriage siding South.
136	Up through line to " D " or " E " section.
138	No. 1 up siding to " E " or " F " section.
140	" F " section to No. 1 up siding.
141	" E " section to No. 4 platform road ; No. 3 platform road direct or via 143, 146 and 205 points ; middle siding ; or No. 2 platform road.
144	" F " section to No. 3 platform road ; middle siding ; or No. 2 platform road.
147	Back on up through line.
149	No. 6 platform road to No. 1 up siding ; up through line ; down through line ; down local line ; down engine road ; turntable road ; down or up goods siding ; down East branch line ; or " B " section.
152	No. 5 platform road to No. 1 up siding ; up through line ; down through line ; down local line ; down engine road ; turntable road ; down or up goods siding via 28 and 22 or 100, 27 and 22 points ; down East branch line via 28 or 100 and 27 points ; or to " B " section.
155	No. 4 platform road to No. 1 up siding via 139 or 135 points ; up through line direct or via 107 and 137 points ; down through line ; down local line ; down engine road ; turntable road ; down or up goods sidings via 107, 28 and 22 or 101, 27 and 22 points ; or to down East branch line.
158	No. 3 platform road to No. 1 up siding via 139 or 135 points ; up through line ; down through line ; down local line ; down engine road ; turntable road ; down or up goods sidings ; or down East branch line.
164	Down to up West branch line or West branch sidings via 170 or 165 points.
166	West branch sidings to down West branch line via 165 points. <i>(Will exhibit a yellow light for the normal aspect.)</i>
169	Up to down West branch line.
171	West branch sidings to down West branch line via 170 points. <i>(Will exhibit a yellow light for the normal aspect.)</i>
172	Forward on up West branch line.
174	West branch sidings to up West branch line.
176	Up West branch line to West branch sidings or back on up West branch line.
180	Up West branch line to No. 3 platform road or middle siding via West loop line ; or forward on up West branch line.
184	Down West branch line to No. 3 platform road or middle siding via West loop line ; up West branch line ; back on down West branch line ; or to No. 1 siding.
186	Up to down West branch line. <i>(Will be worked for all running movements in addition to shunting movements.)</i>
188	No. 1 siding to down West branch line.
190	West loop line to up West branch line.
192	Coal road to No. 3 platform road or middle siding.
194	Engine shed West to dead end only. <i>(Will show a red light for the Danger aspect ; when operated will show a yellow light.)</i>
194	Engine shed West to No. 2 platform road. <i>(Situate on right-hand side of last mentioned shunt signal.)</i>

BRIGHTON—continued.

Number of Shunt Signal.	Application of Shunt Signal.
196	... Engine shed East to dead end only. (Will show a red light for the Danger aspect ; when operated will show a yellow light.)
196	... Engine shed East to No. 3 platform road or middle siding. (Situate on right-hand side of last mentioned shunt signal.)
198	... Up West branch line to No. 1 or No. 2 platform road. (Will be worked for all running movements in addition to shunting movements.)
200	... Down West branch line to No. 1 or No. 2 platform road.
202	... No. 2 to No. 3 platform road ; middle siding, or forward on No. 2 platform road. (Will be worked for all running movements in addition to shunting movements.)
204	... West loop line to No. 2 platform road ; forward on West loop line, or to coal road. (Will be worked for all running movements in addition to shunting movements.)
208	... Middle siding to West loop line ; engine shed East ; No. 1 up siding via 146 and 145 or 146, 143 and 139 points ; up through line ; down through line ; down or up goods siding ; or down East branch line.
211	... No. 3 platform road to West loop line ; engine shed East ; No. 1 up siding via 205, 146 and 145 or 205, 146, 143 and 139 points ; up through line ; down through line ; or forward on No. 3 platform road.
215	... No. 2 platform road to No. 1 up siding via 214 and 145 or 214, 143 and 139 points ; up through line ; or forward on No. 2 platform road.
218	... No. 2 "in" platform shunt.
220	... Forward on No. 2 platform road or to engine shed West.
222	... No. 2 platform road to down West branch line or up West branch line.
224	... No. 1 platform road to down West branch line or up West branch line.

TELEPHONES.

Telephones have been provided as follows:—

PLACE.	POSITION OF TELEPHONE.	NUMBER OF RINGS.	DRIVER TO TELEPHONE TO
Brighton box	In signal box	1 long	—
Signals C.B. 2-9	On signal post	3 pause 2	} Brighton box.
Signals C.B. 69/87	Adjacent to signal bridge	4	
Signal C.B. 167	On signal post	4	
Signals C.C. 3/11	On signal post	2 pause 2	} Preston Park box.
Signals C.C. 43/63	On signal post	3 pause 1	
Signal C.C. 70	On signal post	2	
Preston Park box	In signal box	1 pause 2	—

The telephones at signals are placed in cabinets painted with black and white diagonal stripes and a code call card is placed in each cabinet.

