

# 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.