

# British Railways

SOUTHERN REGION

Signal Instruction  
No. 9 S.W.D.

## SOUTH WESTERN DIVISION

12/01  
Instructions to all concerned as to

# INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN WOKING AND FARNBOROUGH

(in place of certain existing semaphore running signals)

AND

ABOLITION OF BROOKWOOD AND STURT LANE JUNCTION  
SIGNAL BOXES

On **SUNDAY, 5th JUNE, 1966**

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

Commencing at 0010 on Sunday, 5th June, 1966, colour light signals will be brought into use in place of certain existing semaphore running signals between the above-mentioned points.

Brookwood and Sturt Lane Junction signal boxes will be abolished.

White lights will be mounted on top of certain apparatus in this area. These lights will flash when illuminated and are provided only to call the attention of the Technician.

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

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

Prefix letters	Signal box
" WV "	Woking
" TW "	Farnborough

Automatic stop signals will be prefixed by the letters " WA ".

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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

Automatic signals are those which are not worked from a signal box but 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 lower aspect (red or yellow) of all colour light running signals will vary between 10 feet and 16 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 300 yards beyond the signal.

### JUNCTION INDICATORS

Junction indicators will be provided to work in conjunction with certain signals and will apply as indicated in Rule 35, clause (e).

### ROUTE INDICATOR

A route indicator will be provided to work in conjunction with signal WV 155 and will apply as indicated.

### SUBSIDIARY SIGNALS

All subsidiary signals will be of the "position light type".

### TELEPHONES

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

Attention is drawn to the instructions headed "Telephones at Stop Signals" on page 63 of the General Appendix to Working Timetables and books of Rules and Regulations, also the instructions headed "Telephones at Stop Signals—Rule 55 (g) (i)" on page 145 of the Western Section Appendix to the Working Timetables and Books of Rules and Regulations (as shown in Supplementary Operating Instructions No. 15) and to the instructions headed "Telephones at Stop Signals" on pages 151 and 152 of the Western Section Appendix to the Working Timetables and Books of Rules and Regulations (as amended in Supplementary Operating Instructions No. 15).

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On completion of the work shown herein, Track Circuit Block Working will apply between Woking, Ash Vale Junction and Farnborough; also between West Byfleet and Woking on the down lines only.

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APPLICATION OF RUNNING SIGNALS ASSOCIATED WITH JUNCTION INDICATORS AND OF ALL SUBSIDIARY SIGNALS

BROOKWOOD


Signal No.	Type R = Running S = Subsidiary	Indication	Application
154	R	Nil	Along Down Through.
	R	I	Down Through to Down Local.
155	R	Nil	Along Up Local.
	S	Letter L	Up Local Calling-On.
156	R	Nil	Along Down Local.
	R	I	Down Local to Down Through.
157	R	Nil	Along Up Through.
	R	I	Up Through to Up Local.
	S	I	Up Through to Up Local Calling-On.
159	R	Nil	Along Up Local.
	R	I	Up Local to Up Through.
160	R	Nil	Along Down Local.
	R	I	Down Local to Down Branch.

Wimbledon,  
May, 1966.


F. P. B. TAYLOR  
Divisional Manager.

(ELEC/R/SA502/20/1)

