SOUTHERN RAILWAY

Signal Instruction No. 19 (1926).

INSTRUCTIONS TO ALL CONCERNED

AS TO THE

INTRODUCTION OF COLOUR LIGHT SIGNALS

(In place of existing Semaphore Signals),

Between CHARING CROSS, CANNON STREET & BOROUGH MARKET JUNC.,

ALSO

Opening of New Signal Boxes at Charing Cross and Cannon Street and Abolition of existing Signal Boxes at Charing Cross, Belvedere Road, Waterloo Station (Eastern Section), Union Street, Cannon Street No. 1, and Cannon Street No. 2,

On SUNDAY, 27th JUNE, 1926.

Commencing at 1.0 a.m. on Sunday, 27th June, the existing semaphore signals between Charing Cross, Cannon Street and Borough Market Junction (including those worked from Metropolitan Junction) will be abolished, and colour light signals installed in lieu thereof.

A diagram of the new signals is attached to this notice, the signals operated from Charing Cross Signal Box being indicated by the letter "A," those operated from Metropolitan Junction Signal Box by the letter " B," those operated from Cannon Street signal box by the letter " C," and those operated from Borough Market Junction signal box by the letter " D."

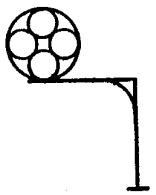
The new colour light running signals will show four aspects, except intermediate platform signals and those signals controlling the admittance of trains to terminal platform roads, which will show three aspects ; shunt signals will show only two aspects.

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 arrangement of aspects, as seen by a Driver, will be the same :—

VERTICAL TYPE.

CLUSTER TYPE.



Each 3-aspect running signal will consist of a group of three lamps, and the light aspect exhibited at any one time will be either (a) a red, or (b) one yellow, or (c) a green light.

Each 2-aspect shunt signal will consist of two lamps, and the light aspect exhibited at any one time will be either a red or a green light.

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

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *(continued).*

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.

(For trains entering terminal platform roads.)

Aspect.	Meaning.
Red Light	Danger—Stop.
One Yellow Light	Caution—Platform road partially occupied by vehicles.
Green Light	Proceed—Platform road clear to buffer stops.

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.

INTERMEDIATE PLATFORM SIGNALS AT TERMINAL STATIONS.

Intermediate platform signals, showing three aspects, will be provided at certain terminal stations to work in conjunction with the platform road starting signal, also with the shunt signal controlling movements from the platform road concerned, and the aspect signal exhibited at any one time will be either (a) a RED, or (b) one YELLOW, or (c) a GREEN light. An indicator is provided either over the top lamp, or at the side thereof, 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, respectively.

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.

ONE YELLOW.—When the starting signal is showing ONE YELLOW or TWO YELLOW lights, 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.

CHARING CROSS SIGNAL BOX.

The existing signal box will be abolished and a new signal box, erected on a girder bridge, spanning all lines, situate close to the present box, will be brought into use.

The colour light signals prefixed " A " on the diagram attached to this notice, also the points at present operated from Charing Cross (Old Box) and Belvedere Road signal boxes, will be operated from the new box.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *(continued).*

BELVEDERE ROAD, WATERLOO STATION (EASTERN SECTION) AND UNION STREET SIGNAL BOXES.

These signal boxes will be abolished.

METROPOLITAN JUNCTION SIGNAL BOX.

The colour light signals prefixed " B " on the diagram attached to this notice will be operated from Metropolitan Junction Box.

BOROUGH MARKET JUNCTION SIGNAL BOX.

The colour light signals prefixed " D " on the diagram attached to this notice will be operated from Borough Market Junction Box.

CANNON STREET Nos. 1 AND 2 SIGNAL BOXES.

The existing signal boxes will be abolished and a new signal box, situate outside No. 8 platform road, close to the up siding buffer stops, will be brought into use.

The lay-out of the lines, &c., at Cannon Street has been entirely re-modelled, and the whole of the points as well as the colour light signals prefixed " C " on the diagram attached to this notice will be operated from the new box.

CHARING CROSS AND CANNON STREET TO BOROUGH MARKET JUNCTION.

Track circuits have been installed throughout the area covered by the colour light signals, and all the running signals and points worked from Charing Cross, Metropolitan Junction, Cannon Street and Borough Market Junction signal boxes will also be controlled by the track circuits ; the shunt signals will not be controlled by track circuits.

Track circuits also control the automatic home signals on the down lines between Charing Cross and Metropolitan Junction and on the up lines between Metropolitan Junction and Waterloo Station.

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

The Signalmen at Charing Cross, Metropolitan Junction and Cannon Street signal boxes are exempted from carrying out the provisions of Rule 40, Clause (a), and Rule 45, Clauses (a) and (d).

Rule 55.—Detention 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 Charing Cross, Metropolitan Junction, Cannon Street and Borough Market Junction, 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 35 to 150 feet beyond the signal.

THE FOLLOWING ARE PARTICULARS OF THE NEW RUNNING AND SHUNT COLOUR LIGHT SIGNALS :—

RUNNING SIGNALS WORKED FROM CHARING CROSS SIGNAL BOX.

1.—A bracket post, carrying two 4-aspect signals, known as Nos. 1 and 2 platform roads starting signals, situate at the end of Nos. 1 and 2 platforms. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **A.1 and 2** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *continued.*

Running Signals worked from Charing Cross Signal Box—*continued.*

2.—A 4-aspect signal, known as No. 3 platform road starting signal, situate at the end of No. 3 platform. The centre of the red light will be 12 feet above rail level. The signal is numbered **A.3** on the diagram.

3.—Three intermediate platform signals, suspended from the station roof over Nos. 1, 2 and 3 platforms, working in conjunction with Nos. 1, 2 and 3 platform starting and shunt signals. The indicators placed over the top light will display " M " when the starting signal is taken off, and " S " when the shunt signal is taken off.

4.—A 4-aspect signal, known as No. 4 platform road first starting signal, with route indicator, situate 190 yards from the buffer stops. The centre of the red light will be 12 feet above rail level. The route indicator, placed over the top light, will display " R " for movements to the middle road, and " T " for movements to the through line. The signal is numbered **A.39-40** on the diagram.

5.—A bracket post, carrying two 4-aspect signals, known as Nos. 5 and 6 platform roads first starting signals, situate 213 yards from the buffer stops. The centre of the red lights will be 12 feet above rail level. A route indicator, placed over No. 5 platform road first starting signal top light, will display " R " for movements to the middle road, and " T " for movements to the through line. The signals are numbered **A.42-43** and **A.38** on the diagram.