FAILURE OF SIGNALLING APPARATUS.

Extracts from Regulation 25A of the Train Signalling Regulations between Coulsdon North No. 2 Box and Brighton ; Preston Park and Hove East ; and Brighton and Hove East boxes.

(a) FAILURE OF TRACK CIRCUITS CONTROLLING SIGNALS OPERATED FROM SIGNAL BOX.—

In the event of the failure of a track circuit controlling a signal which is being operated from a signal box, the Signalman may, except as shown in the following paragraph, allow trains to pass the signal, which cannot be lowered owing to the failure of the track circuit, when the preceding train has passed the next signal ahead and that signal has been replaced to danger.

In the case of the most advanced signal worked from a signal box, trains must not be allowed to proceed until the time usually taken by the preceding train to pass clear of the failed track circuit has elapsed (in no case with a less interval than 3 minutes). When a tunnel intervenes an interval of not less than 10 minutes must be allowed between two trains unless the Signalman can satisfy himself that the tunnel is clear. The Driver and Guard must be advised of the circumstances and the Driver must, in addition, be instructed to proceed cautiously.

A Hand Signalman must be appointed in accordance with Rules 73 and 73A, and when hand-signalling a train forward, a yellow hand-signal must in all cases be exhibited by the Hand Signalman. This Hand Signalman, when hand-signalling for a signal controlling the entrance to a tunnel, will be responsible for examining the tunnel before a train is allowed to enter it.

Drivers must clearly understand that during a failure the aspects exhibited in any of the signals may not correctly indicate the actual state of the line ahead and they must exercise caution accordingly.

Special attention is drawn to Rule 73B which prohibits the electrical locking, etc., in case of failure, or supposed failure, being released except where special instructions are issued to the contrary.

PASSING OF RUNNING SIGNALS AT DANGER.

Extracts from Regulation 25B of the Train Signalling Regulations between Coulsdon North No. 2 box and Brighton ; Preston Park and Hove East ; and Brighton and Hove East.

(c) When a train is brought to a stand at a running signal which is at Danger the Driver must, if a Hand Signalman is not provided at the signal and if the signal aspect is not changed in the interval, wait three minutes and then proceed to the telephone if available at the spot and obtain instructions from the Signalman. In communicating with the Signalman the Driver must be careful to state clearly at which signal the train is detained and must not proceed until the signal aspect is changed or he is authorised to pass the signal.

In the event of a failure of the signal only the Signalman or the Hand Signalman, as the case may be, must inform the Driver accordingly and, provided the section ahead of the signal concerned is clear, authorise the Driver to pass the signal. In such circumstances the Driver must give one long whistle and proceed cautiously towards the next signal, being prepared to bring his train to a stand immediately should the occasion require. If the signal is at danger owing to a track circuit failure the provisions of Regulation 25A must be observed.

(d) Should the light of a signal be out the Driver must, if a Hand Signalman is not provided at the signal, stop and immediately proceed to the telephone, if available at the spot, and obtain instructions from the Signalman. In communicating with the Signalman the Driver must be careful to state clearly at which signal the train is detained and that the light of the signal is out.

In the event of the main light of a running signal being out but the side light is showing an aspect other than red, Drivers must first bring their trains to a stand and then proceed cautiously, being prepared to stop at the next signal if necessary. The circumstance must be reported to the next station or signal box open (stopping specially if necessary).

(e) Should a Driver when using the telephone at a signal in accordance with clauses (c) and (d) be unable to communicate with the Signalman owing to a failure of the instrument, or should a telephone not be available at the spot where the train has stopped, the Fireman, or Motorman of an electric train, must go to the signal box for instructions.

(f) In the event of circumstances arising in connection with an electric train which necessitate the Guard riding in the leading cab, as provided in Instruction 60 (a) of the Instructions Applicable to the Electrified Lines (Direct Current Conductor Rail System), dated 8th June, 1925, the Guard will be held responsible for carrying out the duties of the Driver as laid down in the foregoing instructions.

ALTERATIONS AND ADDITIONS TO BOOK OF RULES AND REGULATIONS.

RULES 40 (a) AND 45 (a) and (d).—HOME, STARTING AND ADVANCED STARTING SIGNALS.

The Signalmen are exempt from carrying out the provisions of Rule 40, Clause (a), and Rule 45, Clause (a) ; and the "note" to Rule 45, Clause (d) will not apply in connection with the working of colour light signals.

RULE 55.—DETENTION AT HOME, STARTING OR ADVANCED STARTING SIGNALS.

The provisions of this Rule will not apply to trains detained at colour light signals except that the whistle must be sounded in accordance with the Rule.

