

SOUTHERN RAILWAY

Signal
Instruction
No. 43, 1929.

INSTRUCTIONS TO ALL CONCERNED

AS TO THE

INTRODUCTION OF COLOUR LIGHT SIGNALS

(In place of existing Semaphore Signals)

BETWEEN SPA ROAD AND NEW CROSS,

ALSO

BRINGING INTO USE NEW SIGNAL BOX AT NORTH KENT EAST JUNCTION AND
ABOLITION OF EXISTING SPA ROAD, BLUE ANCHOR, SOUTHWARK PARK, SURREY
CANAL, NORTH KENT EAST JUNCTION AND NEW CROSS SIGNAL BOXES,

On SUNDAY, 1st DECEMBER, 1929.

Commencing at 11.0 p.m. on Saturday, 30th November, the existing semaphore signals between Spa Road and New Cross will be abolished, and 4-aspect colour light signals installed in lieu thereof (except where specially mentioned).

A diagram showing the new signals and their location is attached to this notice, the signals operated from London Bridge box being prefixed by the letter "E," and those operated from North Kent East Junction box by the letter "K."

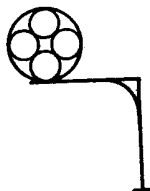
Each 4-aspect running signal will consist of a group of four lamps, and the light aspect exhibited at any one time will be either (a) a red, or (b) one yellow, or (c) two yellow, or (d) a green light.

NOTE.—These 4-aspect signals are arranged either vertically, i.e., one lamp above the other, or in a cluster, as shown below, but in either case the arrangements of aspects, as seen by a Driver, will be the same :—

VERTICAL TYPE.



CLUSTER TYPE.



Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

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

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

The meanings of the new colour light signals will be as follows :—

FOUR-ASPECT RUNNING SIGNALS.

ASPECT.	MEANING.
Red Light	Danger—Stop.
One Yellow Light	Caution—Be prepared to find next signal at “ Danger.”
Two Yellow Lights	Warning—Be prepared to find next signal at “ Caution.”
Green Light	All right—Proceed.

THREE-ASPECT RUNNING SIGNALS.

ASPECT.	MEANING.
Red Light	Danger—Stop.
One Yellow Light	Caution—Be prepared to find next signal at “ Danger.”
Green Light	All right—Proceed.

APPROACH LIGHT (RUNNING) SIGNALS.

NORTH KENT EAST JUNCTION.

A 3-aspect approach light signal will be introduced on a bracket fixed to the parapet wall outside the down Bricklayers' Arms line, 429 yards in the rear of K.63 down Bricklayers' Arms line home signal.

One yellow light will be exhibited in this approach light signal when the down Bricklayers' Arms line home colour light signal (K. 63) is showing a red aspect, two yellow lights when K. 63 is showing a yellow aspect, and a green light when K. 63 is showing either two yellow or a green aspect.

GREENWICH.

A 3-aspect approach light signal will be introduced underneath the up starting semaphore signal.

No light will be exhibited in this approach light signal when the semaphore arm above it is in the “ on ” position, one yellow light will only be exhibited when the semaphore arm above it is in the “ off ” position and A. 31 automatic home signal is showing a red aspect, two yellow lights when the semaphore arm is in the “ off ” position and A. 31 automatic home signal is showing one yellow aspect, and a green light when the semaphore arm is in the “ off ” position and A. 31 automatic home signal is showing either two yellow or a green aspect.

The meaning of the aspects of the approach light signals will be as follows :—

ASPECT.	MEANING.
One Yellow Light	Caution—Be prepared to find next colour light signal at “ Danger.”
Two Yellow Lights	Warning—Be prepared to find next colour light signal at “ Caution.”
Green Light	All right—Proceed.

TWO-ASPECT SHUNT SIGNALS.

ASPECT.	MEANING.
Red Light	Danger—Stop.
Green Light	Proceed as far as the line is clear, or to the next signal only.

NUMBERING OF SIGNALS.

Plates bearing black letters and numbers on a white background and indicating the signal box from which the signal is worked and the number of the lever operating same, will be fixed on each signal post or signal bridge.

