

Instructions to Station Masters, Enginemen, Guards, and all  
others concerned as to the

## **CLOSING OF THE SIGNAL BOX AT HOOK STATION**

**During certain periods,**

**Commencing on SATURDAY, 12th NOVEMBER, 1921.**

On and from 10.0 p.m. on Saturday, 12th November, the Signal Box at Hook Station will be switched out of circuit from 10.0 p.m. to 6.0 a.m. on Week-days and from 10.0 p.m. on Saturdays to 6.0 a.m. on Mondays, and during this time the outdoor signals worked from the Box will be operated AUTOMATICALLY.

Telephonic communication, for use in case of emergency, has been provided between the Home and Starting Signal Bridges on the Up and Down Lines at Hook and the Ganger's cottage at that Station, the instruments being placed on the Winchfield-Hook and Hook-Barton Mill telephone circuits (including the intermediate automatic home signals) which two circuits have been joined to make one continuous circuit.

The telephone in the Ganger's cottage, however, can only be rung from the Up and Down Home and Starting Signal Bridges at Hook or from the Signal Boxes at Winchfield and Barton Mill, at each of which places a special ringing key has been provided for the purpose, and labelled accordingly.

During the time Hook Signal Box is closed the following special Instructions must be observed, viz. :—

### **DURING THE TIME STATION STAFF IS ON DUTY.**

Should a Driver find the Home or Starting signal on the Down or Up lines at Hook Station at danger, he must immediately sound the engine whistle, and, provided the signal is not lowered in the meantime, wait there until he receives instructions from the Station Master, or person in charge, to proceed.

Before authorising the driver to proceed, the Station Master, or person in charge, must satisfy himself that the facing and trailing points over which the train will pass are in the correct position. Should the points not be in the correct position, the Station Master, or person in charge, must take immediate steps to have the points put right and any other necessary measures to expedite and safeguard traffic movements.

The driver, when authorised to proceed on the line affected by the failure, must run cautiously at a speed not exceeding five miles an hour as far as the next signal, keeping a sharp look-out and being prepared to stop clear of any obstruction.

In the event of the Home or Starting signal being passed at danger and the next signal, when appearing in sight, is found to be in the "off" position, the Driver must not assume that it has been lowered for his train to proceed unless he has either been instructed, or satisfied himself, that the whole of the section up to that signal is clear of obstruction.

### **DURING THE TIME STATION STAFF IS NOT ON DUTY.**

Should a Driver find the Home or Starting signal on the Down or Up lines at Hook Station at danger, he must, after bringing his train to a stand, satisfy himself that the facing and trailing points over which the train will run are in the correct position for its passage. He must not, however, pass the signal in the "On" position until three minutes have elapsed and must proceed cautiously at a speed not exceeding five miles an hour as far as the next signal, keeping a sharp look-out and being prepared to stop clear of any obstruction.

# SIGNALLING RECORD SOCIETY

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Should the points, on examination, be found not to be in the correct position, the driver must advise the Ganger by telephone, and the latter must at once advise the Station Master, who must take immediate steps to have the points put right and any other necessary measures to expedite and safeguard traffic movements.

In the event of the Home or Starting signal being passed at danger and the next signal, when appearing in sight, is found to be in the "Off" position, the driver must not assume that it has been lowered for his train to proceed unless he has either been instructed, or satisfied himself, that the whole of the section up to that signal is clear of obstruction.

### **TRAIN STOPPED BY ACCIDENT, FAILURE OR OBSTRUCTION.**

Should an engine or a train be stopped at, or near, either the Down or Up Home or Starting Signals at Hook, owing to an accident, failure or obstruction, the Driver, in the case of a light engine, or guard of a train, must use the telephone to advise the Signalman at the Box in the rear the position of such engine or train, and the circumstances that have caused the detention, in addition to protecting such engine or train, in accordance with the Regulations laid down in the Rule Book.

The Signalman receiving such advice must prevent a following train proceeding beyond his Box, on the same line, until the line is again clear.

In such circumstances the Driver, both in the case of a light engine and of a train must, if the station staff at Hook be on duty, also advise the Station Master, or person in charge, of the emergency, but if the station staff be not on duty, the Driver must use the telephone in order to summon the Ganger, and the latter must immediately call out the Station Master, who must take the necessary measures to ensure assistance being rendered or any other action that may be requisite for the safe and expeditious working of traffic. If, however, the train is stopped in advance of Hook and the Guard, in going back to protect the train, should arrive at, or near, that station he must carry out the above duties instead of the Driver.

In the event of the Driver (or Guard) being unable to obtain an answer to his telephone call to the Ganger, he must at once telephone to the Signalman at Winchfield, who must immediately arrange for the Station Master at that station to be called out to supervise the working.

When the failure has been rectified, the Driver of a light engine, or Guard of a train, must promptly advise the Signalman in the rear by telephone, in order that ordinary working may be resumed, unless the Station Master, as mentioned above, has been called out to supervise the working, in which case he must undertake the duty of advising the Signalman in the rear.

### **CALLING OUT FOGMEN IN CASE OF FOG OR FALLING SNOW.**

In the event of a fog or falling snow occurring during the time Hook Signal Box is closed, the Signalman at Barton Mill or Winchfield, as the case may be, must send the necessary advice by telephone to the Ganger at Hook, who will take immediate steps to have the fogmen called to their posts.

### **OPENING OF HOOK SIGNAL BOX AT SHORT NOTICE.**

Should it be necessary to keep open Hook Signal Box, or open it specially, after the usual switching out time advised in this Notice, and a written notice has not been issued to that effect, the Signalman at the next Box in circuit on each side of Hook must stop all Trains and advise the trainmen accordingly.

**GEO. F. WEST,**  
*Superintendent of the Line.*

WATERLOO STATION,  
7th November, 1921.

(V. S.P. 41.)