6.—A 4-aspect signal, known as Nos. 4 or 5 platform roads to middle road second starting signal, situate on the left-hand side of the line, 78 yards ahead of No. 4 platform road first starting signal (A.39-40). The centre of the red light will be 12 feet above rail level. The signal is numbered **A.45** on the diagram.

7.—A 4-aspect signal, known as Nos. 4 or 5 platform roads to down through second starting signal, situate on the left hand side of the line, 64 yards ahead of No. 5 platform road first starting signal (A.42-43). The centre of the red light will be 12 feet above rail level. The signal is numbered **A.48** on the diagram.

8.—A 4-aspect signal, known as No. 6 platform road second starting signal, situate on the right hand side of the line, 69 yards ahead of No. 6 platform road first starting signal (A.38). The centre of the red light will be 12 feet above rail level. The signal is numbered **A.49** on the diagram.

9.—Two 4-aspect signals of the cluster type, bracketed out from the wall, on the left hand side of the down local line, situate 430 yards ahead of Nos. 1 and 2 platform roads starting signals (A.1 and 2). These signals, reading from left to right, will be known as the down local advanced starting and down local to down through advanced starting signals. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **A.5** and **6** on the diagram.

10.—Two 4-aspect signals of the cluster type, bracketed out to the right from a girder of the river bridge on the left hand side of the middle road, situate 247 yards ahead of Nos. 4 or 5 platform roads to middle road second starting signal (A.45). These signals, reading from left to right, will be known as the middle road to down local advanced starting and middle road to down through advanced starting signals. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **A.46** and **47** on the diagram.

11.—Two 4-aspect signals of the cluster type, bracketed out to the right from a girder of the river bridge on the left hand side of the down through line, situate 250 yards ahead of Nos. 4 or 5 platform roads to down through second starting signal (A.48). These signals, reading from left to right, will be known as the down through to down local advanced starting and down through advanced starting signals. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **A.52** and **53** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Running Signals worked from Charing Cross Signal Box—*(continued).*

12.—A bracket post, carrying two 4-aspect signals, situate on the left hand side of the up local line, the Charing Cross end of Waterloo Station (Eastern Section). These signals, reading from left to right, will be known as the Charing Cross up local to up through outer home and up local outer home signals. The centre of the red lights will be 10½ feet above rail level. The signals are numbered **A.99** and **34** on the diagram.

13.—A 4-aspect signal, known as the Charing Cross up through outer home signal, situate on the left hand side of the up through line, the Charing Cross end of Waterloo Station. The centre of the red light will be 12 feet above rail level. The signal is numbered **A.100** on the diagram.

14.—A bracket post, carrying four 4-aspect signals of the cluster type, situate between the up and down through lines, 333 yards ahead of the up outer home signals (A.34, 99 and 100). These signals, reading from left to right, will be known as the up through intermediate home up through to middle road intermediate home, up through to up local intermediate home, and up local intermediate home signals. The centre of the red lights will be 16 feet above rail level. The signals are numbered **A.96, 90, 36** and **32** on the diagram.

15.—A signal bridge, spanning the up and down local lines and Nos. 1 and 2 sidings, carrying a 3-aspect signal, known as the up local to Nos. 3, 2 or 1 platform roads inner home signal, with route indicator, situate 427 yards ahead of the up local intermediate home signal (A.32). The centre of the red light will be 16½ feet above rail level. The route indicator, placed on the left hand side of the signal, will display the number 3, 2 or 1 according to which platform at Charing Cross the train is intended to run. The signal is numbered **A.27-28-29** on the diagram.

16.—A 3-aspect signal, known as the middle road to Nos. 5 or 4 platform roads inner home signal, with route indicator, situate on the left hand side of the middle road, bracketed out to the right from a girder of the river bridge, 533 yards ahead of the up through to middle road intermediate home signal (A.90). The centre of the red light will be 14 feet above rail level. The route indicator, placed on the left hand side of the signal, will display the number 5 or 4 according to which platform at Charing Cross the train is intended to run. The signal is numbered **A.87-88** on the diagram.

17.—A 3-aspect signal, known as the up through to Nos. 6, 5 or 4 platform roads inner home signal, with route indicator, situate on the left hand side of the up through line, bracketed out to the right from a girder of the river bridge, 460 yards ahead of the up through intermediate home signal (**A.96**). The centre of the red light will be 14 feet above rail level. The route indicator, placed on the left hand side of the signal, will display the number 6, 5 or 4 according to which platform at Charing Cross the train is intended to run. The signal is numbered **A.92, 93, 94** on the diagram.

SHUNT SIGNALS WORKED FROM CHARING CROSS SIGNAL BOX.

18.—A 2-aspect shunt signal, situate to the right of No. 1 platform road starting signal (A.1), controlling movements from No. 1 platform road to the down local line or to the up local line as far as No. A.4 shunt signal. The signal is numbered **A.7** on the diagram.

19.—A 2-aspect shunt signal, situate to the left of No. 2 platform road starting signal (A.2), controlling movements from No. 2 platform road to the down local line or to the up local line as far as No. A.4 shunt signal. The signal is numbered **A.9** on the diagram.

20.—A 2-aspect shunt signal, situate under No. 3 platform road starting signal (A.3), controlling movements from No. 3 platform road to the up local line as far as No. A.4 shunt signal or to No. 2 siding. The signal is numbered **A.13** on the diagram.

21.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of No. 4 platform road, 200 feet from the buffer stops, controlling movements along No. 4 platform road in the " out " direction. The signal is numbered **A.57** on the diagram.

22.—A 2-aspect shunt signal, situate under No. 4 platform first starting signal (A.39-40), controlling movements from No. 4 platform road as far as No. A.58 shunt signal, or to No. 5 platform road as far as No. A.62 shunt signal. The signal is numbered **A.41** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *(continued.)*

Shunt Signals worked from Charing Cross Signal Box—*(continued).*

23.—A 2-aspect shunt signal, situate under Nos. 4 or 5 platform roads to middle road second starting signal (A.45), controlling movements from Nos. 4 or 5 platform roads to middle road as far as No. A.71 shunt signal. The signal is numbered **A.58** on the diagram.

24.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of No. 5 platform road, 200 feet from the buffer stops, controlling movements along No. 5 platform road in the " out " direction. The signal is numbered **A.60** on the diagram.

