

SOUTHERN RAILWAY

Signal Instruction
No. 23, 1939.

Instructions to all concerned as to
INTRODUCTION OF COLOUR LIGHT SIGNALS AT VICTORIA (CENTRAL SECTION)
(In place of existing semaphore running signals)
AND
**ABOLITION OF EXISTING VICTORIA NORTH, VICTORIA SOUTH AND
BATTERSEA PIER "A" SIGNAL BOXES AND VICTORIA SHUNTING BOX,**
ALSO
BRINGING INTO USE NEW SIGNAL BOX AT VICTORIA (CENTRAL SECTION),
ON SUNDAY, 4th JUNE, 1939.

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, 4th June, colour light signals will be installed at Victoria (Central Section) in place of existing semaphore running signals.

The existing Victoria North, Victoria South and Battersea Pier "A" signal boxes, also Victoria shunting box, will be abolished. A new signal box, to be known as Victoria Central, will be brought into use at Victoria (Central Section) and the points at present worked from Victoria North, Victoria South and Battersea Pier "A" signal boxes and certain points worked from Victoria Shunting box will, in future, be worked from the new signal box.

A new ground frame controlling certain shunting signals to the carriage sidings will be provided outside the carriage sidings 206 yards the Battersea Park side of the new signal box.

A new connection (No. 175) will be provided between the down local line (Central Section) and the up Met. line (Eastern Section), and the existing connection between No. 9 platform line and the transfer road will be abolished.

A diagram showing the new signals and their location is enclosed with this signal instruction. The signals prefixed by the letters V.C. will be worked from Victoria Central box and those prefixed by the letters C.A. will be automatic signals. A further signal instruction will be issued respecting the alterations on the Eastern Section which will be carried out on Sunday, 25th June.

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 or controlled signals, viz. :—

Automatic signals are those which are not worked from a signal box and are 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 aspect 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 shunting signals, 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 200 yards beyond the signal.

TELEPHONES.

Telephones have been provided at or adjacent to certain signals, as indicated on the diagram, for use in accordance with the instruction under the heading "Passing signals at Danger," on pages 5 and 6 of the Supplement dated 4th March, 1936, to the book of Instructions for the information of Drivers, Firemen and Guards. Code ringing will not be in operation in connection with the telephones

at signals in the new colour light area and, as indicated on the plate provided in each telephone cupboard, **it will only be necessary to remove the handset from the rest and listen until the Signalman replies.** After use the handset must be replaced and the cupboard door closed.

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.

The shunting signals worked from Victoria Central box will apply as shown below :—

<i>Number.</i>	<i>Application.</i>
3	From Battersea Pier sidings to carriage road or up through line.
6	Along carriage road southward or to Battersea Pier sidings.
7	Along carriage road Southward.
8	Along carriage road Northward or to up through line.
10	Along carriage road Northward.
18	From carriage road to No. 1 engine siding, No. 17 platform line, Middle "D" line, No. 16 or 15 platform line, "C" or "B" section, or No. 11 platform line.
20	From carriage sidings to No. 2 or 1 engine siding, No. 17 platform line, Middle "D" line, No. 16 or 15 platform line, "C" or "B" section, or No. 11 platform line.
23	From No. 1 engine siding to carriage road or carriage sidings.
25	From up through line to carriage road or carriage sidings.
30	From up through line to No. 17 platform line, Middle "D" line, No. 16 or 15 platform line, "C" or "B" section, or No. 11 platform line.
39	From down through line to "D," "C" or "B" section, No. 12 or 11 platform line.
41	Along No. 2 engine siding or to No. 1 engine siding, Middle "D" line, or No. 16 platform line.
42	Along No. 2 engine siding Southward.
44	Along No. 1 engine siding or to Middle "D" line, or No. 16 platform line.
47	From No. 2 dock siding to Middle "D" line, or No. 16 platform line.
49	From "D" section to No. 17 platform line, Middle "D" line, or No. 16 platform line.
51	From No. 1 engine siding to No. 17 platform line.
55	From Middle "D" line to No. 16 platform line.
56	From Middle "D" line to Middle "D" siding.
57	From Middle "D" line to No. 17 platform line.
61	From Middle "D" siding to Middle "D" line.
62	Along No. 17 platform line Northward.
64	Along Middle "D" siding or to No. 16 platform line.
67	Along Middle "D" siding Southward.
68	Along No. 16 platform line Northward.
72	From No. 1 dock siding to No. 15 platform line.
76	From "C" section to No. 15 platform line, Middle "C" line or No. 14 platform line.
81	From "B" section to No. 14 or 13 platform line, Middle "B" line or No. 12 platform line.
84	Along No. 15 platform line Northward.
86	Along No. 14 platform line Northward.
88	Along No. 13 platform line Northward.
92	From No. 17 platform line to down local or down through line, "D" section or No. 1 or 2 engine siding.
95	From No. 17 platform line to Middle "D" line or along No. 17 platform line.
100	From No. 16 platform line to No. 2 dock siding, down local or down through line, "D" section, or No. 1 or 2 engine siding.
103	Along No. 16 platform line Southward.
105	Along No. 16 platform line or to Middle "D" siding.
108	Along No. 15 platform line Southward.
109	From No. 15 platform line to down local or down through line, "D" section or No. 1 dock siding.
112	From Middle "C" line to down local or down through line, or "D" section.
115	From Middle "C" line to No. 15 or 14 platform line.
117	From No. 15 platform line to Middle "C" line or along No. 15 platform line.
120	Along No. 14 platform line Southward.
121	From No. 14 platform line to down local line via "B" or "C" section, down through line via "B" or "C" section, or to "D" section.
125	Along No. 14 platform line Southward or to Middle "C" line.
128	From No. 13 platform line to down local or down through line or "D" section.