E LETTERS WA & ARE IDENTIFIED BY A

K BAND & ARE INDICATED THUS: - 

ED BY THE LETTERS DENOTING THE SIGNAL BOX FROM WHICH THEY CAN BE CONTROLLED &

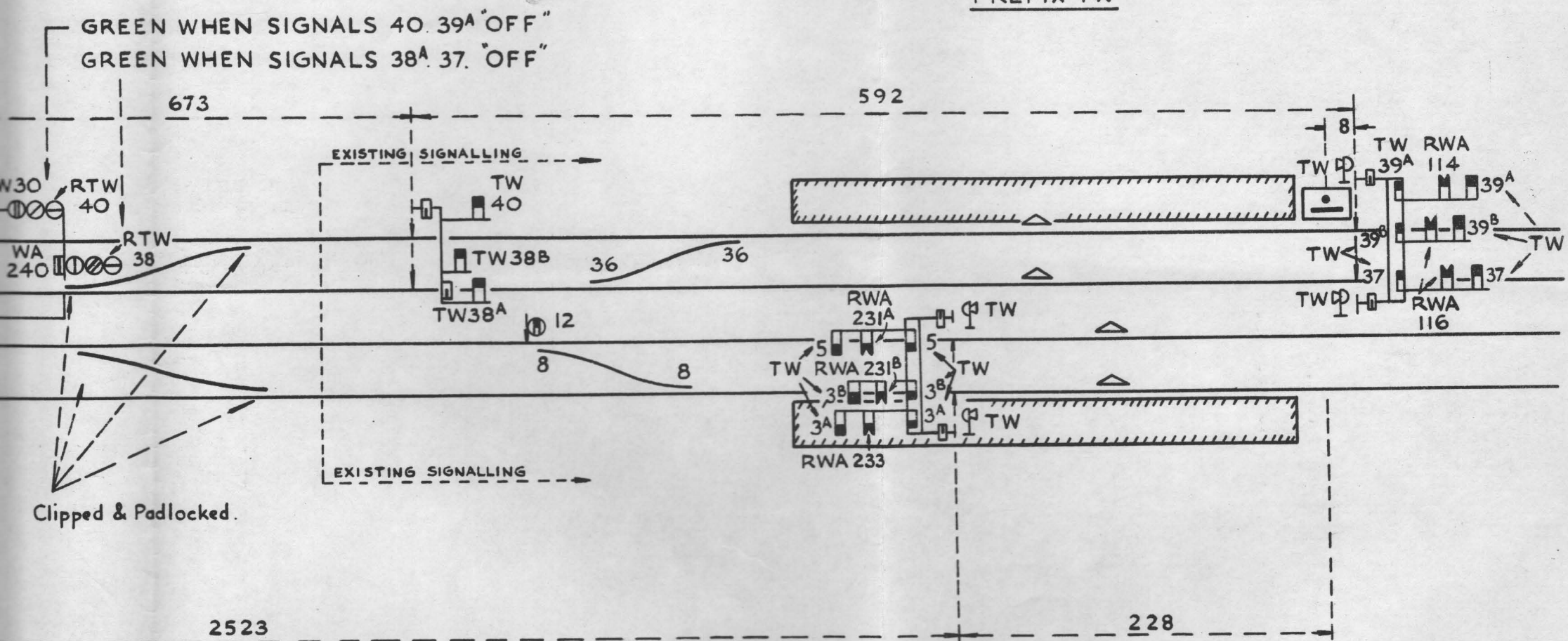
ARING THE WORD "SEMI" ABOVE A HORIZONTAL BLACK BAND & ARE INDICATED THUS: - 

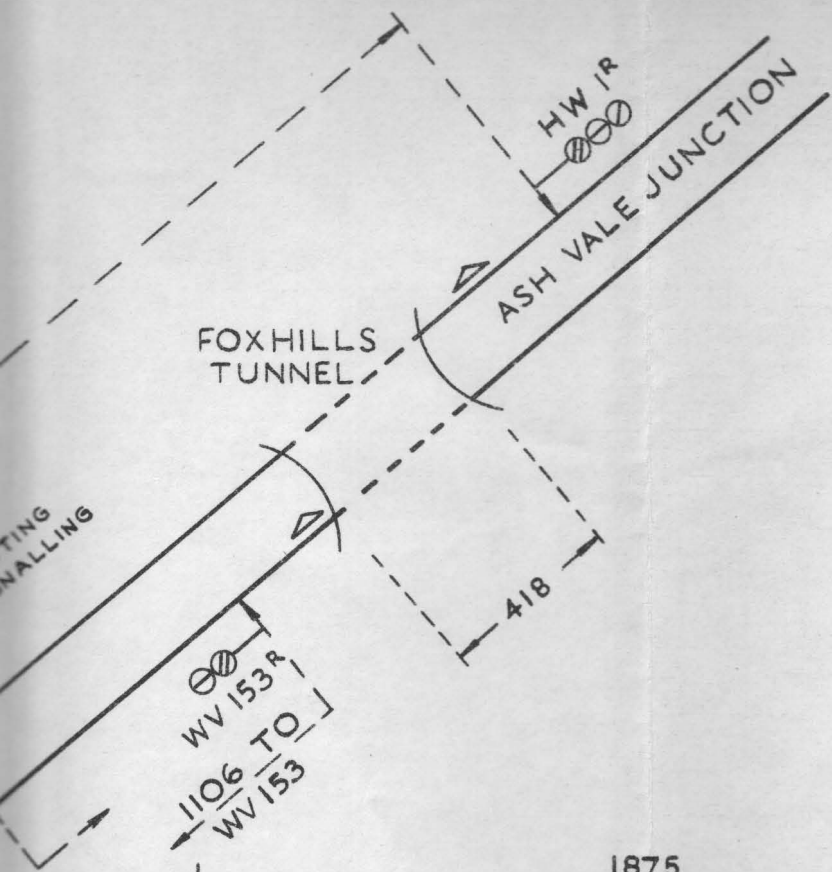
- 



## FARNBOROUGH

PREFIX "TW"





