

SOUTHERN RAILWAY

Signal Instruction
No. 18, 1946.

Instructions to all concerned
as to
**BRINGING INTO USE Nos. 1 AND 2 PLATFORM
ROADS AND NEW SIGNAL BOX AT
PORTSMOUTH HARBOUR
and
NEW AND ALTERED SIGNALS, ETC.**

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

BARNEHURST.

To be carried out on Wednesday, 29th May, commencing at 9.0 a.m.

A new up distant signal, 12 feet above rail level, will be provided 94 yards farther from signal box than existing signal, which will be removed.

The distance between the new up distant and up home signals will be 800 yards.
(R. 68300)

PERRY STREET FORK JUNCTION BOX.

To be carried out on Tuesday, 28th May, commencing at 9.0 a.m.

A new down distant signal, 12 feet above rail level, will be provided on a straight post, 39 yards farther from signal box than existing signal, which will be removed.

The distance between the new down distant signal and the home signals to Slades Green Junction and Crayford Creek Junction will be 800 yards.
(R. 70267)

PORTSMOUTH HARBOUR.

To be carried out commencing at 9.0 p.m. on Friday, 31st May, until completed on Saturday, 1st June.

Nos. 1 and 2 platform roads will again be brought into service for passenger traffic.

A new signal box, situated on the North side of No. 1 platform road, approximately 58 yards from the ramp end of No. 1 platform, will be brought into use and the existing signal box abolished.

PORTSMOUTH HARBOUR—continued.

A diagram showing the layout, also the points and signals which will be operated from the new signal box, with their location, is attached to this Notice.

Two banner repeating signals, each consisting of a black arm, will be provided 9 feet above platform level, 90 yards on the approach side of Nos. 2 and 3 platform starting signals. These banner repeating signals will work in conjunction with Nos. 2 and 3 platform starting signals respectively, giving Drivers an indication as to whether the starting signals are exhibiting a danger or a proceed aspect. The banner repeaters will be illuminated at night.

Telephones are provided at certain colour light signals, as shown on the diagram, and in the event of a train being detained at any of these signals, the instructions under the heading "Use of telephones at intermediate block and other stop signals," shown in the book of instructions for information of Drivers, Firemen and Guards, must be observed. The telephones will also be available for use of Drivers and Guards in a case of emergency, but it must be understood that in such circumstances Rule 178 must, in addition, be observed.

The shunting signals at Portsmouth Harbour will apply as follows :—

No.	Distance in yards from signal box.	Application.
12	60 (West side)	No. 1 platform to down or up line.
16	26 (East side)	No. 2 platform to down or up line.
18	26 " "	No. 3 platform to down or up line.
24	72 " "	Gun Wharf to No. 5 siding.
26	25 " "	No. 5 siding to down or up line or gun wharf.
29	246 " "	Up line to No. 3, 2, or 1 platform road or to No. 5 siding.
35	155 " "	Down line to No. 3 or 2 platform road or to No. 5 siding.
37	257 " "	Forward on down line or to No. 1 platform road.

N.B.—Shunting movements back on the down line must not pass beyond the "Limit of shunt" indicator situated outside the down line, 547 yards Portsmouth Yard side of signal box.

No. 35 shunting signal referred to above will be worked for all running movements to Nos. 2 and 3 platform roads in addition to shunting movements. Drivers of trains whose movements have been authorised by a running signal are not required to observe the position of this shunting signal. It may, however, happen in an emergency that the shunting signal has been placed at Danger by the Signaller and, in such circumstances, if the signal is noticed by a Driver he should bring his train to a stand. During shunting operations the position of the shunting signal must be strictly observed.

All shunting signals will be flood lighted and will not show a red or green light during darkness.

The route indicator fixed above the down inner home signal, will exhibit the number 1, 2 or 3, when the signal is showing a single yellow or green aspect, according to which platform the train is intended to run.

The colour light running signals will show four or three aspects and the height of the centre of the red light will vary between 12 and 15 feet above rail level.

When Portsmouth Yard down starting (semaphore) signal is at Danger, a red light will be exhibited in that signal and no indication will be shown in the 3-aspect approach light 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.

(R. 61423)

SELLINDGE SIDING.

(between Westenhangar Race Course and Herringe Boxes).

To be carried out commencing at 10.30 p.m. on Saturday, 25th, until completed on Sunday, 26th May.

The trailing points in the up line, 1 mile 410 yards on the Herringe side of Westenhangar Race Course Box, leading from Sellindge Siding, together with the catch points in the siding and the two-lever ground frame, from which the trailing and catch points are operated, will be abolished.

(R. 62169)

UPSTREET SIDING.

(between Sturry and Grove Ferry).

To be carried out on Sunday, 26th May, commencing at 7.35 a.m.

The hand facing points in the down line, leading to Upstreet Siding, situated at the 76½ mile post, will be abolished.

(R. 72379)

WEST LONDON JUNCTION BOX.

To be carried out on Sunday, 26th May, commencing at 12.5 a.m.

The catch points in No. 1 siding, 141 yards Clapham Junction side of signal box, will be moved 11 yards farther from signal box.

(R. 69791)

S. W. SMART,

Superintendent of Operation.

Waterloo Station.

23rd May, 1946.

(R. 72359).