Number.	Application.
131	Along No. 13 platform line Southward.
133	From Middle " B " line to down local or down through line or " D " section.
136	From Middle " B " line to No. 13 or 12 platform line.
138	From No. 13 platform line to Middle " B " line or along No. 13 platform line.
148	From up local line to No. 17 platform line, Middle " D " line, No. 16 or 15 platform line, " D," " C," or " B " section, No. 12, 11, 10 or 9 platform line.
159	From down local line to " D," " C " or " B " section, No. 12 or 11 platform line, Middle " A " line, No. 10 or 9 platform line or up Met. line.
179	Along No. 12 platform line Northward.
181	Along No. 11 platform line Northward.
183	Along No. 10 platform line Northward.
185	Along No. 9 platform line Northward.
193	From No. 12 platform line to down local or down through line or " D " section.
196	Along No. 12 platform line Southward or to Middle " B " line.
199	From No. 11 platform line to down local or down through line or " D " section.
202	From Middle " A " line to down local line.
204	From Middle " A " line to No. 11 or 10 platform line.
206	From No. 11 platform line to Middle " A " line or along No. 11 platform line.
211	From No. 10 platform line to down local line.
214	Along No. 10 platform line Southward or to Middle " A " line.
217	From No. 9 platform line to down local line.
219	Along No. 9 platform line Southward.

Shunting signals Nos. 49, 55, 76 and 81 referred to on page 2 of this signal instruction 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 shunting signal. It may, however, happen in an emergency that a shunting signal applicable to the direction and line on which the train is travelling has been placed at Danger by the Signaller 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 shunting signals apply, the indications shown by the shunting signals must be strictly observed.

ADMISSION OF TRAINS TO NORTH SECTION.—RULE 47.

When the North section of a platform line is occupied by a train of such a length that it is not possible to operate the North section home signal to a yellow aspect, another train will, if necessary, be admitted to the North section by means of the relevant shunting signal situated at the North section home signal.

LIGHT ENGINES FOLLOWING PASSENGER TRAINS.

An engine which has worked a train into the station must, when the train is removed from the platform line, follow such train in accordance with the instructions under the heading " Light engines following passenger trains—Rule 97 " on page 9 of the General Appendix to the Working Time Tables, and must be brought to a stand at the North section starting signal, platform intermediate signal, or South section starting signal, as the case may be, and wait there for such signal, or the shunting signal to be lowered.

STARTING TRAINS AGAINST FIXED SIGNALS.

(a) When it is impracticable for the North section starting signal to be operated for an outgoing train via Middle " A," " B," " C " or " D " line, owing to the length of the train necessitating the engine standing ahead of the signal, the Driver must not start until he receives verbal instructions to do so from the person in charge of the platform.

