British Railways
SOUTHERN REGION

Signal Instruction No. 12 S.W.D.

SOUTH WESTERN DIVISION

(8)

Instructions to all concerned as to

INTRODUCTION OF COLOUR LIGHT SIGNALLING AND TRACK CIRCUIT BLOCK WORKING BETWEEN TOTTON AND BROCKENHURST "A"
ALSO
AUTOMATIC LIFTING HALF-BARRIERS AT ASHURST LEVEL CROSSING
AND
ABOLITION OF ASHURST CROSSING, LYNDHURST ROAD, AND WOODFIDLEY CROSSING SIGNAL BOXES

On SUNDAY, 23rd OCTOBER, 1966

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

Commencing at 22 30 on Saturday, 22nd October, 1966, colour light signals will be brought into use in place of certain existing semaphore running signals between the above points, as shown on the enclosed diagram.

All distances on the diagram are shown in yards.

A telephone will be provided at or adjacent to each new stop signal and at the emergency crossover at Lyndhurst Road. The diamond sign previously provided at signal WDU.18 will be removed and a telephone will be substituted.

White lights, which flash when operated, are provided on top of certain apparatus cases throughout the area and are only to call the attention of the Technician.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

ASHURST LEVEL CROSSING

The lifting half-barriers at Ashurst level crossing will be worked automatically by approaching trains.

Whistle boards will be provided 257 yards and 147 yards from the crossing on the Down line, and 274 and 157 yards from the crossing on the Up line. Drivers must give one short blast at each board in accordance with the requirements of Table P2 of the Western Section Appendix.

The automatic operation of the barriers will allow road traffic to continue to cross the line until an approaching train reaches a point at which this would be unsafe, and the calculations have been based on the maximum speeds normally attained by trains at this point. (As these speeds are less than the maximum permissible line speeds, permanent speed restriction indicators (75 m.p.h. on Down line and 80 m.p.h. on Up line) have been provided. Drivers must be careful not to exceed these speed limits.)

The following is a brief description of the apparatus and how it works:—

1. One barrier, covering half the width of the road, will be provided on each side of the crossing. They are pivoted on the nearside of the road (left hand side from the point of view of a person approaching the crossing along the road). Each barrier is fitted with two red lamps visible along the road in both directions when the barriers are lowered. When the barriers are raised, the red lamps are extinguished. Twin red flashing lights, shining along the road in both directions, and bells will also be provided on each side of the crossing.

2. The normal position of the half barriers is raised; the flashing lights are normally out and the bells normally silent. By track circuit occupation the approach of a train sets in motion the following sequence of events:—

   (*a*) Twin red lights flash and bells sound—for 7 seconds.

   (*b*) Barriers are lowered while lights continue to flash and bells sound—for 8 seconds.

   (*c*) Bells cease to sound, after which the fastest train will reach the crossing in 6 seconds. Barriers remain lowered and lights continue to flash until the whole of the train has cleared the crossing.

   (*d*) Barriers then rise and lights are extinguished unless a second train is approaching.

If a second train is approaching from the opposite direction its track circuit occupation causes the barriers to remain lowered and the lights continue to flash after the first train has cleared the crossing. When the whole of the second train has cleared the crossing, the barriers rise and the flashing lights are extinguished.

The barriers are designed to fall and the red lights to flash in the event of any electrical fault.

F. P. B. TAYLOR,
Divisional Manager.

Wimbledon,
October, 1966.

(ELEC/R/SA587/20/1)

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777

501

66

EXISTING SIGNALLING

ALS (36) (37) "OFF"

(39)

WDV5

WDV6

BROCKENHURST "A"

WDV.

(38)

(37)

(36)

