

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN
FACTORY JUNCTION AND HERNE HILL, BRIXTON AND NUNHEAD,
CANTERBURY ROAD JUNCTION AND LOUGHBOROUGH JUNCTION**

(in place of existing semaphore running signals)

and

**ABOLITION OF EXISTING CLAPHAM, SHEPHERDS LANE, BRIXTON,
CANTERBURY ROAD JUNCTION AND PECKHAM RYE "B" SIGNAL BOXES**

also

BRINGING INTO USE NEW SIGNAL BOX AT SHEPHERDS LANE

On SUNDAY, 8th MARCH, 1959.

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, 8th March, 1959, colour light signals will be brought into use in place of the existing semaphore running signals between the above mentioned points.

The existing down, up main and up relief lines between Factory Junction and Shepherds Lane will, in future, be known as down main, up fast and up slow lines respectively.

The existing down slow, down fast, up fast and up slow lines at Herne Hill will, in future, be known as down platform loop, down main, up main and up platform loop lines respectively.

The existing down Palace and up Palace lines between Loughborough Junction and Cambria Junction will, in future, be known as down branch and up branch lines respectively.

The existing Clapham, Shepherds Lane, Brixton and Canterbury Road Junction signal boxes will be abolished and the points at present operated therefrom will, in future, be operated from signal boxes as shown on the enclosed diagram.

The signal box at Denmark Hill will not, in future, control any signals on the down and up (Eastern) main lines.

Peckham Rye "B" signal box will be abolished.

The existing Shepherds Lane signal box will be replaced by a new signal box of the same name situated 36 yards nearer Brixton Station.

Full details of the new signalling are shown on the diagram enclosed with this Instruction.

A plate bearing prefix letters and the number of the signal will be fixed beneath each colour light signal. The prefix letters will denote the signal box which operates the signal as follows :—

Prefix letters.	Signal box.
" EB "	Factory Junction.
" ED "	Shepherds Lane.
" EE "	Herne Hill.
" U "	Loughborough Junction.
" T "	Cambria Junction.
" R "	Nunhead.

Automatic signals will be prefixed by the letter " A."

The new colour light running signals will consist of four or three aspects and they will be known as automatic or controlled signals, as explained below :—

Automatic signals are those which are not worked from a signal box and are controlled by track circuits only.

Controlled signals are those which are always controlled from a signal box and are also controlled by track circuits.

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.

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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 12 feet and 16½ feet above rail level.

The new colour light running signals will be replaced to Danger after the front of the train has passed a distance varying from 15 yards to 200 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).

TELEPHONES.

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

Attention is drawn to the instructions headed "Passing signals at Danger," contained in the Supplement, dated 27th October, 1952, to the Book of Instructions for the Information of Drivers, Firemen and Guards, also to the instructions headed "Telephones at Stop Signals," on pages 12 and 13 of Supplement No. 20 to the General Appendix to the Working Time Tables.

SIGNALLING DURING FOG AND FALLING SNOW.

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

APPROACH LIGHT SIGNALS.

Three aspect approach light signals will be provided beneath the undermentioned semaphore signals :—

Sydenham Hill	West Dulwich Intermediate up home.
Herne Hill Sorting Sidings ...	Down home.
	Down starting.
Stewarts Lane	Down main inner home.
Loughborough Junction	Down through to down branch home.
	Down through to down local home.
	Down local to down branch home.
	Down local home.

A single aspect approach light will be provided beneath Tulse Hill "to Herne Hill" starting signal.

A new 3-aspect (yellow, green, yellow) approach colour light signal will be provided 1,144 yards the approach side of Nunhead up main home signal (R.6).

Indications will be exhibited in these approach light signals as shown on the enclosed diagram.

A new 3-aspect (yellow, green, yellow) colour light distant signal will be provided 460 yards the approach side of Factory Junction "from Longhedge Junction" home signal (EB.36). When this signal displays a single yellow aspect, it will indicate the line is clear as far as the "from Longhedge Junction" home signal (EB.36). When a two yellow aspect is displayed it will indicate the line is clear as far as the down starting signal (EB.42). When a green aspect is displayed it will indicate the line is clear as far as automatic signal (A.116).

SHUNTING SIGNALS.

Shunting signal EE.19 at Herne Hill will be worked for all running movements along the up main line or from the up main line to the up platform loop line in addition to shunting movements. Drivers of trains whose movement has 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 Signalman, 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.

Certain shunting signals as shown on the enclosed diagram will be floodlit and will not show a red, yellow or green light during darkness.

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

DETONATOR PLACING MACHINES.

Detonator placing machines will be provided as shown on the enclosed diagram each worked by a separate lever in the appropriate signal box.

The instructions applicable to detonator placing machines appearing on pages 5 and 6 of Supplement No. 7 and page 10 of Supplement No. 20 respectively to the General Appendix to the Working Time Tables will apply to these new machines.