25.—A 2-aspect shunt signal, situate to the right of No. 5 platform road first starting signal (A.42-43), controlling movements from No. 5 to No. 4 platform road as far as No. A.58 shunt signal or along No. 5 platform road as far as No. A.62 shunt signal. The signal is numbered **A.44** on the diagram.

26.—A 2-aspect shunt signal, situate under Nos. 4 or 5 platform roads to down through second starting signal (A.48), controlling movements from Nos. 4 or 5 platform roads as far as No. A.50 shunt signal or to the up through line as far as No. A.51 shunt signal. The signal is numbered **A.62** on the diagram.

27.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of No. 6 platform road, 200 feet from the buffer stops, controlling movements along No. 6 platform road in the " out " direction. The signal is numbered **A.64** on the diagram.

28.—A 2-aspect shunt signal, situate to the left of No. 6 platform road first starting signal (A.38), controlling movements from No. 6 platform road as far as No. A.65 shunt signal. The signal is numbered **A.31** on the diagram.

29.—A 2-aspect shunt signal, situate under No. 6 platform road second starting signal (A.49), controlling movements from No. 6 platform road to the down through line as far as No. A.50 shunt signal or to up through line as far as No. A.51 shunt signal. The signal is numbered **A.65** on the diagram.

30.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the down local line, the Waterloo Station end of the No. 2 platform road to down local line points, controlling movements from the down local line to Nos. 2 or 1 platform roads. The signal is numbered **A.11** on the diagram.

31.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the up local line the station end of the Nos. 2 or 3 platform roads to down local line points, controlling movements from the up local line to the down local line or back on the up local line as far as No. A.20 shunt signal. The signal is numbered **A.4** on the diagram, *and will be worked for all running movements from Nos.* 1, 2 *and* 3 *platform roads in addition to shunting movements.*

32.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the down local line at the Waterloo Station end of the Nos. 2 or 3 platform roads to down local line points, controlling movements from the down local line to the up local line as far as No. A.15 shunt signal or back on the down local line as far as No. A.11 shunt signal. The signal is numbered **A.17** on the diagram.

33.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up local line, the Waterloo Station end of the No. 3 platform road points, controlling movements from the up local line to Nos. 3, 2 or 1 platform roads. The signal is numbered **A.15** on the diagram *and will be worked for all running movements in addition to shunting movements.*

34.—A 2-aspect shunt signal, fixed on the ground on the left hand side of No. 2 siding at the points leading from the siding, controlling movements from No. 2 siding to No. 3 platform road. The signal is numbered **A.24** on the diagram.

35.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the Gusset Road, controlling movements from the Gusset Road as far as No. A.65 shunt signal. The signal is numbered **A.26** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street, and Borough Market Junction— *(continued).*

Shunt Signals worked from Charing Cross Signal Box—*(continued).*

36.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the down through line, the Waterloo Station end of the No. 6 platform road to down through line points, controlling movements from the down through line to the Gusset Road or Nos. 6, 5 or 4 platform roads. The signal is numbered **A.67** on the diagram.

37.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down through line nearly opposite the station end of the connection between the up and down through lines, controlling movements along the down through line as far as No. A.72 shunt signal. The signal is numbered **A.50** on the diagram *and will be worked for all running movements in addition to shunting movements.*

38.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the up through line, the station end of the connection between the up and down through lines, controlling movements from the up through line to the down through line as far as No. A.72 shunt signal. The signal is numbered **A.51** on the diagram *and will be worked for all running movements in addition to shunting movements.*

39.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the down through line, the Waterloo Station end of the connection between the up and down through lines, controlling movements from the down through line to the up through line as far as No. A.91 shunt signal, or back on the down through line as far as No. A.67 shunt signal. The signal is numbered **A.69** on the diagram.

40.—A 2-aspect shunt signal, situate under the middle road to Nos. 5 or 4 platform roads inner home signal (A.87-88), controlling movements from the middle road to Nos. 5 or 4 platform roads. The signal is numbered **A.89** on the diagram.

41.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up through line, the Waterloo Station end of the connection between the up through line and No. 5 platform road, controlling movements from the up through line to the Gusset Road or Nos. 6, 5 or 4 platform roads. The signal is numbered **A.91** on the diagram *and will be worked for all running movements in addition to shunting movements.*

42.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the up local line, the station end of the points leading to No. 1 siding, controlling movements from the up local line to No. 1 siding. The signal is numbered **A.20** on the diagram.

43.—A 2-aspect shunt signal, fixed on the ground on the left hand side of No. 1 siding at the points leading to the up local line, controlling movements from No. 1 siding to the up local line as far as No. A.15 shunt signal. The signal is numbered **A.22** on the diagram.

44.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up local line under the up local to Nos. 3, 2 or 1 platform roads inner home signals (No. A.27-28-29), controlling movements along the up local line as far as No. A.15 shunt signal. The signal is numbered **A.30** on the diagram.

45.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up through line under the up through to Nos. 6, 5 or 4 platform roads inner home signals (Nos. A.92-93-94), controlling movements along the up through line as far as No. A.91 shunt signal. The signal is numbered **A.95** on the diagram.

46.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down local line under the down local advanced starting signals (A.5 and 6), controlling movements from the down local line to the turntable. The signal is numbered **A.18** on the diagram.

47.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the middle road under the middle road advanced starting signals (A.46 and 47), controlling movements from the middle road to the turntable via No. 82 points or to the turntable road via Nos. 78 and 73 points. The signal is numbered **A.71** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued.)

Shunt Signals worked from Charing Cross Signal Box—*(continued)*.

48.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down through line under the down through advanced starting signals (A.52 and 53), controlling movements from the down through line to the turntable. The signal is numbered **A.72** on the diagram.

49.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the up through line at the station end of the connection between the up and down through lines, controlling movements from the up through line to the turntable via Nos. 82 and 75 points or via No. 78 points, or to the Gas Siding. The signal is numbered **A.74** on the diagram.

50.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the Gas Siding, controlling movements from the Gas Siding to the up through line. The signal is numbered **A.77** on the diagram.

51.—A 2-aspect shunt signal, fixed on the ground on the left hand side at the catch points in the turntable road, controlling movements from the turntable road to the up through line or middle road. The signal is numbered **A.79** on the diagram.

52.—An elevated 2-aspect shunt signal, fixed on the right hand side at the Waterloo Station end of the turntable points, controlling movements from the turntable to the turntable road as far as No. A.79 shunt signal, up through line via Nos. 82 and 75 points, of middle road via Nos. 82 and 54 points, or to the up local line. The signal is numbered **A.83** on the diagram.

