

SOUTHERN OPERATING AREA

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN POUPARTS JUNCTION
BOX AND STREATHAM COMMON AND BETWEEN TULSE HILL AND STREATHAM
SOUTH JUNCTION BOX**

(in place of existing semaphore running signals)

and

**ABOLITION OF EXISTING POUPARTS JUNCTION, CLAPHAM JUNCTION "B",
CLAPHAM JUNCTION "C", NEW WANDSWORTH, WANDSWORTH COMMON,
BALHAM JUNCTION, BALHAM INTERMEDIATE, STREATHAM NORTH JUNCTION,
STREATHAM COMMON, STREATHAM STATION AND STREATHAM SOUTH
JUNCTION SIGNAL BOXES,**

also

**BRINGING INTO USE OF NEW SIGNAL BOXES NAMED CLAPHAM JUNCTION
"B", BALHAM AND STREATHAM JUNCTION,**

ON SUNDAY, 12th OCTOBER, 1952

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 12.5 a.m. on Sunday, 12th October, colour light signals will be installed in place of the existing semaphore running signals on all lines between Pouparts Junction and Streatham Common and between Streatham and Streatham South Junction, including the main and local spur lines between Streatham North Junction and Streatham South Junction, also the Streatham spur line between Streatham and Streatham Common. At Longhedge Junction, Streatham Hill, Tulse Hill, Mitcham Common and Tooting, certain semaphore running signals will be abolished and new colour light signals installed in lieu thereof.

The existing down and up main lines between Pouparts Junction and Streatham Common will, in future, be known as the down and up through lines respectively. The existing down and up main spur lines between Streatham North Junction and Streatham South Junction will, in future, be known as down and up through spur lines respectively.

The existing Pouparts Junction, Clapham Junction "B", Clapham Junction "C" and New Wandsworth signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as 'Clapham Junction "B"' situated on the station side of, and adjacent to, the existing Clapham Junction "B" box.

The existing Wandsworth Common and Balham Junction signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "Balham", situated in the fork of the junction between the down local line and the up line from Streatham Hill, 262 yards country side of the existing Balham Junction box.

The existing Balham Intermediate, Streatham North Junction, Streatham Common, Streatham Station and Streatham South Junction signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from a new signal box to be known as "Streatham Junction", situated between the down through spur and the up local spur adjacent to the Tulse Hill lines, 190 yards the London side of the existing Streatham South Junction box and 445 yards south of the existing Streatham North Junction box.

A diagram showing the new and altered signals and their location is enclosed with this notice, the signals being prefixed by letters to denote from which box the signals are worked as follows :—

Prefix Letters.	Signal Box.
EC	Clapham Junction " B ".
DC	Balham.
BC	Streatham Junction.
FC	Streatham Hill.
GC	Tulse Hill.

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

Automatic signals will be prefixed by the letters " CA. "

The new colour light running signals will consist of four, three or two aspects. They 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 new 4-aspect running signals will be arranged as shown on the enclosed diagram and not as appearing on page 4 of the General Appendix to the Working Time Tables.

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

The new colour light running signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist Drivers of trains drawn up close to such signals.

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

The height of the centre of the red light of the new colour light running signals will vary between 10 and 17 feet above rail level.

Track circuits have been installed throughout the area covered by the new colour light signals and all colour light running signals, also certain shunting signals at Balham and Streatham Junction, will be controlled by track circuits.

The new colour light running signals will be replaced to Danger after the engine has passed a distance varying from 15 to 327 yards beyond the signal.

JUNCTION INDICATORS.

Junction indicators will be provided at certain signals as shown on the enclosed diagram and will apply as indicated in Rule 35, clause (e).

ROUTE INDICATORS.

A route indicator will be provided to work in conjunction with signal DC. 34/35 at Balham. It will exhibit the letter " L " or " T " in conjunction with the signal as indicated on the enclosed diagram, according to the route the train is intended to run.

TELEPHONES.

Telephones will be provided at or adjacent to certain signals and points as indicated on the enclosed diagram.

SIGNALLING DURING FOG OR FALLING SNOW.

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

SHUNTING SIGNALS.

All the shunting signals operated from the new Clapham Junction " B ", Balham and Streatham Junction signal boxes will be floodlighted and will not show a red or green light during darkness.

Clapham Junction " B " shunting signals Nos. 46, 57, 65 and 97, Balham shunting signal No. 4 and Streatham Junction shunting signal No. 18 will be fitted with yellow semaphore arms.

