



Signal Instruction
No. 45 S.W.D.

SOUTHERN REGION - SOUTH WESTERN DIVISION

**Instructions to all concerned as to the
INTRODUCTION OF
COLOUR LIGHT SIGNALLING
BETWEEN
FARNCOMBE AND HASLEMERE
ON
SUNDAY, 9th DECEMBER, 1973**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

On *Sunday, 9th December*, Milford and Witley signal boxes will be abolished and colour light signalling with track circuit block working introduced between Farncombe and Haslemere.

At Milford, automatic half-barriers will be provided in place of the existing level crossing gates and wickets which will be removed. Whistle boards will be provided on the approach to Milford level crossing as follows:

Down line - 240 yards and 201 yards before reaching the crossing.

Up line - 281 yards and 157 yards before reaching the crossing.

Between 23.30 and 07.00, whistles must only be sounded for emergencies - see Table P.2 of the South Western Division Appendix.

Telephones in direct communication with Farncombe signal box will be provided on each side of the crossing and will be available for the use of train crews in an emergency.

The operation of the barriers at Milford is similar to that at Liss Common.

New automatic signals will be fitted with a plate bearing prefix letters and a number, the letters indicating the signal box with which the telephone communicates as follows:

<i>Signal Box</i>	<i>Prefix letters</i>
Farncombe	WZ
Haslemere	EW

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Certain existing colour light signals will be renumbered.

At Godalming, signal WZ.201 (formerly WZ.9) will become a 3-aspect (red/yellow/green) signal, the centre (yellow) aspect being brought into use.

Existing signal EW.5 between Liphook and Haslemere will become a 3-aspect (red/yellow/green) signal, the top (yellow) aspect being blanked out.

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.

New catch points, which are at present secured out of use, will be brought into use.

Lamps, which flash with a white light to call the attention of the Technician will be fixed to certain apparatus cases in the area.

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

L. S. EDWARDS
Divisional Manager

WIMBLEDON
DECEMBER 1973

(R/SA.1386/3)

ALL DISTANCES IN YARDS.



= 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 SIGNAL – The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 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.

●R.B.C.= RETURN BELL COMMUNICATION PLUNGER.

●T.R.T.S.= 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.

Where the suffix letter ‘R’ is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

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