ALL DISTANCES IN YARDS.

TELEPHONES ARE INDICATED THUS:— ☎

AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS WA & ARE

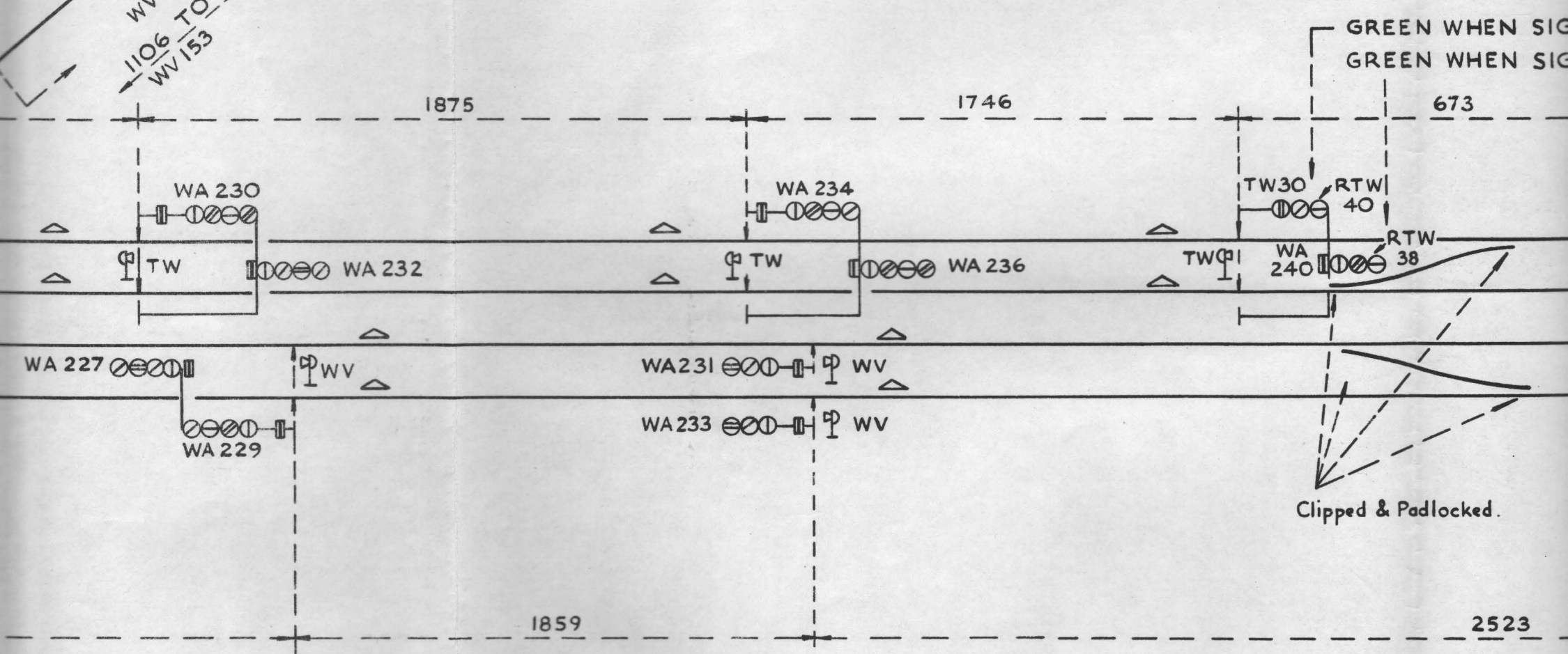
WHITE PLATE WITH A HORIZONTAL BLACK BAND & ARE INDICATED

SEMI-AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS DE

ARE IDENTIFIED BY A WHITE PLATE BEARING THE WORD "SEMI"