In cases where a signal is worked by two or more levers the letter indicating the box and the lowest numbered lever will be given.

At automatic signals the number of the signal will be shown prefixed by the letter “ A,” thus : A. 24.

LONDON BRIDGE.

The colour light signals prefixed “ E ” on the diagram attached to this notice, also the points at present operated from Spa Road box, will be operated from London Bridge signal box.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

SPA ROAD, BLUE ANCHOR, SOUTHWARK PARK, SURREY CANAL AND NEW CROSS BOXES.

These signal boxes will be abolished.

NORTH KENT EAST JUNCTION.

This signal box will be abolished and a new power-worked signal box, situate immediately behind the present box, will be brought into use.

The colour light signals prefixed "K" on the diagram attached to this notice, also the points at present operated from Southwark Park, Surrey Canal Junction, North Kent East Junction and New Cross boxes, will be operated from the new North Kent East Junction signal box.

TRACK CIRCUITS.

Track circuits have been installed throughout the area covered by the colour light signals, and all running signals and points in this area worked from London Bridge and North Kent East Junction boxes will be controlled by the track circuits.

Track circuits also control the automatic home signals on Nos. 1, 2 and 3 down and up lines between London Bridge and New Cross stations and Up Greenwich line at Deptford station.

RULES 40 (a) and 45 (a) and (d).

The signalmen at London Bridge and North Kent East Junction are exempted from carrying out the provisions of Rule 40, Clause (a), and Rule 45, Clauses (a) and (d).

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

The provisions of this rule will not apply to trains detained at the colour light signals worked from London Bridge and North Kent East Junction boxes, except that the engine whistle must be sounded in accordance with the Rule.

RULE 61.—REPLACING OF SIGNALS TO DANGER.

Drivers and guards to note that the colour light signals are so arranged that they will be replaced to danger after the engine has passed a distance varying from 45 feet to 200 yards beyond the signal.

FOG SIGNALLING.

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

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
RUNNING SIGNALS WORKED FROM LONDON BRIDGE BOX.			
E. 307	4-aspect	No. 2 down line third advanced starting ...	On bridge No. 75C carrying A.4 and A.6 down local and down through automatic home signals situate 574 yards ahead of No. 2 and No. 3 down line second advanced starting signals (E.299, E.304 and E.306). Centre of red lights 17½ feet above rail level.
E. 301	4-aspect	No. 3 to No. 2 down line third advanced starting.	
E. 300	4-aspect	No. 3 down line third advanced starting ...	
E. 263	4-aspect	No. 1 up line second outer home ...	On bridge carrying A.5 and A.7 up local and up through automatic home signals situate 590 yards in rear of No. 1 and No. 2 up line first outer home signals (E.262 and E.273). Centre of red lights 17½ feet above rail level.
E. 275	4-aspect	No. 1 to No. 2 up line second outer home ...	
E. 278	4-aspect	No. 2 up line second outer home ...	
E. 279	4-aspect	No. 3 up line second outer home ...	
NOTE.—The movable diamonds E.277 will be brought into use at a later date.			