53.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up local line under the up intermediate home signals (A.96, 90, 36 and 32), controlling movements along the up local line as far as No. A.30 shunt signal. The signal is numbered **A.33** on the diagram.

54.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the up through line under the up intermediate home signals (A.96, 90, 36 and 32), controlling movements along the up through line as far as No. A.95 shunt signal, to the up through line via Nos. 81 and 75 points, to middle road via No. 73 points, to middle road via Nos. 81 and 54 points, or to the up local line via No. 35 points. The signal is numbered **A.97** on the diagram.

AUTOMATIC HOME SIGNALS BETWEEN CHARING CROSS AND METROPOLITAN JUNCTION.

55.—A 4-aspect signal, known as the No. 1 down local automatic home signal, situate on the left hand side of the down local line, 553 yards ahead of the Charing Cross down local advanced starting signal (A.5). The normal aspect of this automatic signal will be two yellow lights. The centre of the red light will be 12 feet above rail level.

56.—A 4-aspect signal, known as the No. 2 down local automatic home signal, situate on the left hand side of the down local line, 253 yards ahead of the No. 1 down local automatic home signal. The normal aspect of this automatic signal will be one yellow light. The centre of the red light will be 12 feet above rail level.

57.—A 4-aspect signal, known as the No. 1 down through automatic home signal, situate on the left hand side of the down through line, 698 yards ahead of the Charing Cross down through advanced starting signal (A.53). The normal aspect of this automatic signal will be two yellow lights. The centre of the red light will be 12 feet above rail level.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Automatic Home Signals between Charing Cross and Metropolitan Junction—*(continued).*

58.—A 4-aspect signal, known as the No. 2 down through automatic home signal, situate on the left hand side of the down through line, 260 yards ahead of the No. 1 down through automatic home signal. The normal aspect of this automatic signal will be one yellow light. The centre of the red light will be 12 feet above rail level.

59.—A 4-aspect signal of the cluster type, known as the No. 1 up local automatic home signal erected on a half bracket post, situate outside the down local line, 453 yards in rear of the No. 2 up local automatic home signal. The normal aspect of this automatic signal will be two yellow lights. The centre of the red light will be 16½ feet above rail level.

60.—A 4-aspect signal of the cluster type, known as the No. 2 up local automatic home signal, erected on a half bracket post, situate between the up and down through lines, 454 yards in rear of the Charing Cross up local outer home signals (A.34 and 99). The normal aspect of this automatic signal will be one yellow light. The centre of the red light will be 16½ feet above rail level.

61.—A 4-aspect signal, known as the No. 1 up through automatic home signal, situate on the left hand side of the up through line, 453 yards in rear of the No. 2 up through automatic home signal. The normal aspect of this automatic signal will be two yellow lights. The centre of the red light will be 12 ft. above rail level.

62.—A 4-aspect signal, known as the No. 2 up through automatic home signal, situate on the left hand side of the up through line, 454 yards in rear of the Charing Cross up through outer home signal (A.100). The normal aspect of this automatic signal will be one yellow light. The centre of the red light will be 12-ft. above rail level.

NOTE.—Each of the above automatic home signals will be distinguished by an illuminated letter " A," placed below the bottom lamp.

For Special Instructions to Drivers of Trains detained at these Automatic Signals, see page 17 of this Notice.

RUNNING SIGNALS WORKED FROM METROPOLITAN JUNCTION SIGNAL BOX.

63.—A 4-aspect signal, known as the down local outer home signal, situate on the left hand side of the down local line, 367 yards ahead of the No. 2 down local automatic home signal. The centre of the red light will be 12 ft. above rail level. The signal is numbered **B.21** on the diagram.

64.—A 4-aspect signal, known as the down through outer home signal, situate on the left hand side of the down through line, 360 yards ahead of the No. 2 down through automatic home signal. The centre of the red light will be 12 ft. above rail level. The signal is numbered **B.25** on the diagram.

65.—A 4-aspect signal, known as the down branch outer home signal, situate on the left hand side of the down branch line, 144 yards in rear of the down branch inner home signal (B.11 and 12). The centre of the red light will be 15 ft. above rail level. The signal is numbered **B.10** on the diagram.

66.—A signal bridge, spanning all roads, carrying six 4-aspect signals of the cluster type, with two route indicators, situate 372 yards ahead of the down local and through outer home signals (B.21 and 25). These signals, reading from left to right, will be known as the up depot to Cannon Street or Borough Market Junction starting, down branch to Cannon Street or Borough Market Junction inner home; down local to Cannon Street inner home, down local to Borough Market Junction inner home, down through to Cannon Street inner home, and down through to Borough Market Junction inner home signals. The centre of the red

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *(continued).*

Running Signals worked from Metropolitan Junction Signal Box—*(continued).*

lights will be 16½ ft. above rail level. The route indicator placed on the left of the up depot starting signal (No. B.5-6) will display " B " for movements to Cannon Street, and " M " for movements to Borough Market Junction. The route indicator placed on the left of the down branch inner home signal (No. B. 11-12) will display " B " for movements to Cannon Street and " M " for movements to Borough Market Junction. The signals are numbered **B.5-6, 11-12, 22, 23, 26** and **32** on the diagram.

67.—A 4-aspect signal, with route indicator, known as the down depot to Cannon Street and Borough Market Junction starting signal, situate on the left hand side of the down depot line, level with the down inner home signals bridge. The centre of the red light will be 12 feet above rail level. The route indicator, placed above the signal, will display " B " for movements to Cannon Street, and " M " for movements to Borough Market Junction. The signal is numbered **B.1-2** on the diagram.

68.—A signal bridge, spanning the up and down through lines, carrying three 4-aspect signals of the cluster type, situate at the up through to up local facing points and 465 yards in rear of the No. 1 up local and through automatic home signals. These signals, reading from left to right, will be known as the from Borough Market Junction to up through home, from Borough Market Junction to up local home, and from Borough Market Junction to up branch home signals. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **B.56, 57** and **58** on the diagram.

69.—A 4-aspect signal, with route indicator, known as the from Cannon Street to up through home, from Cannon Street to up local home, and from Cannon Street to up branch home signals, situate on the left hand side of the " Out " line from Cannon Street and 478 yards in rear of the No. 1 up local and through automatic home signals. The centre of the red light will be 12 feet above rail level, The route indicator placed above the signal, will display " T " for movements to the up through line, " L " for movements to the up local line, and " B " for movements to the up branch line. The signal is numbered **B.50-51-52** on the diagram.