The person in charge of the platform must personally obtain the Signaller's permission by telephone for the train to start. To prevent any misunderstanding arising the message should be given in the following form, for example :—

Person in charge of platform — speaking — Is line clear for 10.0 a.m. train to Brighton to start from North section of platform No. 14 via Middle " C " line against fixed signal ?

Signaller — speaking — No, line is not clear ;

or

Yes, line is clear for 10.0 a.m. train to Brighton to start from North section of platform No. 14 via Middle " C " line against fixed signal and the South section starting signal is " off."

When the line is clear the person in charge of the platform must go to the engine and instruct the Driver that he may proceed and upon which line the train is to travel, after which a yellow hand-signal held steadily must be exhibited by the person in charge of the platform to the Driver, who must not start until he fully understands what is required.

(b) The foregoing instructions will not apply to trains standing ahead of a North section starting signal or platform intermediate signal and waiting to depart via the South section of the platform line concerned, and in these cases a train must not start until the South section starting signal has been operated, and the Driver is satisfied that the line is clear to that signal and it has been operated for his train.

When any doubt exists or when the train is in such a position that the signal at which it is standing cannot be operated owing to the engine occupying the track circuit ahead of such signal but the Driver's cab is at or in rear of the signal, the person in charge must communicate with the Signaller and the instructions in clause (a) must be observed.

(c) The person in charge of the platform must make a note of each train started against a fixed signal.

ASSISTING BOAT TRAINS FROM NO. 16 PLATFORM LINE.

Boat trains for Newhaven Harbour may be assisted from No. 16 platform line as far as the first starting signal V.C.104. In no circumstances must the assisting engine assist the train beyond this signal, neither must it pass the signal until it has been again operated or the shunting signal applicable to the movement required has been lowered.

The Driver of the engine working the empty stock to Victoria must be prepared to assist the outgoing train as soon as the signal to start is given. The first paragraph of Rule 133, clause (c), must not be carried out, but the signal to start must be given to the Driver of the engine in front of the train in accordance with Rule 141. Before this is done the Guard (rear Guard when there are two or more Guards) must satisfy himself that the Driver of the assisting engine is ready to proceed, by giving him a green hand signal, which the Driver of the assisting engine must acknowledge by giving an "all right" hand signal in accordance with Rule 51, clause (c), but no attempt must be made to push the train until the Driver of the train engine has started or a special request to move the train is received from the platform staff. If the assisting engine does not, through some unforeseen circumstance, start with the train, no attempt must be made to overtake it.

BERTHING EMPTY ELECTRIC TRAINS ON CARRIAGE ROAD.

When the river bridge portion of the carriage road is fully occupied with vehicles already berthed, the Motorman of the next train to be berthed must bring his train to a stand clear of the sleeper crossing on the north side of the bridge.

During fog or falling snow the berthing of trains on the carriage road must be supervised by a Shunter who must place a detonator on the rail 20 yards from each berthed train.

When a train berthed on the south portion of the carriage road or in Battersea Pier sidings is ready to proceed towards Victoria the Motorman must so advise the Signaller at Victoria Central by means of the telephone at shunting signals V.C. 3/8.

ELECTRIC WARNING BELLS.

The electric warning bell at Victoria referred to on page 151 of the Central-Eastern Appendix to the Working Time Tables will, in future, be operated by levers Nos. V.C. 11/18 and V.C. 23/25 and will be cut off when the relevant lever is replaced.

WRONG DIRECTION MOVEMENTS IN THE VICINITY OF POWER-WORKED OR UNWORKED TRAILING POINTS.

The arrangements referred to in the instruction under the heading, "Wrong direction movements in the vicinity of power-worked or unworked trailing points—Rule 183, clauses (f), (g) and (i)" on page 1 of No. 2 Supplement to the General Appendix to the Working Time Tables may also be applied at Victoria (Central Section) whether the points over which the wrong line movement is to be made are more than 350 yards from the signal box or not.

ELECTRIC FOULING BARS.

CALLING-ON AND SHUNT SIGNALS FROM NOS. 12 AND 13 "B" AND NOS. 14 AND 15 "C" SECTIONS.

ENGINES FOR STEWARTS LANE.

The instructions under the above headings on page 2 of the Central-Eastern Appendix to the Working Time Tables will be cancelled on completion of the alterations referred to in this signal instruction.

H. E. O. WHEELER,

Superintendent of Operation.

Waterloo Station.

18th May, 1939.

(R. 60332.)