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
AUTOMATIC HOME SIGNALS BETWEEN LONDON BRIDGE, DEPTFORD AND NEW CROSS STATIONS.			
A. 22	4-aspect	No. 1 down line automatic home	On bridge 75c carrying E.300, E.301 E.307, situate 574 yards ahead of No. 1 down line second advanced starting signal (E.311). Centre of red light 17½ feet above rail level.
A. 24	4-aspect	No. 1 down line automatic home	On bridge 82A, situate 535 yards ahead of A.22. Centre of red light 17½ feet above rail level.
A. 26	4-aspect	No. 2 down line automatic home	On bridge 81B carrying A.10 and A.12 down local and down through automatic home signals, situate 535 yards ahead of E.300, E.301 and E.307. Centre of red lights 17½ feet above rail level.
A. 28	4-aspect	No. 3 down line automatic home	
A. 30	4-aspect	No. 1 down line automatic home	On bridge 84B carrying A.16 and A.18 down local and down through automatic home signals, situate 598 yards ahead of A.24, A.26 and A.28. Centre of red lights 17½ feet above rail level.
A. 32	4-aspect	No. 2 down line automatic home	
A. 34	4-aspect	No. 3 down line automatic home	
A. 36	4-aspect	No. 3 down line automatic home	On parapet wall situate outside No. 3 down line 601 yards ahead of K.67. Centre of red light 12 feet above rail level.
—	3-aspect	Approach light	Under Greenwich station up starting semaphore signal.
A. 31	4-aspect	Up Greenwich line automatic home	Situate at London end of up platform at Deptford station 916 yards ahead of Greenwich station up starting semaphore signal. Centre of red light 12 feet above rail level.
A. 29	4-aspect	No. 1 up line automatic home	Situate on left-hand side of No. 1 up line 584 yards ahead of K.2, 3 and 4. Centre of red light 17½ feet above rail level.
A. 27	4-aspect	No. 1 up line automatic home	On parapet wall situate outside No. 1 up line 591 yards ahead of A.29. Centre of red light 15 feet above rail level.
A. 25	4-aspect	No. 1 up line automatic home	On bridge 84B carrying A.30, A.32 and A.34, Nos. 1, 2 and 3 down line automatic home signals situate 873 yards ahead of K.24 and 910 yards ahead of K.26 and K.33. Centre of red lights 17½ feet above rail level.
A. 23	4-aspect	No. 2 up line automatic home	
A. 21	4-aspect	No. 3 up line automatic home	
FOR SPECIAL INSTRUCTIONS TO DRIVERS OF TRAINS AND ENGINES DETAINED AT THESE AUTOMATIC HOME SIGNALS, SEE PAGES 8 and 9 OF THIS NOTICE.			