SHUNT SIGNALS WORKED FROM METROPOLITAN JUNCTION SIGNAL BOX.

70.—A 2-aspect shunt signal, situate under the down depot to Cannon Street or Borough Market Junction starting signal (B.1–2), controlling movements from the down depot to the dead end siding, Metropolitan Siding or " In " line to Cannon Street. The signal is numbered **B.3** on the diagram.

71.—A 2-aspect shunt signal, fixed on the ground on the right hand side of the up depot line, level with the down inner home signals bridge, controlling movements from the up depot to the dead end siding, Metropolitan Siding or " In " line to Cannon Street. The signal is numbered **B.7** on the diagram.

72.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down branch line, level with the down inner home signals bridge, controlling movements from the down branch line to the dead end siding, Metropolitan Siding or " In " line to Cannon Street. The signal is numbered **B.13** on the diagram.

73.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down local line, level with the down inner home signals bridge, controlling movements from the down local line to the Metropolitan Siding or " In " line to Cannon Street. The signal is numbered **B.24** on the diagram.

74.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the down through line, level with the down inner home signals bridge, controlling movements from the down through line to the Metropolitan Siding or " In " line to Cannon Street. The signal is numbered **B.27** on the diagram.

75.—A 2-aspect shunt signal, fixed on the ground on the left hand side of the dead end siding at the catch points, controlling movements from the dead end siding to the up branch line, or up or down depot lines. The signal is numbered **B.18** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction —(*continued*).

Shunt Signals worked from Metropolitan Junction Signal Box—(*continued*).

76.—A 2-aspect shunt signal, fixed 8 ft. above rail level, on the right hand side of the Metropolitan siding, controlling movements from the Metropolitan siding to the up through or up local lines, up branch or up depot lines via Nos. 41 and 37 points, or to up branch line or up or down depot lines via No. 16 points. The signal is numbered **B.44** on the diagram.

77.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the " In " line to Cannon Street, close to the Cannon Street " Out " line home signal (B.50–51–52), controlling movements from the " In " line to the up through or up local lines, up branch or up depot lines via No. 41 and 37 points, or to up branch line or up or down depot lines via No. 16 points. The signal is numbered **B.46** on the diagram.

78.—A 2-aspect shunt signal, situate under the Cannon Street " Out " line home signal (B.50–51–52), controlling movements from the " Out " line to the up depot line. The signal is numbered **B.53** on the diagram.

79.—A 2-aspect shunt signal, placed on the signal bridge to the right of the from Borough Market Junction to up branch home signal (B.58), controlling movements from Borough Market Junction to the up depot line. The signal is numbered **B.59** on the diagram.

RUNNING SIGNALS WORKED FROM BOROUGH MARKET JUNCTION SIGNAL BOX.

80.—A half bracket post, carrying two 4-aspect signals, known as the from Metropolitan Junction to down local and through home signals, situate on the left hand side of the down line, 13 yards from the fouling point of the junction. The centre of the red lights will be 12 ft. above rail level. The signals are numbered **D.16** and **15** on the diagram.

81.—A half bracket post, carrying two 4-aspect signals of the cluster type, known as the from Cannon Street down local and through home signals, situate on the left hand side of the down local line, 78 yards from the fouling point of the junction on the down local line. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **D.19** and **18** on the diagram.

*SPECIAL NOTE.—No. D.*16 *or* 19 *signal will show one yellow light when the London Bridge " A " Box down local home signals to Nos.* 7, 6, *or* 5 *platform roads are in the " on " position. Two yellow lights will only be exhibited when the London Bridge " A " Box down local home signal to Nos.* 7 *or* 6 *platform road is in the " off " position, and a green light only when both the London Bridge " A " Box down local home signal to Nos.* 7 *or* 6 *platform road and London Bridge " B " Box starting signals from the same platform road are in the " off " position.*

*No. D.*15 *or* 18 *signal will show one yellow light when the London Bridge " A " Box down through home signals to Nos.* 6 *or* 5 *platform road is in the " on " position. Two yellow lights will only be exhibited when the London Bridge " A " Box down through home signal to No.* 5 *platform road is in the " off " position, and a green light only when both the London Bridge " A " Box down through home signal to No.* 5 *platform road and London Bridge " B " Box starting signal from No.* 5 *platform road are in the " off " position.*

82.—A half bracket post, carrying two 4-aspect signals of the cluster type, known as the up through line to Metropolitan Junction and Cannon Street home signals, situate on the left hand side of the up local line, close to the facing points in the up through line. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **D.7** and **8** on the diagram.

83.—A bracket post, carrying two 4-aspect signals, known as the up local line to Metropolitan Junction and Cannon Street home signals, situate on the left hand side of the up local line at the facing points in the up local line. The centre of the red lights will be 16½ feet above rail level. The signals are numbered **D.2** and **3** on the diagram.

84.—The existing up local and up through distant red semaphore arms and spectacles, situate under the London Bridge " A " Box No. 1 platform road to up local line starting, No. 2 platform road to up through line starting, No. 3 line to up through line starting, and No. 4 platform road to up through line starting signals, will be replaced by yellow distant semaphore arms and spectacles to show a yellow light when in the " on " position and a green light when in the " off " position.

The distant signals under Nos. 2 and 4 platform roads starting signals and No. 3 line starting signal will be capable of being lowered when either No. D.7 or 8 signal is showing one yellow light, or two yellow lights or a green light, and the distant signal under No. 1 platform road starting signal will be capable of being lowered when either No. D.2 or 3 signal is showing one yellow light or two yellow lights, or a green light. The distant under No. 1 platform starting signal is shown as **D.1** on diagram. The distant signals under Nos. 2 and 4 platform roads starting signals and the distant signal under No.3 line starting signal are shown as **D.6** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— *(continued).*

RUNNING SIGNALS WORKED FROM CANNON STREET SIGNAL BOX.

85.—A bracket post carrying two 4-aspect signals, known as Nos. 1 and 2 platform roads starting signals, with route indicators, situate at the end of Nos. 1 and 2 platforms. The centre of the red lights will be 15 feet above rail level. The route indicator, placed over the top light of No. 1 platform road starting signal, will display " L " for movements to the local line, and " T " for movements to the through line. The route indicator, placed over the top light of No. 2 platform road starting signal, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signals are numbered **C.138-139** and **C.134-135-136** on the diagram.