RULE 61.—REPLACING OF SIGNALS TO DANGER.

Colour light running signals are replaced to danger after the engine has passed a distance varying from 15 to 450 yards beyond the signal.

RULES 78 to 86 INCLUSIVE.—SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW.

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

RULES 217 and 217A, and TRAIN SIGNALLING REGULATION 14.—TRAINS STOPPED BY ACCIDENT, FAILURE, OBSTRUCTION, OR OTHER EXCEPTIONAL CAUSE.

RULE 217, CLAUSE (b).—When a train is stopped by accident, failure, etc., as described in Rule 217 Clause (a), at a home signal (or outermost home signal where more than one home signal is provided) which is being worked from a signal box the train must be protected in the rear except at the following signals where the Guard or Fireman must immediately advise the Signalman of the circumstances in accordance with the Rule :—

Preston Park up through homes.
Brighton up East branch home.
Brighton down through and local outer homes.
Brighton up West branch outer home.

RULES 217, CLAUSE (b) and 217A.—The Guard or Fireman in going back as mentioned above or in accordance with Rule 217A need not proceed beyond the first signal in the rear of his train if such signal shows the red aspect, but must place on the rail three detonators, 10 yards apart, and then return to his train unless it is necessary for him to pilot an assisting train to his own train.

Should the Guard or Fireman of a disabled train, on going back, meet a following train he must prevent such train proceeding further until he has advised the Driver of the circumstances. He may then use the train to assist his own train and the Driver may, if he has not already done so, pass at danger a signal

ALTERATIONS AND ADDITIONS TO BOOK OF RULES AND REGULATIONS—continued.

Rules 217, 217A and Train Signalling Regulation 14.—Trains stopped by Accident, Failure, Obstruction or other exceptional cause.—continued.

which is working automatically to the rear of the disabled train upon being instructed to do so by the person protecting such train, without waiting to comply with the provisions of Regulation 25B. Should it be necessary for the assisting train to pass at danger a signal which is being operated from a signal box the permission of the Signaller must first be obtained.

The Signaller at the box on each side must, in any case, be advised as quickly as possible of what is being done, use being made of any convenient telephone.

RULE 217A, CLAUSE (d).—The assisting train may be allowed to enter the section under the conditions mentioned in this Clause, both in clear weather and during fog or falling snow.

RULES 227, and 230.—WORKING OF TRAFFIC OF A DOUBLE LINE, OVER A SINGLE LINE OF RAILS, DURING REPAIRS OR OBSTRUCTION.

RULE 227, CLAUSE (b).—The Hand Signaller referred to must be placed at the first colour light signal to the rear of the signal controlling the entrance of trains on to the single line.

RULE 227, CLAUSE (d).—Block Telegraph Regulation 5 will not be in operation.

RULE 230.—In cases of single line working in colour light areas, block working will be put into force between the boxes at either end of the single line. In the event of failure of communication between the boxes so that the suspension of block working is necessary single line working must be conducted in accordance with the Rules.

RULE 249 and TRAIN SIGNALLING REGULATION 9—TROLLEYS GOING INTO OR THROUGH TUNNELS.

When it is necessary for a trolley to go into or through a tunnel it must not be signalled in any way, but must be protected solely by the Engineer's Department Staff in accordance with Rules 247 and 248, or in accordance with other instructions of which due notice will be given.

OBSERVATION OF TRAINS BY STATION STAFF.—Station Staff must, whenever practicable, notice each train as it passes. If they observe anything unusual (such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle box or other mishap, or a train without a tail lamp or with the tail light out, or a train divided) they must at once telephone the particulars to the next station or signal box. If the circumstances require it, they must arrange for any train on the opposite or parallel line to be stopped.

The Station Master or Signaller receiving the telephone message must deal with the emergency as may be found necessary in accordance with the relevant Rules and Regulations.

Should there be any reason to believe that the permanent way has been damaged or fouled, trains must not be allowed to proceed until the line has been examined and found to be safe for the passage of trains.

The instructions under the heading of "Brighton—admission of trains into platform roads" appearing in Instruction No. 13a, 1927, are hereby cancelled.

The following amendment to the Central Section Appendix will apply :—

BRIGHTON.—GOODS TRAINS ENTERING UPPER GOODS YARD FROM DOWN LOCAL LINE (Page 240).

When the Upper Goods Yard is clear, goods trains will run direct to the yard, but if the yard is not clear to receive a train the Signaller at Brighton must operate the down local outer home signal for the train to pull down over the trailing points to back into the yard north of the overline bridge. The Inspector in charge of the Upper Goods Yard must keep the Signallers at Brighton advised whether the yard is clear or not.

F. BUSHROD,

Superintendent of Operation.

WATERLOO STATION,
23rd September, 1932.

(R. 50,276.)