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
		RUNNING SIGNALS WORKED FROM NORTH KENT EAST JUNCTION BOX.	
K. 82 K. 81 K. 70	4-aspect 4-aspect 4-aspect	No. 1 down line outer home No. 2 to No. 1 down line outer home ... No. 2 down line outer home	On bracket post situate outside No. 1 down line 509 yards ahead of A.30 and A.32. Centre of red light 17½ feet above rail level.
K. 68 K. 67	4-aspect 4-aspect	No. 3 to No. 2 down line outer home ... No. 3 down line outer home	On bracket post situate between Nos. 2 and 3 up lines 509 yards ahead of A.34. Centre of red lights 17½ feet above rail level.
K. 79 K. 78 K. 65	4-aspect 4-aspect 4-aspect	No. 1 down line intermediate home No. 1 to No. 2 down line intermediate home. No. 2 down line intermediate home	On bridge spanning Nos. 1 and 2 down and Nos. 2 and 3 up lines, situate 688 yards ahead of K.70 and K.82. Centre of red lights 17½ feet above rail level.
—	3-aspect	Approach light	Bracketed out from parapet wall adjacent to Rotherhithe Road signal box on the left-hand side of line.
K. 63	4-aspect	Down Bricklayers' Arms line home	On bridge spanning down and up Bricklayers' Arms line 429 yards ahead of down Bricklayers' Arms line approach light signal.
K. 74 K. 73 K. 54 K. 53 K. 52	4-aspect 4-aspect 4-aspect 4-aspect 4-aspect	No. 1 down line to Greenwich inner home . No. 1 down line inner home No. 2 down line to Greenwich inner home . No. 2 to No. 1 down line inner home ... No. 2 down line inner home	On bridge 93c situate 514 yards ahead of K.65, K.78 and K. 79. Centre of red lights 17½ feet above rail level.
K. 41	4-aspect	No. 3 down line inner home	On bridge No. 93c situate 601 yards ahead of A.36. Centre of red light 17½ feet above rail level.
K. 71	3-aspect	Down Greenwich line starting	On parapet wall situate outside down Greenwich line 654 yards ahead of K.54 and K.74 and 1,105 yards in rear of Greenwich station down home signal. Centre of red light 12 feet above rail level.
K. 46	4-aspect	East London line to down local home ... NOTE.—The 2-aspect light repeater working in conjunction with K.46 (East London line to down local home signal) will be substituted by a 3-aspect light repeater, and will exhibit a single yellow light when K.46 is showing a red aspect; two yellow lights when K.46 is showing a single yellow aspect, and a green light when K.46 is showing either two yellow or a green aspect.	On post situate close to existing semaphore signals. Centre of red light 12 feet above rail level.
K. 48 K. 43 K. 42 K. 40 K. 39	4-aspect 4-aspect 4-aspect 4-aspect 4-aspect	No. 1 down line to down local starting ... No. 2 down line to down local starting ... No. 2 down line to down through starting... No. 3 down line to down local starting ... No. 3 down line to down through starting...	On bridge No. 98 situate 558 yards ahead of K.41, K.52, K.53, K.54, K.73 and K.74. Centre of red lights 17½ feet above rail level.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
K. 1	4-aspect cluster	<p>Running Signals worked from North Kent East Junction Box—continued.</p> <p>Up through outer home</p> <p>NOTE.—<i>This signal, hitherto known as the New Cross Box up through home, will, in future, apply as the North Kent East Junction box up through outer home signal.</i></p>	
K. 12	4-aspect cluster	<p>Up local outer home</p> <p>NOTE.—<i>This signal, hitherto known as the New Cross box up local home, will, in future, apply as the North Kent East Junction box up local outer home signal.</i></p>	
K. 2	4-aspect cluster	Up through to East London line intermediate home (station starting).	On bracket post situate outside up through line at London end of up through platform at New Cross station 469 yards ahead of K.1. Centre of red lights 17½ feet above rail level.
K. 3	4-aspect cluster	Up through to No. 1 up line intermediate home (station starting).	
K. 4	4-aspect cluster	Up through to No. 2 up line intermediate home (station starting).	
K. 5	4-aspect cluster.	Up local to East London line intermediate home (station starting).	
K. 6		Up local to No. 1 up line intermediate home (station starting).	
K. 7		Up local to No. 2 up line intermediate home (station starting).	
K. 13	4-aspect cluster.	Up local to No. 3 up line intermediate home (station starting).	On bracket post situate at London end of up local platform at New Cross station 469 yards ahead of K.12. Centre of red lights 17½ feet above rail. A route indicator, placed over K.5, K.6 and K.7 signal, will display "EL," "1" or "2" for movements to the East London line, No. 1 or No. 2 up line, respectively.
K. 11	4-aspect	No. 2 up line inner home	On bridge spanning Nos. 2 and 3 Up and No. 1 and 2 down lines situate 584 yards ahead of K.4, K.7 and K.13. Centre of red light 17½ feet above rail level.
K. 14	4-aspect	No. 3 to No. 2 up line inner home	
K. 15	4-aspect	No. 3 up line inner home	
K. 28	4-aspect	Up Greenwich to No. 2 up line home ...	On parapet wall situate 755 yards ahead of A.31. Centre of red lights 12 feet above rail level.
K. 29	4-aspect	Up Greenwich to No. 3 up line home ...	
K. 19	3-aspect	No. 2 up line to Bricklayers' Arms starting	On bridge spanning Nos. 2 and 3 up and Nos. 1 and 2 down line situate 591 yards ahead of K.11 and K.15, and 579 yards ahead of K.28 and K.29. Centre of red lights 17½ feet above rail level.
K. 20	4-aspect	NOTE.— <i>One yellow light will be exhibited in this signal when the Rotherhithe Road up home semaphore signal is in the "on" position and a green light when that signal is in the "off" position.</i>	
K. 31	4-aspect	No. 2 up line starting No. 3 up line starting	
K. 24	4-aspect	No. 1 up line advanced starting... ..	On parapet wall situate outside No. 1 up line 649 yards ahead of A.27. Centre of red light 12 feet above rail level.
K. 25	4-aspect	No. 2 to No. 1 up line advanced starting ...	On bridge spanning Nos. 2 and 3 up and Nos. 1 and 2 down lines situate 621 yards ahead of K.20 and K.31. Centre of red lights 17½ feet above rail level.
K. 26	4-aspect	No. 2 up line advanced starting	
K. 32	4-aspect	No. 3 to No. 2 up line advanced starting ...	
K. 33	4-aspect	No. 3 up line advanced starting	