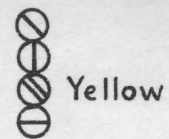
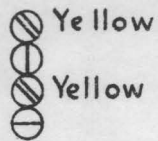
A.W.S. INDUCTORS ARE INDICATED THUS:— ▲

SIGNAL BOXES ARE INDICATED THUS:— ☐



GREEN WHEN SIG  
GREEN WHEN SIG

ASPECT



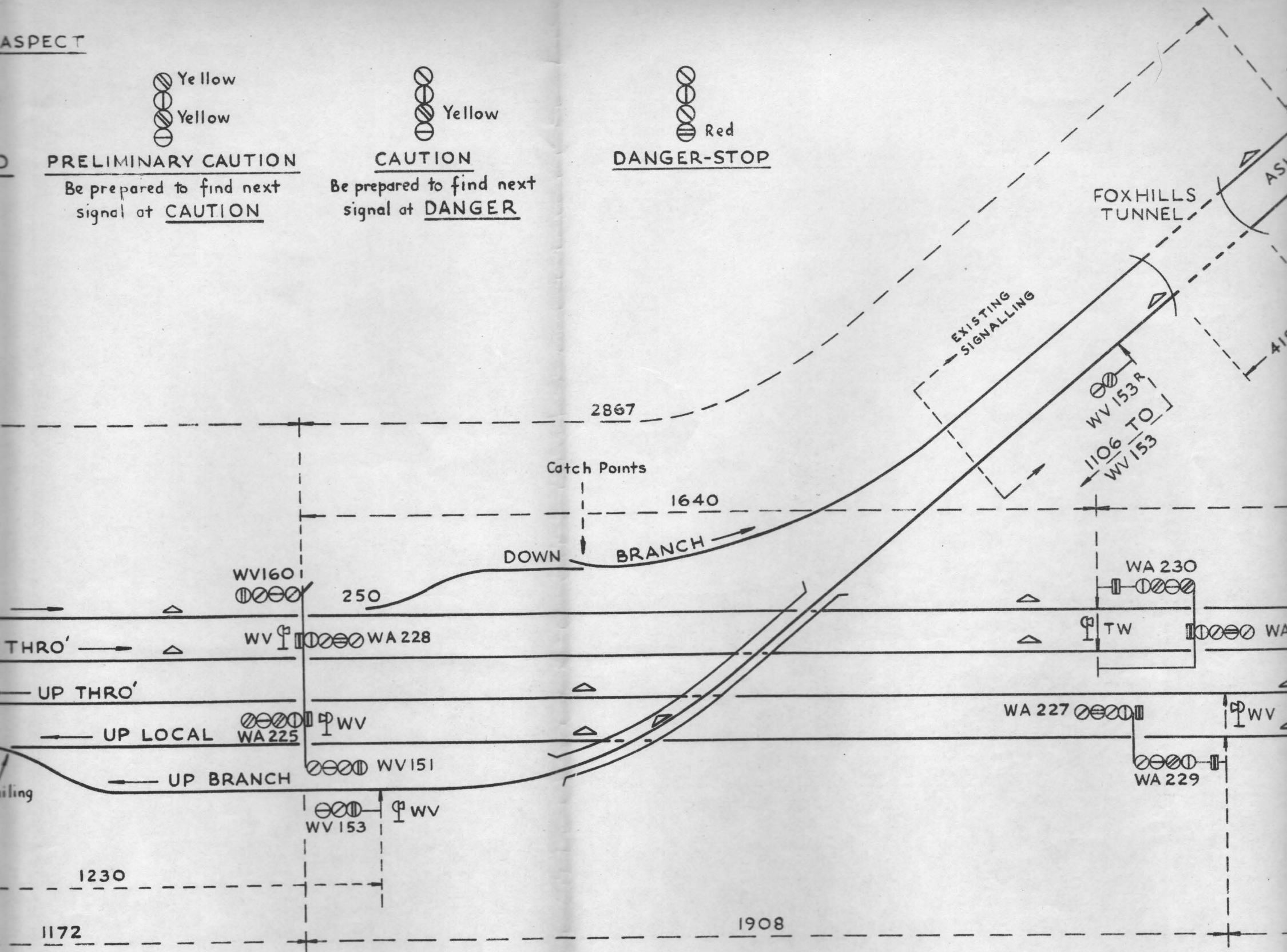
PRELIMINARY CAUTION

Be prepared to find next signal at CAUTION

CAUTION

Be prepared to find next signal at DANGER

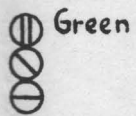
DANGER-STOP



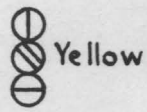
# RUNNING SIGNALS

3 ASPECT

4 ASPECT



ALL RIGHT-PROCEED

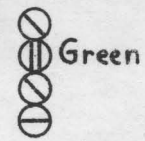


CAUTION

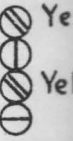
Be prepared to find next signal at DANGER



