

SOUTHERN RAILWAY.

Signal Instruction
No. 36, 1936.

Instructions to all concerned as to INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN WATERLOO AND VAUXHALL

(In place of existing semaphore running signals)

AND

BRINGING INTO USE NEW SIGNAL BOX AT WATERLOO AND ABOLITION OF EXISTING WATERLOO "A," WATERLOO "B," WATERLOO "C," VAUXHALL EAST AND VAUXHALL WEST SIGNAL BOXES

ON SUNDAY, 18th OCTOBER, 1936.

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, 18th October, colour light signals will be installed between Waterloo and Vauxhall in place of existing semaphore running signals.

The existing Waterloo "A," Waterloo "B," Waterloo "C," Vauxhall East and Vauxhall West signal boxes will be abolished. A new signal box, to be known as Waterloo, will be brought into use at Waterloo and the points at present worked from the signal boxes to be abolished will, in future, be worked from the new signal box.

A diagram showing the altered signalling is attached to this notice. The signals shown will be worked from Waterloo box, except those prefixed by the letters W.A. which will be automatic signals, and those prefixed by the letters W.C. which are existing signals worked from Loco Junction.

A plate bearing the prefix letters and number will be fixed at each signal. The prefix letters for the signals worked from Waterloo box will be W.B.

The new colour light running signals will show three 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 aspects 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 10 and 18 feet above rail level.

Track circuits have been installed throughout the area covered by the colour light signals and all colour light running signals and certain shunt signals at Waterloo will be controlled by the track circuits.

Colour light running signals are replaced to Danger after the engine has passed a distance varying from 15 to 240 yards beyond the signal.

SHUNT SIGNALS.

The ground signals at Waterloo will not show a red, yellow or green light during darkness, fog or falling snow, but will be floodlighted.

Shunt signals Nos. 100, 127, 134, 136, 138, 227, 232 and 241 at Waterloo 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 shunt signal. It may, however, happen in an emergency that a shunt 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 shunt signals apply, the indications shown by the shunt signals must be strictly observed.

STARTING TRAINS AGAINST FIXED SIGNALS AT WATERLOO.

When it is impracticable for the starting signal to be operated for an outgoing train, owing to its length necessitating the engine standing ahead of the signal, the Driver must understand that he is under the control of such signal and must not start until he receives verbal instructions to do so from the Yard Foreman.

The Yard Foreman must ascertain from the person in charge of the platform that the train concerned is ready to start and afterwards obtain the Signalman's permission by telephone. To prevent any misunderstanding arising, the messages should be given in the following form, for example :—

Yard Foreman — speaking—

Is line clear for 9.8 a.m. boat train to Southampton Docks to start from platform No. 11 against fixed signal ?

Signalman — speaking—

No, line is not clear ;

or

Yes, line is clear for 9.8 a.m. boat train to Southampton Docks to start from platform No. 11 against fixed signal.

When the line is clear the Yard Foreman 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 Yard Foreman to the Driver, who must not start until he fully understands what is required.

The Yard Foreman must make a note of each train started against a fixed signal.

The instructions under the following headings appearing in Signal Instruction No. 18, 1936, will apply throughout as between Waterloo and Hampton Court Junction.

JUNCTION INDICATORS.

FAILURE OF SIDE LIGHT.

TELEPHONES.

SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW.

SWITCHES FOR PLACING SIGNALS AT DANGER.

On completion of the work shown herein the alterations in and additions to the book of Instructions to Drivers, Firemen and Guards, dated 31st March, 1935, contained in the supplement dated 4th March, 1936, will operate throughout between Waterloo and Hampton Court Junction.

The following are particulars of the numbers exhibited at the colour light signals in their order of sequence commencing at Waterloo advanced starting signals in the down direction and at Hampton Court Junction home signals in the up direction :—

DOWN MAIN LINES.

		<u>Down local.</u>	<u>Down through.</u>
Waterloo to Vauxhall ...	...	WB. 53 WA. 8 WA. 16	WB. 153 WA. 6 WA. 14
Vauxhall to Clapham Junction ...	...	WA. 24 WC. 34, WC. 44. WA. 28 WD. 55 WE. 58, WE. 57. WF. 1 WF. 2	WA. 22 WC. 15, WC. 46. WA. 26 WD. 47 WE. 55, WE. 54. WF. 5 WF. 7
Clapham Junction to Earlsfield ...	...	WA. 34 WA. 38 WA. 42 WG. 27	WA. 32 WA. 36 WA. 40 WG. 21