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

NUMBER OF SIGNAL.	ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
K. 18	2-aspect	SHUNT SIGNALS WORKED FROM NORTH KENT EAST JUNCTION BOX. No. 2 up line to Bricklayers' Arms	On stem of bridge carrying K.19, K.20 and K.31.
K. 55	2-aspect	Forward on No. 2 down line	On bridge No. 93c on right-hand side of K.52.
K. 57	2-aspect	No. 2 down line to up Bricklayers' Arms line, No. 2 up line or No. 3 up line.	On bridge carrying K.19, K.20 and K.31.
K. 59	2-aspect	No. 2 up line to No. 2 down line	Between No. 2 up and No. 2 down line at London Bridge end of No. 2 up to No. 2 down line points.
K. 62	2-aspect	Up Bricklayers' Arms line to No. 2 down line.	Between up and down Bricklayers' Arms lines at Bricklayers' Arms end of crossover road.
K. 64	2-aspect	Down Bricklayers' Arms line to No. 2 down line.	On bridge on left-hand side of K.63.
K. 76	2-aspect	No. 3 up line to No. 2 down line	Between No. 3 up and No. 1 down line at clearance point of connection between No. 1 and No. 2 down lines.
<p align="center">NOTE.—<i>The movable diamonds K.16, K.17, K.27, K.30 and K.51 will be brought into use at a later date.</i></p>			

CANAL JUNCTION BOX (EAST LONDON LINE).

The connection between the bay platform road and No. 1 siding, also catch points in No. 1 siding at New Cross station, hitherto worked from New Cross signal box, will, in future, be operated from a ground frame situate at the London Bridge end of New Cross station and be released by Canal Junction signal box (East London line).

RUNNING SIGNALS WORKED FROM CANAL JUNCTION BOX (EAST LONDON LINE).

ASPECT.	NAME AND APPLICATION OF SIGNAL.	REMARKS.
2-aspect	East London line to bay platform road at New Cross station.	On post carrying North Kent East Junction K.46 situate close to existing semaphore signals.
2-aspect	New Cross station bay platform road to East London line starting.	At London Bridge end of New Cross station bay platform road.

For particulars of other contingent signal alterations at Canal Junction, see Metropolitan Railway Company's notice.

The following will be abolished :—

NEW CROSS BOX.

The approach lights situate under the following signals :—

- Down East London to down local home.
- No. 1 down line to down local home.
- No. 2 down line to down local home.
- No. 2 down line to down through home.
- No. 3 down line to down local home, and
- No. 3 down line to down through home.

Post carrying the down East London to bay and down local home, also shunt forward on down East London line signals.

Post carrying the bay to East London starting and down local to East London, bay to East London and bay to No. 1 siding shunt signals.

Ground signals controlling movements, as follows :—

- Forward on down East London line or down East London line to down local line.
- From No. 1 siding.
- From No. 1 siding to bay road.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

The following will be abolished—continued.

GREENWICH STATION.

Up platform repeater working in conjunction with, and repeating the position of, the up starting signal.

SPECIAL INSTRUCTIONS TO DRIVERS OF TRAINS AND ENGINES DETAINED AT THE AUTOMATIC HOME SIGNALS, ALSO AT CERTAIN OTHER SIGNALS AT LONDON BRIDGE AND NORTH KENT EAST JUNCTION.

Telephones, communicating with London Bridge and North Kent East Junction Boxes, have been provided at the automatic home signals between London Bridge, Deptford and New Cross and certain signals worked from London Bridge and North Kent East Junction Signal boxes, and the code calls are as follows:—