DANGER-STOP



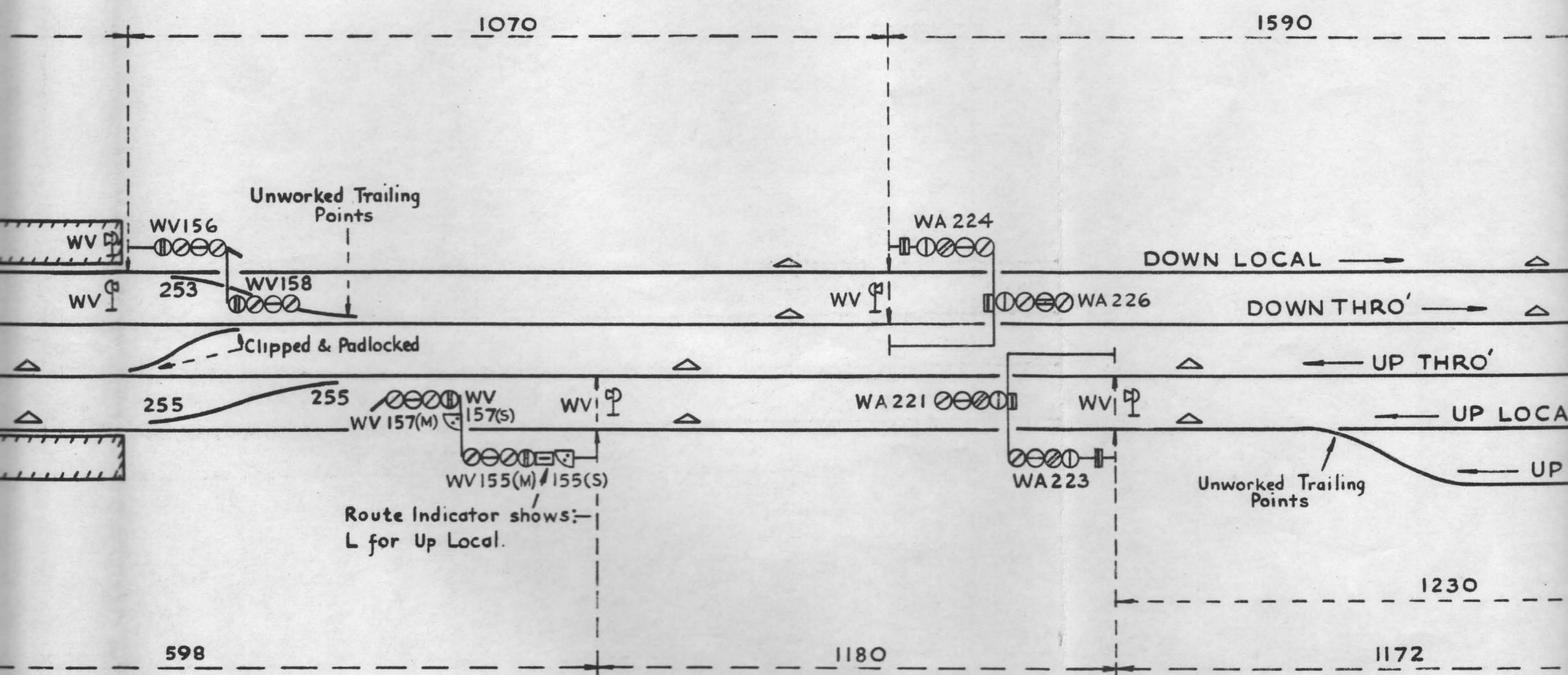
ALL RIGHT-PROCEED



PRELIMINARY

Be prepared to find next signal at CAUTION

ROAD





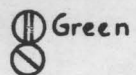
ALS  
SIGNALS

White lights

PROCEED

as the line is clear  
next signal only

2 ASPECT