86.—Two intermediate platform signals, situate on Nos. 1 and 2 platforms, working in conjunction with Nos. 1 and 2 platform starting and shunt signals. The indicators, placed on the left hand side of the signals, will display " M " when the starting signal is taken off, and " S " when the shunt signal is taken off.

87.—A bracket post carrying two 4-aspect signals, known as Nos. 3 and 4 platform roads starting signals, with route indicators, situate at the end of Nos. 3 and 4 platforms. The centre of the red lights will be 15 feet above rail level. Each route indicator, placed over the top light, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signals are numbered **C.130-131-132** and **C.126-127-128** on the diagram.

88.—Two intermediate platform signals, situate on Nos. 3 and 4 platforms, working in conjunction with Nos. 3 and 4 platform starting and shunt signals. The indicators, placed on the left hand side of the signals, will display " M " when the starting signal is taken off, and " S " when the shunt signal is taken off.

89.—A 4-aspect signal, known as No. 5 platform road starting signal, with route indicator, situate at the end of No. 5 platform. The centre of the red light will be 12 feet above rail level. The route indicator, placed over the top light, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signal is numbered **C.121-122-123** on the diagram.

90.—A 4-aspect signal, known as No. 6 platform road starting signal, with route indicator, situate at the end of No. 6 platform. The centre of the red light will be 12 feet above rail level. The route indicator, placed over the top light, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signal is numbered **C.77-78-79** on the diagram.

91.—A 4-aspect signal, known as No. 7 platform road first starting signal, situate 30 yards from the end of No. 7 platform. The centre of the red light will be 15 feet above rail level. The signal is numbered **C.74** on the diagram.

92.—A 4-aspect signal, known as No. 7 platform road second starting signal, with route indicator, situate on a half bracket post on the right hand side of the line, 36 yards ahead of No. 7 platform road first starting signal (C.74). The centre of the red light will be 15 feet above rail level. The route indicator, placed on the left of the signal, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signal is numbered **C.70-71-72** on the diagram.

93.—A 4-aspect signal, known as No. 8 platform road starting signal, with route indicator, situate on a half bracket post at the end of No. 8 platform. The centre of the red light will be 15 feet above rail level. The route indicator, placed on the left of the signal, will display " L " for movements to the local line, " T " for movements to the through line, and " B " for movements to the " out " line to Metropolitan Junction. The signal is numbered **C.65-66-67** on the diagram.

94.—A half bracket post, carrying two 4-aspect signals of the cluster type, which, reading from left to right, will be known as the from Metropolitan Junction to Nos. 8, 7 or 6 platform roads outer home and from Metropolitan Junction to up local outer home signals, situate on the left hand side of the Metropolitan siding, 145 yards in rear of the from Metropolitan Junction to Nos. 8, 7 or 6 platform roads inner home signal (C.20-21-22) and 191 yards in rear of the up local to Nos. 8, 7, 6, 5, 4, 3 or 2 platform roads inner home signal (C.28-29-30-31-32-33-34). The centre of the red lights will be 16½ feet above rail level. The signals are numbered **C.23** and **24** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Running Signals worked from Cannon Street Signal Box—(*continued*).

95.—A 3-aspect signal, known as the from Metropolitan Junction to Nos. 8, 7 and 6 platform roads inner home signal, with route indicator, situate on the left hand side of the " In " line to Cannon Street, 145 yards ahead of the from Metropolitan Junction outer home signals (C.23 and 24). The centre of the red light will be 12 feet above rail level. The route indicator, placed over the top light, will display the number 8, 7 or 6 according to which platform at Cannon Street the train is intended to run. The signal is numbered **C.20-21-22** on the diagram.

96.—A signal bridge, spanning all lines, carrying two 4-aspect signals of the cluster type, known as the up local and up through lines outer home signals, 76 yards in rear of the up local and up through lines inner home signals (C.28-29-30-31-32-33-34 and C.40-41-42-43-44-45-46-47). The centre of the red lights will be 16½ feet above rail level. The signals are numbered **C.36** and **49** on the diagram.

97.—A bracket post carrying two 3-aspect signals known as the up local line to Nos. 8, 7, 6, 5, 4, 3 or 2 platform roads inner home and up through line to Nos. 8, 7, 6, 5, 4, 3, 2 or 1 platform roads inner home signals, with route indicators, situate on the left hand side of the up local line, 76 yards ahead of the up local and up through outer home signals (C.36 and 49). The centre of the red lights will be 16½ feet above rail level. The route indicator, placed on the left of the up local line inner home signal, will display the number 8, 7, 6, 5, 4, 3 or 2, and the route indicator, placed on the left of the up through line inner home signal, will display the number 8, 7, 6, 5, 4, 3, 2 or 1, according to which platform at Cannon Street the train is intended to run. The signals are numbered **C.28-29-30-31-32-33-34** and **C.40-41-42-43-44-45-46-47** on the diagram.

SHUNT SIGNALS WORKED FROM CANNON STREET SIGNAL BOX.

98.—A 2-aspect shunt signal, situate under No. 1 platform road starting signal (C.138–139), controlling movements from No. 1 platform road as far as No. C.109 shunt signal or to the down through line. The signal is numbered **C.140** on the diagram.

99.—A 2-aspect shunt signal, situate under No. 2 platform road starting signal (C.134–135–136), controlling movements from No. 2 platform road as far as No. C.109 shunt signal, to the down through line via No. 103 points, down local line via Nos. 97 and 105 points, down through line via No. 97 points, " Out " line, or " In " line as far as No. C.11 shunt signal. The signal is numbered **C.137** on the diagram.

100.—A 2-aspect shunt signal, situate under No. 3 platform road starting signal (C.130–131–132), controlling movements from No. 3 platform road as far as No. C.109 shunt signal, to the down local line via Nos. 95 and 105 points, down through line, " Out " line, or " In " line as far as No. C.11 shunt signal. The signal is numbered **C.133** on the diagram.

101.—A 2-aspect shunt signal, situate under No. 4 platform road starting signal (C.126–127–128), controlling movements from No. 4 platform road to the down local line as far as No. C.109 shunt signal, down local line via Nos. 95 and 105 points, down local line via Nos. 100 and 105 points, down through line via No. 95 points, down through line via No. 100 points, " Out " line, or " In " line as far as No. C.11 shunt signal. The signal is numbered **C.129** on the diagram.