	PLACE.	POSITION OF TELEPHONE INSTRUMENT.	NUMBER OF RINGS.	DRIVER TO TELEPHONE TO	
LONDON	BRIDGE SIGNAL BOX	In signal box	2—1	London Bridge signal box.	
A. 25.	No. 1 up line automatic home signal	Between Nos. 2 and 3 up lines.	1—3		
A. 23.	No. 2 up line automatic home signal				
A. 21.	No. 3 up line automatic home signal				
A. 22.	No. 1 down line automatic home signal	In manhole preceding signal left-hand side of down No. 1 line.	2		
A. 24.	No. 1 down line automatic home signal	Between Nos. 1 and 2 down lines.	2—1		
A. 26.	No. 2 down line automatic home signal				
A. 28.	No. 3 down line automatic home signal				
A. 30.	No. 1 down line automatic home signal	On wall left-hand side of No. 1 down line.	3		North Kent East Jct. signal box.
A. 32.	No. 2 down line automatic home signal	Between Nos. 2 and 3 up lines.	2—2		
A. 34.	No. 3 down line automatic home signal				
A. 36.	No. 3 down line automatic home signal				
A. 31.	Up Greenwich line automatic home signal	On fence of platform, Deptford station.	1—2		
A. 29.	No. 1 up line automatic home signal	On signal post	5		
A. 27.	No. 1 up line automatic home signal	In manhole preceding signal.	4		
E. 311.	No. 1 down line second advanced starting signal	In manhole preceding signal.	3		
E. 308.	No. 2 down to No. 1 down line second advanced starting signal	Between No. 3 down and No. 2 up lines.	2		
E. 306.	No. 2 down line second advanced starting signal				
E. 304.	No. 2 down to No. 3 down line second advanced starting signal				
E. 299.	No. 3 down line second advanced starting signal				
E. 297.	No. 3 down line to down local second advanced starting signal				
E. 296.	No. 3 down line to down through second advanced starting signal				
E. 307.	No. 2 down line third advanced starting signal.				
E. 301.	No. 3 to No. 2 down line third advanced starting signal			Between No. 3 down and No. 2 up lines.	4
E. 300.	No. 3 down line third advanced starting signal.				
E. 263.	No. 1 up line second outer home signal				
E. 275.	No. 1 to No. 2 up line second outer home signal	On post of signal gantry between Nos. 2 and 3 up lines.	1—2		
E. 278.	No. 2 up line second outer home signal				
E. 279.	No. 3 up line second outer home signal				
E. 262.	No. 1 up line outer home signal	On signal post	2—2		
E. 273.	No. 2 up line outer home signal				
E. 69					
E. 78					
E. 173	Up local outer home signal to "B," "C," "D," "E," "G" or "J" section	Between up local and up through lines.	3		
E. 183					
E. 229					
E. 257					
E. 79					
E. 174					
E. 184	Up through intermediate home signal to "C," "D," "E," "G" or "J" section	Between up local and up through lines.	3		
E. 230					
E. 258					

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

Special Instructions to Drivers—continued.

PLACE.	POSITION OF TELEPHONE INSTRUMENT.	NUMBER OF RINGS.	DRIVER TO TELEPHONE TO
E. 259. No. 1 up line to "J" section intermediate home signal	Between No. 2 up and No. 3 down line.	1—5	London Bridge signal box.
E. 271. No. 1 up line to No. 2 up line intermediate home signal			
E. 265. No. 2 up line to "J" section intermediate home signal			
E. 272. No. 2 up line intermediate home signal	Between up local and up through lines.	3	
E. 61 } Up South London line outer home signal to			
E. 68 } "A," "B," "C," "D" or "E" section			
E. 77 }			
E. 172 }			
E. 182 }			
K. 63. Down Bricklayers' Arms line home signal ...	Between down Bricklayers' Arms line and No. 2 up line.	1—2	
K. 82. No. 1 down line outer home signal	On signal post	3—1	
K. 81. No. 2 to No. 1 down line outer home signal			
K. 70. No. 2 down line outer home signal	On signal post	5	
K. 68. No. 3 to No. 2 down line outer home signal			
K. 87. No. 3 down line outer home signal	On left-hand side of No. 1 down line.	4—1	
K. 79. No. 1 down line intermediate home signal			
K. 78. No. 1 to No. 2 down line intermediate home signal	On left-hand side of No. 2 up line.	2—3	
K. 65. No. 2 down line intermediate home signal			
K. 48. No. 1 down line to down local starting signal	At foot of gantry left-hand side of No. 1 down line.	1—4	
K. 43. No. 2 down line to down local starting signal ...	At foot of gantry between No. 3 down and No. 2 up line.	1—3	
K. 42. No. 2 down line to down through starting signal.			
K. 40. No. 3 down line to down local starting signal ...			
K. 39. No. 3 down line to down through starting signal.	On signal post	1—2	North Kent East Junction signal box.
K. 46. East London line to down local home signal ...			
K. 12. Up local outer home signal	On K. 12 signal	2—1	
K. 1. Up through outer home signal			
K. 5. Up local to East London line intermediate home (station starting) signal	On signal post	2—2	
K. 6. Up local to No. 1 up line intermediate home (station starting) signal			
K. 7. Up local to No. 2 up line intermediate home (station starting) signal			
K. 13. Up local to No. 3 up line intermediate home (station starting) signal	On signal post	5	
K. 11. No. 2 up line inner home signal			
K. 14. No. 3 to No. 2 up line inner home signal			
K. 15. No. 3 up line inner home signal	In manhole at signal.	1—3	
K. 28. Up Greenwich to No. 2 up line home signal ...			
K. 29. Up Greenwich to No. 3 up line home signal ...	In manhole preceding signal.	2—3	
K. 24. No. 1 up line advanced starting signal			
K. 25. No. 2 to No. 1 up line advanced starting signal.	In manhole at signal on left-hand side of No. 2 up line.	3—1	
K. 26. No. 2 up line advanced starting signal			
K. 32. No. 3 to No. 2 up line advanced starting signal.			
K. 33. No. 3 up line advanced starting signal			
NORTH KENT EAST JUNCTION SIGNAL BOX ...	In signal box	1—5	