DOWN MAIN

UP MAIN

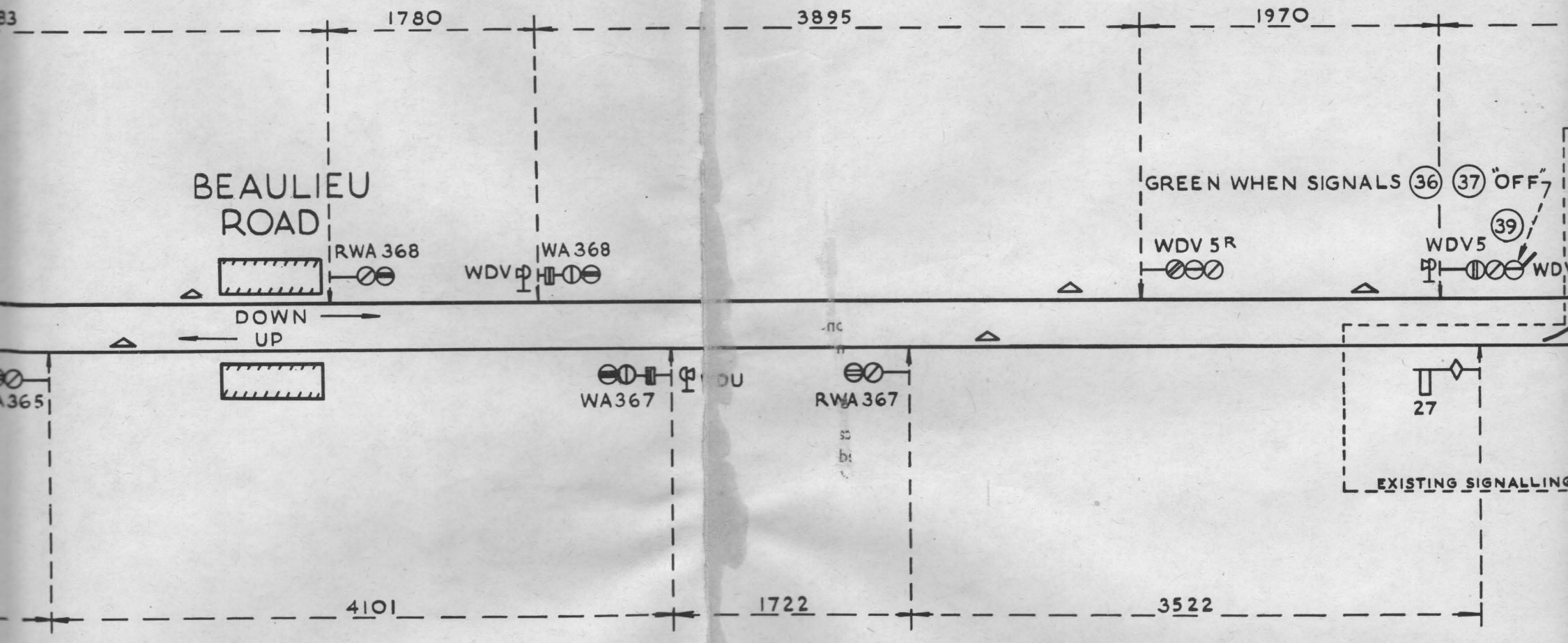
LYMINGTON JUNCTION

27

EXISTING SIGNALLING

BROCKENHURST "B"

NOS. THUS: (37)


1780
3895
1970
BEAULIEU
ROAD
RWA 368
WA 368
WDV
GREEN WHEN SIGNALS (36) (37) "OFF"
(39)
WDV 5R
WDV5
DOWN
UP
WA365
WA367
RWA367
27
EXISTING SIGNALLING
4101
1722
3522

2117 — 1595 — 4083 — 1

ASHURST CROSSING

LYNDHURST ROAD

BEAULIEU ROAD

RWA366

WDU

WDU

WDV

WA366

RWA3

DOWN →

← UP

DU

WDU6R

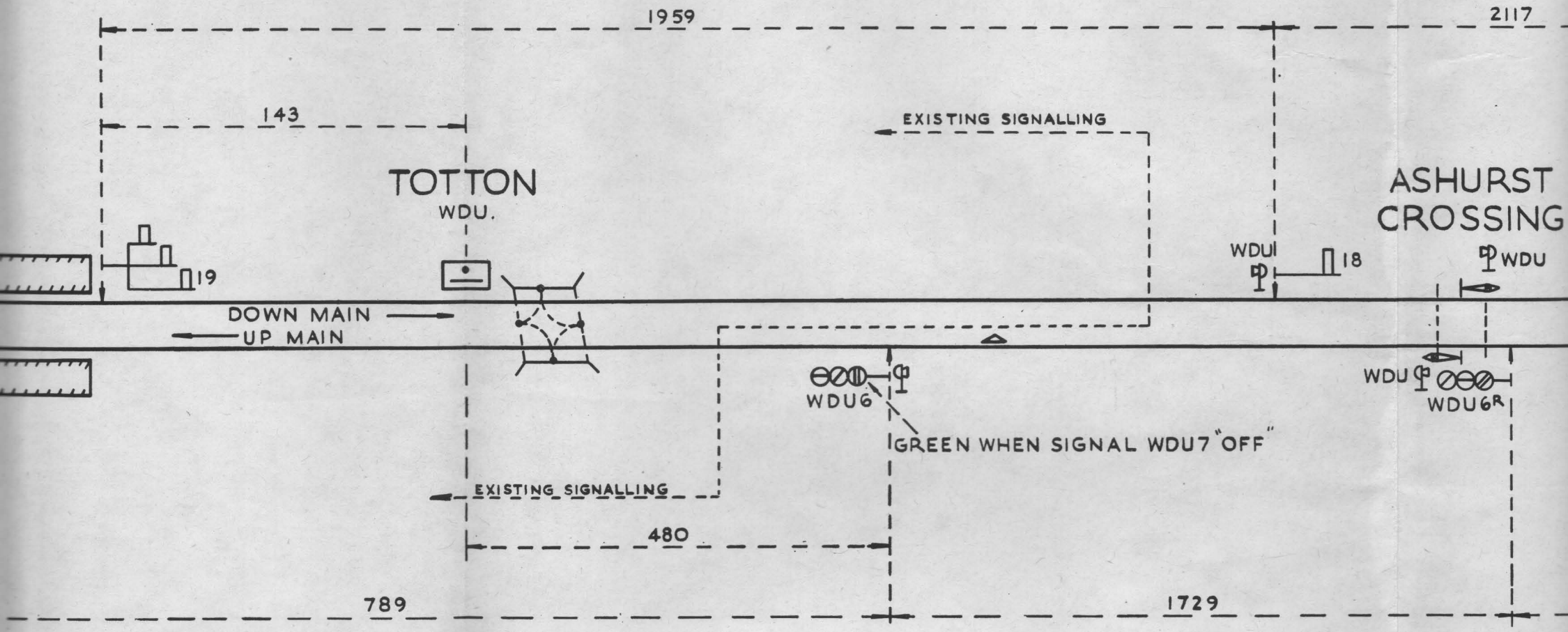
Clipped & Padlocked

WA365

WDU

RWA365

3919 — 1810 — 410


1959
2117
143
EXISTING SIGNALLING
TOTTON
WDU.
ASHURST
CROSSING
WDU
18
WDU
WDU
19
DOWN MAIN
UP MAIN
WDU6
WDU6R
GREEN WHEN SIGNAL WDU7 "OFF"
EXISTING SIGNALLING
480
789
1729

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on Appendix.

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Divisional Manager.

W.C.2 (D553)

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No. 12 SWD.