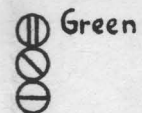


ALL RIGHT-PROCEED



CAUTION

Be prepared to find next  
signal at DANGER



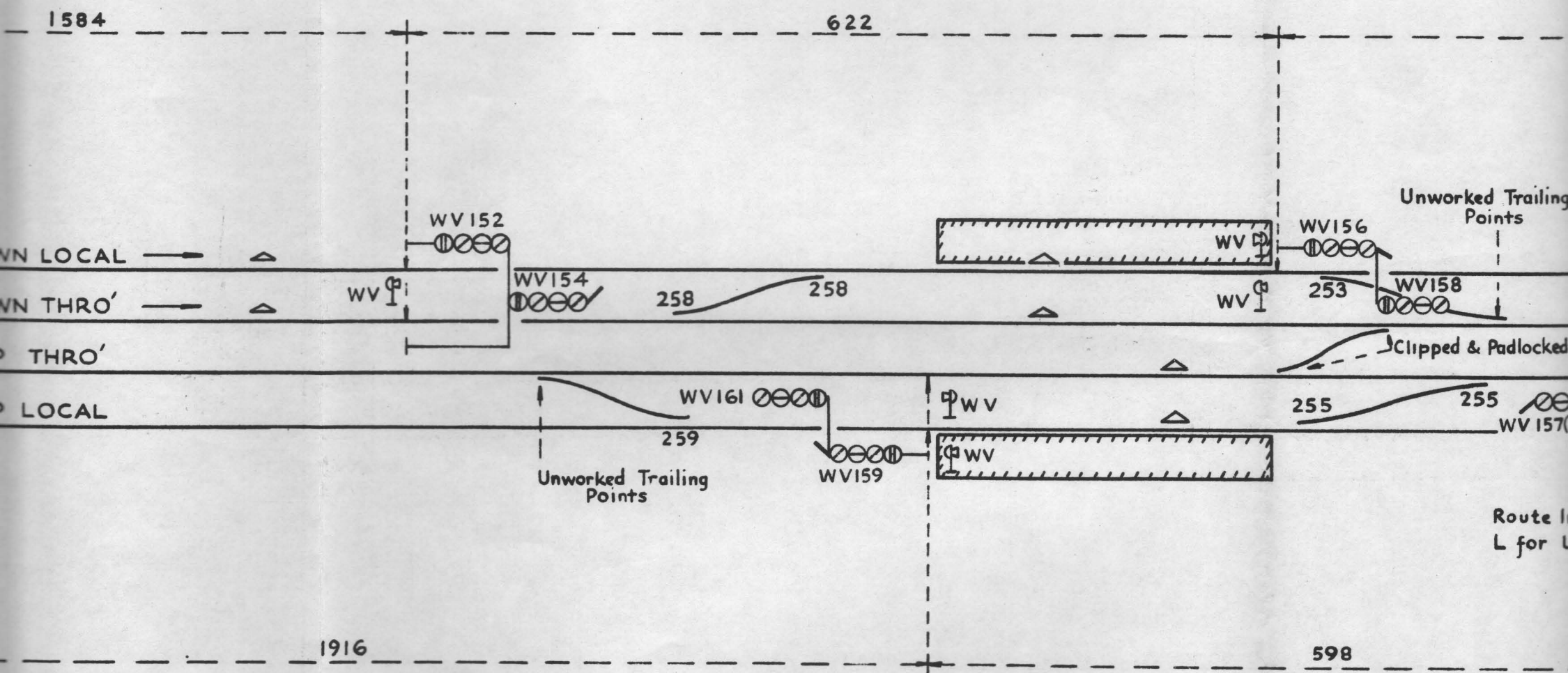
ALL RIGHT-PROCEED

CAUTION  
Be prepared  
signal

RUNNING

3 ASPECT

BROOKWOOD



POSITION LIGHT SIGNALS  