NUNHEAD.

The existing up branch inner home 4-aspect colour light signal (R.9) which is at present working as a 3-aspect signal (the top aspect being obliterated) will in future work as a four aspect colour light signal.

SHEPHERDS LANE.

The existing trailing points in the up main line (opposite to and operated from the existing Brixton signal box) will in future be made self-acting normally set from the up Victoria main line.

On completion of the work shown herein the "Instructions applicable between signal boxes where block apparatus is not provided" appearing in the Book of Instructions for the Information of Drivers, Firemen and Guards (and amendments thereto) will apply between Factory Junction and Herne Hill, Shepherds Lane and Nunhead, Shepherds Lane and Loughborough Junction and Loughborough Junction and Cambria Junction boxes.

61, Queen Street, E.C.4.
17th February, 1959.

P. A. WHITE,
Line Traffic Manager.

(Z.1000/43/30/I.R)

SIGNAL INSTRUCTION
No. 1. S.E.D.

DOWN RUNNING SIGNALS

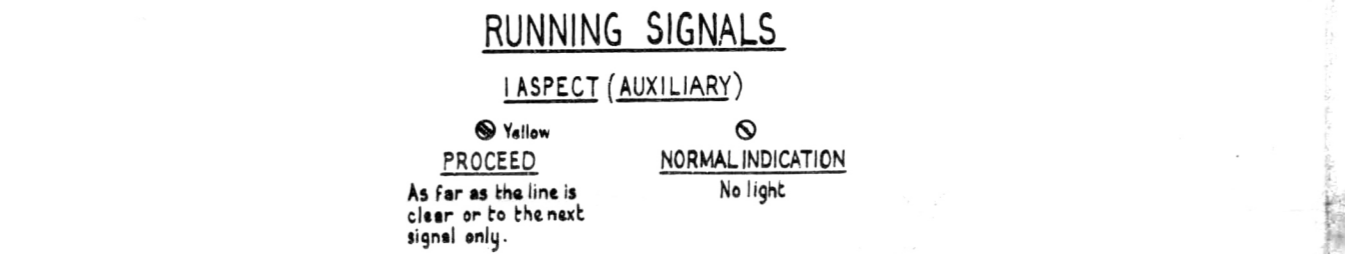
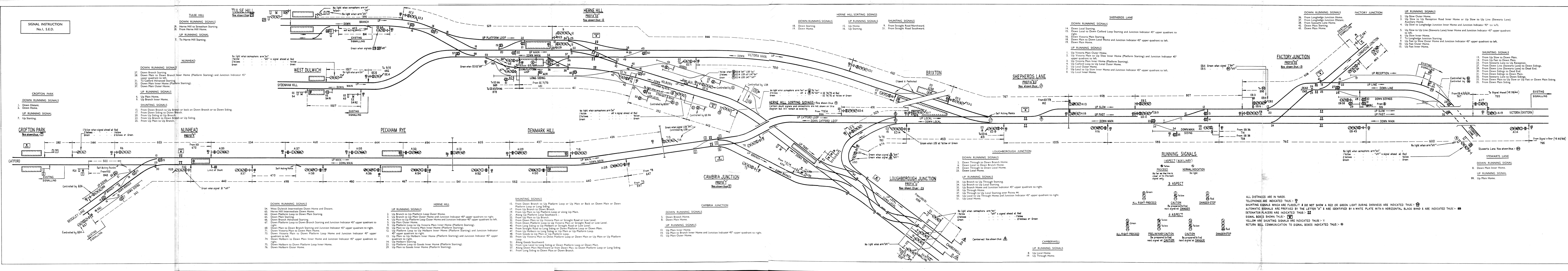
1. Down Distant.
2. Down Home.

UP RUNNING SIGNAL

7. Up Starting.

DOWN RUNNING SIGNALS

1. Yellow when signal ahead at Red
2 Yellows - - - "off" a signal ahead at Red
Green - - - - - "off" a signal ahead at Green



ALL DISTANCES ARE IN YARDS.
TELEPHONES ARE INDICATED THIS:- ☎
SHUNTING SIGNALS WHICH ARE FLOODLIT & DO NOT SHOW A RED OR GREEN LIGHT DURING DARKNESS ARE INDICATED THIS:- ⚡
AUTOMATIC SIGNALS ARE INDICATED BY THE LETTER "A" & ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND & ARE INDICATED THIS:- A
DETONATOR PLACERS ARE INDICATED THIS:- ⚡
SIGNAL BOXES SHOWN THIS:- ☐
YELLOW ARM SHUNTING SIGNALS ARE INDICATED THIS:- Y
RETURN BELL COMMUNICATION TO SIGNAL BOXES INDICATED THIS:- Ⓜ