102.—A 2-aspect shunt signal, situate under No. 5 platform road starting signal (C.121–122–123), controlling movements from No. 5 platform road to the down local line, down through line, " Out " line, " In " line as far as No. C.11 shunt signal, or middle siding. The signal is numbered **C.124** on the diagram.

103.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of No. 5 platform road, 200 feet from the buffer stops, controlling movements along No. 5 platform road in the " Out " direction. The signal is numbered **C.125** on the diagram.

104.—A 2-aspect shunt signal, situate under No. 6 platform road starting signal (C.77–78–79), controlling movements from No. 6 platform road to the middle siding, down local line, down through line, or to No. 7 platform road as far as No. C.73 shunt signal. The signal is numbered **C.80** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction— (*continued*).

Shunt Signals worked from Cannon Street Signal Box—(*continued*).

105.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of No. 6 platform road, 200 feet from the buffer stops, controlling movements along No. 6 platform road in the " Out " direction. The signal is numbered **C.81** on the diagram.

106.—A 2-aspect shunt signal, situate under No. 7 platform road first starting signal (C.74), controlling movements from No. 7 platform road to the middle siding, or forward along No. 7 platform road as far as No. C.73 shunt signal. The signal is numbered **C.75** on the diagram.

107.—A 2-aspect shunt signal, situate under No. 7 platform road second starting signal (C.70–71–72), controlling movements from No. 7 platform road to the down local line, down through line via Nos. 61 or 56 points, " Out " line via No. 38 points, " In " line as far as No. C.11 shunt signal via No. 38 points, along the straight road as far as No. C.11 shunt signal, or to the turntable road. The signal is numbered **C.73** on the diagram.

108.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of No. 7 platform road, 200 feet from the buffer stops, controlling movements along No. 7 platform road in the " Out " direction. The signal is numbered **C.76** on the diagram.

109.—A 2-aspect shunt signal, situate under No. 8 platform road starting signal (C.65–66–67), controlling movements from No. 8 platform road to the down local line, down through line via No. 62 or No. 57 points, " Out " line via Nos. 57 and 38 points, " In " line as far as No. C.11 shunt signal via Nos. 57 and 38 or via No. 57 points, turntable road via Nos. 6 and 57 points, forward on No. 8 platform road as far as No. C.37 shunt signal, or to the up siding. The signal is numbered **C.68** on the diagram.

110.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of No. 8 platform road, 200 feet from the buffer stops, controlling movements along No. 8 platform road in the " out " direction. The signal is numbered **C.69** on the diagram.

111.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the turntable road, controlling movements from the turntable road as far as No. C.15 shunt signal, to No. 8 platform road via No. 6 points, or to No. 7 platform road as far as No. C.63 shunt signal. The signal is numbered **C.2** on the diagram.

112.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up siding, controlling movements along the up siding as far as No. C.18 shunt signal. The signal is numbered **C.4** on the diagram.

113.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up siding, the station end of the points leading to the turntable road, controlling movements from the up siding to the turntable road as far as No. C.14 shunt signal or along the up siding. The signal is numbered **C.5** on the diagram.

114.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the Metropolitan siding at the catch points at the Cannon Street end, controlling movements from Metropolitan siding to the " In " line as far as No. C.12 shunt signal or to the up local line as far as No. C.35 shunt signal. The signal is numbered **C.7** on the diagram.

115.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the " Out " line from Cannon Street, at the Metropolitan Junction end of the crossover road between the " In " and " Out " lines, controlling movements from the " Out " line to the " In " line as far as No. C.12 shunt signal or to the up local line as far as No. C.35 shunt signal. The signal is numbered **C.9** on the diagram.

116.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the " In " line at the station end of the " Out " crossing points, controlling movements from the " In " line to the " Out " line or Metropolitan Siding. The signal is numbered **C.11** on the diagram and *will be worked for all running movements in addition to shunting movements.*

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Shunt Signals worked from Cannon Street Signal Box—*(continued).*

117.—A 2-aspect shunt signal, fixed on the ground, under the from Metropolitan Junction to Nos. 8, 7, or 6 platform roads inner home signal (C.20–21–22), controlling movements from the " In " line to the turntable road as far as No. C.15 shunt signal, to No. 8 platform road, or to No. 7 platform road as far as C.63 shunt signal. The signal is numbered **C.12** on the diagram.

118.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the turntable road, close to the station end of the points leading to the " In " road, controlling movements from the turntable road to the " In " line as far as No. C.11 shunt signal, or along the turntable road. The signal is numbered **C.14** on the diagram.

119.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the turntable road, close to the points leading to No. 8 platform road, controlling movements from the turntable road to the up siding as far as No. C.18 shunt signal, or to No. 8 platform road. The signal is numbered **C.15** on the diagram.

120.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the " In " line, under the from Metropolitan Junction to Nos. 8, 7 or 6 platform roads outer home and from Metropolitan Junction to up local outer home signals (C.23 and 24), controlling movements along the " In " line as far as No. C.12 shunt signal, or to the up local line as far as No. C.35 shunt signal. The signal is numbered **C.17** on the diagram.

121.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up siding, at the Metropolitan Junction end of the points leading to No. 8 platform road, controlling movements from the up siding to the dead end or No. 8 platform road. The signal is numbered **C.18** on the diagram.

122.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up local line, under the up local to Nos. 8, 7, 6, 5, 4, 3 or 2 platform roads inner home signal (C.28–29–30–31–32–33–34), controlling movements from the up local line to No. 8 platform road via No. 39 or No. 57 points, No. 7 platform road as far as No. C.63 shunt signal, or along the up local line as far as No. C.91 shunt signal. The signal is numbered **C.35** on the diagram.

123.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of No. 8 platform road, the station end of No. 39 points, controlling movements from No. 8 platform road to the " Out " line, " In " line as far as No. C.11 shunt signal via No. 39 points, or along the turntable road as far as No. C.14 shunt signal. The signal is numbered **C.37** on the diagram.

124.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up through line, under the up through to Nos. 8, 7, 6, 5, 4, 3, 2 or 1 platform roads inner home signal (C.40–41–42–43–44–45–46–47), controlling movements from the up through line to No. 8 platform road via No. 52 or No. 62 points No. 7 platform road as far as No. C.63 shunt signal via Nos. 51 and 56 or No. 61 points, No. 6 platform road, or along the up through line as far as No. C.98 shunt signal. The signal is numbered **C.48** on the diagram.

125.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the down through line at the trailing points in that line, controlling movements from the down through line to No. 8 platform road via No. 57 or No. 62 points, No. 7 platform road as far as No. C.63 shunt signal via Nos. 56 or No. 61 points, No. 6 platform road, or back on the down through line as far as No. C.106 shunt signal. The signal is numbered **C.53** on the diagram.