ASSOCIATED WITH RUNNING SIGNALS



White lights

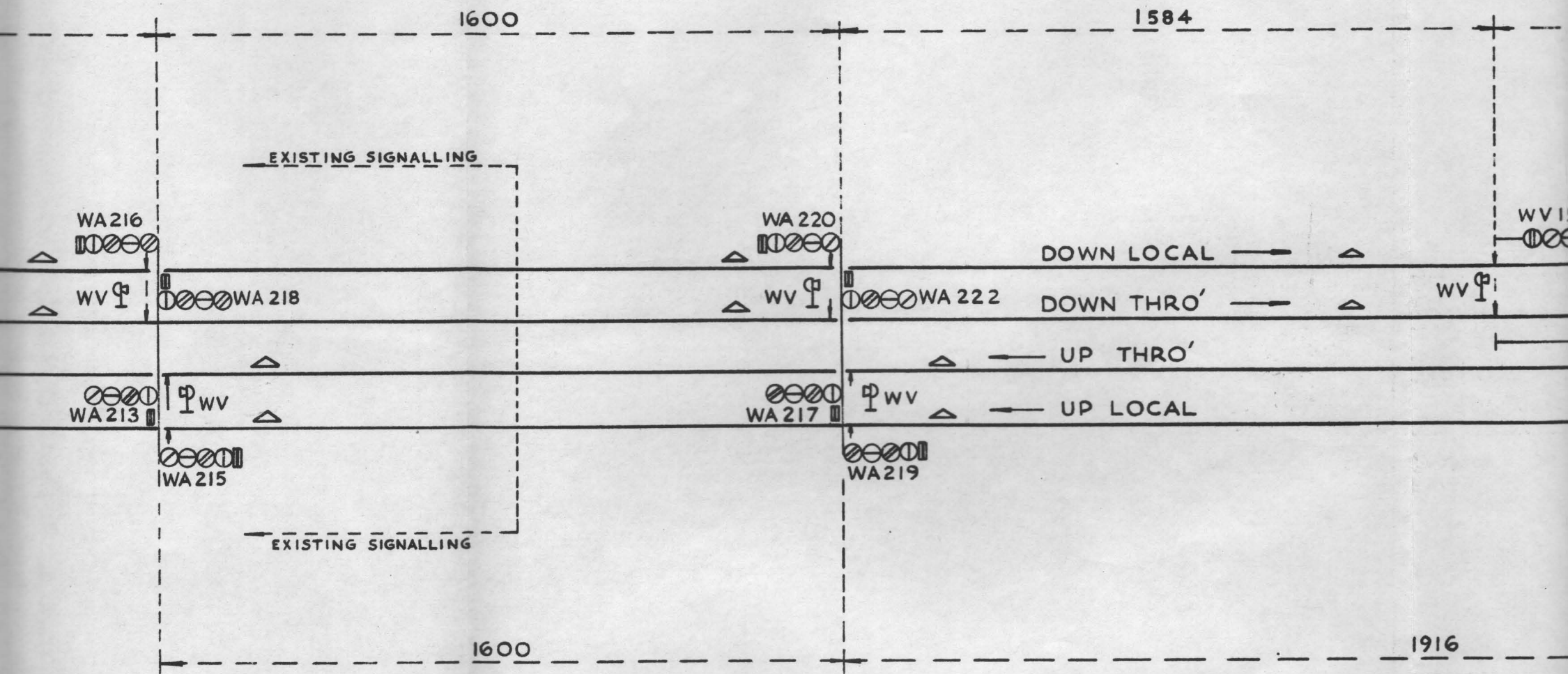
NORMAL INDICATION

No Lights.

PROCEED

As far as the line is clear  
or to the next signal only

ALL RIGHT-



SIGNAL INSTRUCTION  
No. 9 S.W.D.

POSITIVE  
ASSOCIATION

NORMAL  
No L

