

# SOUTHERN RAILWAY

Signal Instruction  
No. 10, 1940.

Instructions to all concerned as to

## INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN CLAPHAM JUNCTION "E" AND POINT PLEASANT JUNCTION SIGNAL BOXES

(In place of existing semaphore running signals)

AND

ABOLITION OF EXISTING WANDSWORTH TOWN SIGNAL BOX,

**ON SUNDAY, 26th MAY, 1940.**

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

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Commencing at 1.0 a.m. on Sunday, 26th May, the existing semaphore running signals on the down and up lines between Clapham Junction "E" and Point Pleasant Junction signal boxes will be abolished and colour light signals installed in lieu thereof.

The existing Wandsworth Town signal box will be abolished.

The new signals and their location are shown on the diagram accompanying this Signal Instruction. The signals prefixed by the letters WBB will be worked from Clapham Junction "E" signal box and those prefixed WBD from Point Pleasant Junction signal box.

No alteration will be made in the application of the existing shunting signals at Clapham Junction "E" and Point Pleasant Junction.

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 or three aspects.

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 9 and 17½ feet above rail level.

Track circuits have been installed throughout the area covered by the colour light signals, and all colour light running signals, except Point Pleasant Junction down home signals, will be controlled by the track circuits.

The colour light running signals, except Point Pleasant Junction down home signals, will be replaced to Danger after the engine has passed a distance varying from 15 to 200 yards beyond the signal.

New 3-aspect approach light signals will be provided beneath Point Pleasant Junction up home signals. When the semaphore arm is at Danger a red light will be exhibited in that signal and no indication will be shown in the approach light signal. When the semaphore arm is lowered, a green light will not be exhibited in that signal but a yellow, two yellow or green aspect will be shown in the approach light signal.

### **JUNCTION INDICATORS.**

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

### **TELEPHONES.**

Telephones will be provided at or adjacent to certain signals as indicated on the 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.

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**H. E. O. WHEELER,**

Superintendent of Operation.

Deepdene Hotel,  
Dorking.

17th May, 1940.

(R. 62030.)

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Waterlow & Sons Limited, London Wall, London.

NOTE:

The work described in this notice was postponed; it was eventually carried out on 16th June 1940.