DOWN MAIN LINES *continued.*

			<u>Down local.</u>	<u>Down through.</u>			
Earlsfield to Wimbledon	<div><div>WA. 46</div><div>WA. 50</div><div>WH. 13</div><div>WH. 14</div></div>	<div>WA. 44</div> <div>WH. 20</div> <div>WH. 10</div> <div>WH. 11</div>	
Wimbledon to Raynes Park.	{		<u>Down goods.</u>			<div>WJ. 39, WJ. 42.</div> <div>WK. 26, WK. 28.</div> <div>WL. 41</div> <div>WL. 36</div>	<div>WJ. 46</div> <div>WK. 32, WK. 34.</div> <div>WA. 52</div> <div>WL. 31</div>
			<u>Down Leatherhead.</u>				
			WL. 46				
Raynes Park to Malden.	{		<u>WL. 38</u>			<div>WA. 56</div> <div>WA. 60</div> <div>WM. 33</div>	<div>WA. 54</div> <div>WA. 58</div> <div>WM. 24</div>
Malden to Berrylands	<div><div>WM. 31</div><div>WA. 64</div><div>ML. 2</div></div>	<div>WM. 23</div> <div>WA. 62</div> <div>ML. 5</div>	
Berrylands to Surbiton	<div><div>WA. 72</div><div>WA. 76</div><div>WN. 31</div></div>	<div>WA. 70</div> <div>WA. 74</div> <div>WN. 23</div>	
Surbiton to Hampton Court Junction.	{		<u>Down Hampton Court.</u>			<div>WN. 44, WN. 29.</div> <div>WA. 80</div> <div>WP. 2</div>	<div>WN. 22</div> <div>WA. 78</div> <div>WP. 8</div>
				WA. 82			

UP MAIN LINES.

		<u>Up local.</u>	<u>Up through.</u>
Hampton Court Junction to Surbiton	... ..	{ WP. 40 WA. 67 WN. 11	WP. 43 WA. 69 WN. 16
Surbiton to Berrylands	... ..	{ WN. 12 WA. 63 WA. 59	WN. 17 WA. 65 WA. 61
Berrylands to Malden.	{	<u>Up Kingston.</u> WA. 55 WA. 51 WM. 13	WA. 57 WA. 53 WM. 20
Malden to Raynes Park.		{ WA. 47 WA. 43 WL. 6	WA. 49 WA. 45 WL. 11
		<u>Up Leatherhead.</u>	
Raynes Park to Wimbledon	{	WL. 3	WL. 12 WA. 41 WK. 39 WJ. 17
Wimbledon to Earlsfield.	{	<u>Up Sidings.</u> WH. 107	WH. 115, WH. 114 WH. 116 WH. 109 WG. 2
Earlsfield to Clapham Junction	{	WG. 7 WA. 31 WA. 27 WF. 39	WG. 3 WA. 29 WA. 25 WF. 47

UP MAIN LINES.—continued.

	<u>Up Loop.</u>	<u>Up local.</u>	<u>Up through.</u>
Clapham Junction to Vauxhall	WF.41, WF.43	WF. 37, WF.38	WF. 45
	<u>No. 1 Siding</u>		
	WF. 23	WE. 52	WE. 47
	WE. 42	WE. 53	WE. 48
		WD. 2A.	WD. 2
		WC. 49	WC. 52
Vauxhall to Waterloo		WC. 48, WC. 58	WC. 51, WC. 61
		WA. 15	WA. 13
		WA. 7	WA. 5
	<u>Up Relief.</u>	WA. 3	WB. 77
	WB. 86	WA. 1	WB. 78
	WB. 88	WB. 17, WB. 2	WB. 79
	WB.117	WB. 21	WB.101

DOWN WINDSOR LINES.

	<u>Down local.</u>	<u>Down through.</u>	
Waterloo to Vauxhall	WB.250	WB.254	
	WA. 4	WA. 2	
	WA. 12	WA. 10	
Vauxhall to Queen's Road.	WA. 20	WA. 18	
	WC. 91, WC. 79	WC. 82	
	<u>Down.</u>	<u>Down goods.</u>	
	WD. 46	WD. 51	
Queen's Road to Clapham Junction.		WD. 42	WD. 39
	<u>Down local.</u>	<u>Down through.</u>	
	WE. 29, WE. 30	WE. 23, WE. 25	
	WA. 48	WA. 30	
		<u>Down</u>	<u>From</u>
		<u>Ludgate.</u>	<u>Kensington.</u>
	WF. 51, WF. 52	WF. 53, WF. 55	WF. 57, WF. 60
			WF. 62, WF. 65

UP WINDSOR LINES.

	<u>Departure</u> <u>road.</u>	<u>Arrival</u> <u>road.</u>	<u>Up local.</u>	<u>Up through.</u>
Clapham Junction to Queen's Road.	WF.103	WF.101	WF. 99	WF. 96
			WE. 4	WE. 8
			WE. 5	WE. 10
			WD. 6	WD. 4
Queen's Road to Vauxhall			WD. 26, WD. 27	WA. 21
			WA. 17	WA. 19
			WA. 9	WA. 11
			WB.199	WB.194
Vauxhall to Waterloo.			WB.200	WB.197
			<u>Up.</u>	
			WB.201	
			WB.202	
			WB.213	

F. BUSHROD,

Superintendent of Operation.

Waterloo Station,
28th September, 1936.

(R. 55497.)