126.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the down local line at the trailing points in that line, controlling movements from the down local line to No. 8 platform road, No. 7 platform road as far as No. C.63 shunt signal, No. 6 platform road, or back on the down local line as far as No. C.104 shunt signal. The signal is numbered **C.58** on the diagram.

127.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the dead-end siding, close to the signal box, controlling movements from the dead-end siding to the up siding as far as No. C.5 shunt signal. The signal is numbered **C.90** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Shunt Signals worked from Cannon Street Signal Box—*(continued).*

128.—A 2-aspect shunt signal, fixed on the ground on the left hand side of No. 7 platform road, the Metropolitan Junction end of No. 64 points, controlling movements along No. 7 platform road or to No. 6 platform road. The signal is numbered **C.63** on the diagram *and will be worked for all running movements in addition to shunting movements.*

129.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the middle siding, at the catch points, controlling movements from the middle siding to Nos. 7, 6 or 5 platform roads. The signal is numbered **C.82** on the diagram.

130.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up local line, at the London Bridge end of No. 93 points, controlling movements along the up local line as far as No. C.92 shunt signal, to the up through line as far as No. C.99 shunt signal, or to Nos. 4, 3 or 2 platform roads via No. 94 points. The signal is numbered **C.91** on the diagram *and will be worked for all running movements in addition to shunting movements.*

131.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up local line, at the fouling point of the middle siding to No. 5 platform road points, controlling movements from the up local line to No. 5 platform road. The signal is numbered **C.92** on the diagram *and will be worked for all running movements in addition to shunting movements.*

132.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up through line at the London Bridge end of No. 102 points, controlling movements forward on the up through line as far as No. C.99 shunt signal, to No. 5 platform road via No. 102 points, No. 4 platform road via No. 100 or No. 95 points, No. 3 platform road, or to No. 2 platform road via No. 97 points, or to No. 2 platform road as far as No. C.112 shunt signal. The signal is numbered **C.98** on the diagram *and will be worked for all running movements in addition to shunting movements.*

133.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the up through line, opposite No. C.92 shunt signal, controlling movements from the up through line to Nos. 5 or 4 platform roads. The signal is numbered **C.99** on the diagram *and will be worked for all running movements in addition to shunting movements.*

134.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the down through line, the London Bridge end of No. 103 points, controlling movements from the down through line to No. 5 platform road, No. 4 platform road via No. 100 or No. 95 points, No. 3 platform road, No. 2 platform road via No. 97 points, or to No. 2 platform road as far as No. C.112 shunt signal. The signal is numbered **C.106** on the diagram.

135.—A 2-aspect shunt signal, fixed on the ground, on the right hand side of the down local line, the London Bridge end of No. 105 points, controlling movements from the down local line to the down through line, as far as No. C.106 shunt signal, or back on the down local line as far as No. C.110 shunt signal. The signal is numbered **C.104** on the diagram.

136.—A 2-aspect shunt signal fixed on the ground, on the left hand side of the down local line, close to the station end of No. 108 points, controlling movements from the down local line to the down siding or forward on the down local line. The signal is numbered **C.109** on the diagram *and will be worked for all running movements in addition to shunting movements.*

137.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the down siding, controlling movements from the down siding to the down local line as far as No. C.110 shunt signal. The signal is numbered **C.107** on the diagram.

138.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the down local line, the station end of No. 108 points, controlling movements from the down local line to Nos. 4 or 3 platform roads, or to No. 2 platform road as far as No. C.112 shunt signal. The signal is numbered **C.110** on the diagram.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

Shunt Signals worked from Cannon Street Signal Box—*(continued).*

139.—A 2-aspect shunt signal, fixed on the ground, on the left hand side of the line at No. 1 platform road points, controlling movements into Nos. 2 or 1 platform roads. The signal is numbered **C.112** on the diagram *and will be worked for all running movements in addition to shunting movements.*

SPECIAL INSTRUCTIONS TO DRIVERS OF TRAINS DETAINED AT THE AUTOMATIC HOME SIGNALS.

Telephones have been provided at the automatic home signals referred to on pages 8 and 9, communicating with Charing Cross and Metropolitan Junction signal boxes, and the code calls are as follows :—

Place.	Position of Telephone Instrument.	No. of Rings.
Charing Cross signal box	In signal box	2
No. 1 down local automatic home signal	On signal post	3
No. 2 down local automatic home signal	On signal post	4
No. 1 up local automatic home signal	In manhole, 25 ft. from signal	1 pause 2
No. 2 up local automatic home signal	On signal post between up and down through lines	1 pause 3
No. 1 down through automatic home signal ...	On signal post	5
No. 2 down through automatic home signal ...	On signal post	6
No. 1 up through automatic home signal ...	In manhole, 25 ft. from signal	1 pause 4
No. 2 up through automatic home signal	On wall on up side of line, 9 feet from signal	3 pause 2
Metropolitan Junction signal box	In signal box	2 pause 3

When a Driver finds any of the automatic signals referred to on pages 8 and 9 of this notice at danger, he must, if a Hand-signalman is not provided at the signal and if the signal aspect is not changed in the interval, wait one minute and then proceed to the telephone and obtain instructions from the Signalman at Charing Cross or Metropolitan 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.

If informed by the Signalman that the automatic 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 an automatic signal the Signalman or the Hand-signalman, as the case may be, will inform the Driver accordingly, and, provided the section ahead of the automatic 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 perpared to bring his train to a stand immediately should the occasion require.

The telephonic advice must be sent as follows :—

For Trains detained at	Driver to Telephone to
Nos. 1 and 2 down local or down through automatic home signal.	Metropolitan Junction signal box.
Nos. 1 and 2 up local or up through automatic home signals.	Charing Cross signal box.

Under no circumstances must a Driver pass any of the automatic home signals at danger unless authorised to do so by the Signalman or Hand-signalman, as the case may be.

Introduction of Colour Light Signals between Charing Cross, Cannon Street and Borough Market Junction—

(continued).

FAILURE OF TRACK CIRCUITS.

In the event of the failure of a track circuit, a Hand- ignalman 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 correctly set,the Hand-signalman must send the trains forward after warning Drivers to proceed cautiously. If the signal affected 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,
16*th June*, 1926.

EDWIN C. COX,
Chief Operating Superintendent.

(R. 7447.)

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