The telephones are placed in cabinets painted with black and white diagonal stripes.

When a Driver finds any of the colour light signals referred to on pages 8 and 9 at "Danger" he must, if a Hand-Signalsman is not provided at the signal, and if the signal aspect is not changed in the interval, wait one minute in the case of automatic signals, or three minutes in the case of a colour light signal worked from a signal box, and then proceed to the telephone and obtain instructions from the Signalsman at London Bridge or North Kent East Junction according to the box concerned.

The particular signal box with which the Driver should communicate is indicated in the telephone boxes, and in communicating with the Signalsman the Driver must be careful to state clearly at which signal the train is detained.

Introduction of Colour Light Signals (in place of existing Semaphore Signals) between Spa Road and New Cross—continued.

If informed by the Signalman that the signal concerned is being held at "danger" owing to the occupation of the section ahead, the Driver must not proceed past the signal until the aspect therein is changed.

In the event of a failure of the signal, the Signalman or the Hand-Signalman, as the case may be, will 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 proceed cautiously towards the next signal and be prepared to bring his train to a stand immediately should the occasion require.

Should a Driver find the light out at any of the automatic or other colour light signals he must, if a Hand-Signalman is not provided at the signal, stop, and immediately proceed to the nearest telephone and obtain instructions from the Signalman at London Bridge or North Kent East Junction as the case may be. 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 circumstances arising in connection with an electric train which necessitates the Guard riding in the leading cab, as provided in Regulation 60 (a) of the instructions applicable to the electrified lines (direct current conductor rail system) dated June 8th, 1925, the Guard will be held responsible for communicating with the Signalman in accordance with the foregoing instructions.

FAILURE OF TRACK CIRCUITS.

In the event of the failure of a track circuit, a Hand-signalman must be appointed at the signal or signals locked by the track circuit to carry out the provisions of Rule 73, and if the permanent way is clear of all obstructions and the road is correctly set, the Hand-signalman must send the trains forward after warning Drivers to proceed cautiously. If the signal is situated so far from the signal box that the Signalman cannot communicate with the Hand-signalman, an additional man may be appointed to convey the Signalman's instructions to the Hand-signalman, or the telephones at intermediate points may be made use of to communicate with the Signalman.

The electric locking between the track circuits and signals must not, in case of failure, or supposed failure, be released.

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, but a signal showing the red aspect must not be passed without the permission of the Hand-signalman.

When hand signalling a train forward under Rule 73, a yellow hand-signal must in all cases be exhibited by the Hand-signalman.

During the time the work of bringing the new signals, etc., into use is in progress Drivers must keep a sharp look-out for hand-signals.

WATERLOO STATION,
4th November, 1929.

EDWIN C. COX,
Chief Operating Superintendent.

(R. 26755.)