



Signal Instruction
No. 42 S.W.D.

SOUTHERN REGION – SOUTH WESTERN DIVISION

**Instructions to all concerned as to
THE SINGLING OF THE LINE
AND INTRODUCTION OF
COLOUR LIGHT SIGNALS
BETWEEN BOTLEY AND FAREHAM ON
SUNDAY, 6th MAY, 1973**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

On Sunday, 6th May, the line between Botley and Knowle Junction will be singled and Knowle Junction signal box abolished. The Meon Valley line between Knowle Junction and Fareham, which is at present out of use will be re-introduced to form part of the new single line between Botley and Fareham, and the existing deviation line between Knowle Junction and Fareham will be abandoned.

New colour light signals will be introduced at Fareham, and between Fareham and Botley.

The "Instructions for Single Lines Worked by the Tokenless Block System" shown in the General Appendix apply to the new single line between Botley and Fareham. Trainmen are reminded that the authority for proceeding on to the single line is the clearing of the section signal (shown below), except as shown in the General Appendix Instructions.

Movements on to the single line will normally be authorised by the following signals:

<u>Signal Box</u>	<u>Signal Nos.</u>
Botley	BT.3.
Fareham	FH.8 or FH.9

Botley

The facing connection between the down and up lines, at present secured out of use, will be brought into use, worked from the signal box, and form the connection to the new single line.

Fareham

The middle bay will be re-named up bay. The facing connection between the down main and up bay at present secured out of use, will be brought into use, worked from the signal box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Peter Barlow, Phil Deaves, Robert Dey, David Ingham, Simon Lowe, Richard Maund, John McCrickard, John Midcalf, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The down bay will cease to be used for passenger train movements.

New catch points in the up main line which are at present secured out of use, will be brought into use.

New controlled signals will be fitted with a plate bearing prefix letters and a number, the prefix letters indicating the Signal Box from which the signal is controlled as follows:

<u>Signal Box</u>	<u>Prefix Letters</u>
Fareham	FH
Botley	BT

Certain colour light signals will be renumbered. Telephones will be provided at or adjacent to the new signals and at certain other locations, as shown on the enclosed diagram, the prefix letters indicating the Signal Box with which they communicate.
























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

FAREHAM

LIST OF SIGNAL APPLICATIONS

SIGNAL NO.	TYPE R=RUNNING S=SUBSIDIARY	INDICATION	APPLICATION
3	R	Position 1	Along Up Main
3	R	Nil	From Up Main to Up Branch
4	R	M	From Up Bay to Up Main
4	R	B	From Up Bay to Up Branch
37	R	Nil	From Down Branch to Down Main
37	R	Position 4	From Down Branch to Up Bay
37	S	S	Shunting from Single Line to Down Sidings
37	S	B	Shunting from Single Line to Up Branch
39	R	Nil	Along Down Main
39	R	Position 4	From Down Main to Up Bay
16	S	Nil	Shunting from Up Main to Down Main or Up Main to Up Bay or Back along Up Main.
20	S	Nil	Shunting from Down Main to Up Main or Down Main to Up Branch or Down Main to Down Sidings
22	S	Nil	Shunting from Down Siding No. 1 to Down Main

Signal Applications continued on page 4.

-  = JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.
-  = GREEN ASPECT
-  = YELLOW ASPECT
-  = RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
-  = ROUTE INDICATOR (Numeral indicates total number of routes).
-  = POSITION LIGHT SUBSIDIARY SIGNAL (Draw ahead) – The Rule Book, Section C, Clauses 3.1.4. and 5.1.1.
-  = BANNER REPEATING SIGNAL – The Rule Book, Section C, Clauses 3.3.1 and 5.5.
-  = Denotes AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.3 and 3.3.4.
-  = Denotes SEMI-AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.4 and 3.3.4.
-  = A.W.S. INDUCTOR.
-  = TELEPHONE.
-  = POSITION LIGHT SHUNTING SIGNAL – The Rule Book, Section C, Clauses 3.1.5 and 5.2.
-  = As above but with YELLOW light instead of red light.
-  = LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.
-  = SIGNAL BOX.
-  = GROUND FRAME.
-  = RETURN BELL COMMUNICATION PLUNGER.
-  = TRAIN READY TO START PLUNGER.
-  = PLATFORM STARTING SIGNAL “OFF” INDICATOR.
-  = “DIAMOND” SIGN – The Rule Book, Section K, Diagram No. 1.
-  = NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.
-  = SPRING TRAILING POINTS.
-  = Denotes INTERMEDIATE BLOCK SIGNAL. The Rule Book, Section C, Clause 3.3.4.

ALL DISTANCES IN YARDS.

SIGNAL INSTRUCTION
No. 42 S.W.D.