Clapham Junction " B " shunting signals Nos. 55 and 98, at present provided with yellow arms, will be fitted with red semaphore arms.

The applications of all relevant shunting signals are listed on the enclosed diagram.

BETWEEN BATTERSEA PARK JUNCTION AND CLAPHAM JUNCTION " B ".

The existing Pouparts Junction down main and down local outer home 4-aspect colour light signals (PJ.27 and PJ.32 respectively), which are at present operated as 3-aspect signals (the top aspect of each being obliterated), will, in future, work automatically as 4-aspect signals (CA.64 and CA.66 respectively).

LONGHEDGE JUNCTION.

A 3-aspect approach light signal will be provided beneath the down Central to Pouparts home signal. In future, when the down Central to Pouparts home signal is in the Danger position, a red light will be exhibited in that signal and no indication will be shown in the 3-aspect approach light signal beneath it. When the semaphore arm is lowered a green light will not be exhibited in that signal, but a single yellow, double yellow or green aspect will be shown in the approach light signal.

LATCHMERE JUNCTION.

A 2-aspect approach light signal will be provided beneath the up starting signal. In future, when the up starting signal is in the Danger position, a red light will be exhibited in that signal and no indication will be shown in the 2-aspect approach light signal beneath it. When the semaphore arm is lowered a green light will not be exhibited in that signal, but a single yellow or green aspect will be shown in the approach light signal.

CLAPHAM JUNCTION "B".

The existing 2-lever ground frame, situated outside the down siding at New Wandsworth, which is at present mechanically released from New Wandsworth signal box, will, in future, be electrically controlled from the new Clapham Junction "B" signal box and will be worked in accordance with the instructions under the heading "Standard Electrical Release Lever Control" appearing in the Standard Block Regulations and the Book of Instructions for information of Drivers, Firemen and Guards. This ground frame is situated 1,493 yards south of the new Clapham Junction "B" signal box.

STREATHAM HILL.

A 3-aspect approach light signal will be provided beneath the up home (platform starting) signal and beneath the up bay starting signal. In future, when the up home (platform starting) or up bay starting semaphore arms are in the Danger position, a red light will be exhibited in those signals. No indication will be exhibited in the 3-aspect approach light signals beneath them except as shown on the enclosed diagram.

A 2-aspect approach light signal will be provided beneath the up starting signal. In future, when the up starting signal is in the Danger position, a red light will be exhibited in that signal and no indication will be shown in the 2-aspect approach light signal beneath it. When the semaphore arm is lowered a green light will not be exhibited in that signal, but a single yellow or green aspect will be shown in the approach light signal.

STREATHAM JUNCTION.

Referring to the paragraph headed "Streatham Common" in Signal Instruction No. 1, 1952, Streatham Common up through and up local home 4-aspect colour light signals (SC. 40 and 26 respectively), which, from 5th October, are operated as 3-aspect signals (the top aspect of each being obliterated), will, in future, be worked from the new Streatham Junction signal box as up through and up local outer home 4-aspect signals (BC. 45 and 53 respectively).

The existing Streatham Common Shunting box, at present controlled from Streatham Common box, will, in future, be controlled from the new Streatham Junction box.

TULSE HILL.

A 3-aspect approach light signal will be provided beneath the Herne Hill to Streatham starting signal and beneath the down main to Streatham starting signal. In future, when the Herne Hill to Streatham starting or the down main to Streatham starting semaphore arms are in the Danger position, a red light will be exhibited in those signals and no indication will be shown in the 3-aspect approach light signals beneath them. When either of the semaphore arms is lowered a green light will not be exhibited in those signals, but a single yellow, double yellow or green aspect will be shown in the approach light signal.

TOOTING.

A 3-aspect approach light signal will be provided beneath the up home signal. In future, when the up home signal is in the Danger position, a red light will be exhibited in that signal and no indication will be shown in the 3-aspect approach light signal beneath it. When the semaphore arm is lowered a green light will not be exhibited in that signal, but a single yellow, double yellow or green aspect will be shown in the approach light signal.

MITCHAM COMMON.

A 3-aspect approach light signal will be provided beneath the up starting signal. In future, when the up starting signal is in the Danger position, a red light will be exhibited in that signal and no indication will be shown in the 3-aspect approach light signal beneath it. When the semaphore arm is lowered a green light will not be exhibited in that signal, but a single yellow, double yellow or green aspect will be shown in the approach light signal.

Waterloo Station.
16th September, 1952.

(R. Folio 213/28.)

S. W. SMART,
Superintendent of Operation.