



Signal Instruction  
No. 1. S.W.D.

SOUTHERN REGION—SOUTH WESTERN DIVISION

Instructions to all concerned as to

# INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN SOUTHCOTE JUNCTION (W.R.) AND BRAMLEY

(in place of certain existing semaphore running signals)

and

## ABOLITION OF EXISTING MORTIMER SIGNAL BOX

On **SUNDAY, 28th JUNE, 1964**

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

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Commencing at 00 05 on Sunday, 28th June, 1964, colour light signals will be brought into use in place of certain existing semaphore running signals between the above-mentioned points.

The existing Mortimer signal box will be abolished.

**Full details of the new signalling, including British Railways A.W.S. track equipment, 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 signal. The prefix letters will denote the signal box which operates the signal as follows:—

Prefix letters	Signal box
"S"	Southcote Junction (W.R.)
"WBC"	Bramley

Automatic stop signals will be prefixed by the letters "WA". A colour light distant signal, prefixed by the letters "RWA", will be provided on the approach side of each automatic stop signal, except up line signal WA.295 (see enclosed diagram).

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The new colour light running signals will consist of two or three 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 and 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 lenses of the aspects of the new colour light stop signals will be fitted with segments which indicate the aspects exhibited by the signals to Drivers of trains drawn up close to such signals.

Back lights will not be provided in any of the new colour light running signals.

The height of the centre of the lower (red or yellow) aspect in the case of the new two-aspect colour light signals and the bottom (red) aspect in the case of the new three aspect colour light signals will be 12 feet above rail level.

The new colour light running signals will be replaced to Danger (Caution in the case of signals prefixed "RWA") after the front of the train has passed a distance varying from 15 yards to 300 yards beyond the signal.

#### 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 the Working Timetables and Books of Rules and Regulations, and to the instructions headed "Telephones at Stop Signals—Rule 55 (g) (i)" on page 145 of the Western Section Appendix to the Working Timetable and Books of Rules and Regulations (as shown in Special Notice No. P/EW. 16. S.W.D. 1964 and subsequent notices) and to the instructions headed "Telephones at Stop Signals" on pages 151 and 152 of the Western Section Appendix to the Working Timetable and Books of Rules and Regulations (as amended by Special Notice No. P/EW. 16. S.W.D. 1964 and subsequent notices).

#### SIGNALLING DURING FOG OR FALLING SNOW

Fogsignalmen will NOT be provided at any of the colour light signals referred to in this Signal Instruction.

#### BRITISH RAILWAYS AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL

British Railways A.W.S. track equipment will be provided approximately 200 yards on the approach side of certain colour light signals as shown on the enclosed diagram, and the Instructions appearing on pages 16 to 19 inclusive of the General Appendix to the Working Timetables and Books of Rules and Regulations will apply.

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On completion of the work shown herein, Track Circuit Block Working will apply on the down and up lines between Southcote Junction (W.R.) and Bramley.

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#### APPLICATIONS OF SEMAPHORE AND COLOUR LIGHT RUNNING SIGNALS AND ALL SUBSIDIARY SIGNALS

##### SOUTHCOTE JUNCTION (W.R.)

##### DOWN RUNNING SIGNALS.

29. Down Branch Starting.

##### UP RUNNING SIGNALS.

4. Up Branch Distant.
5. Up Branch Home.
6. Up Branch Inner Home.
7. Up Main Starting.
9. Up Main Advanced Starting.

**BRAMLEY.**

**DOWN RUNNING SIGNALS.**

- 2.R.Distant for Down Main Home.
2. Down Main Home.
3. Down Main Starting.
4. Down Main Advanced Starting.
5. Down Main Outer Advanced Starting.
6. Down Ordnance Sidings Home.

**UP RUNNING SIGNALS.**

40. Up Main Starting.
41. Up Main Intermediate Home.
42. Up Main Home.
43. Up Main Distant.

**SHUNTING SIGNALS.**

19. From Up Main to Down Ordnance Sidings or to Down Main Line.
22. From Down Main to Up Main Line.
28. From Down Ordnance Sidings to Up Main Line.

Wimbledon,  
17th June, 1964.

F. P. B. TAYLOR,  
Line Manager.

(SW/R/SA/142/20)

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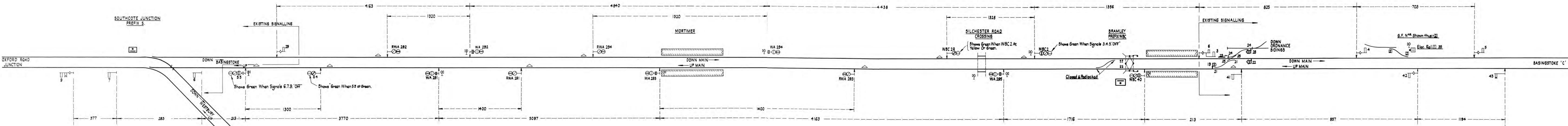
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**RUNNING SIGNALS.**



ALL DISTANCES ARE IN YARDS.  
 TELEPHONES ARE INDICATED THIS: - ☎  
 SHUNTING SIGNALS WHICH ARE FLOODLIT & DO NOT SHOW A RED OR GREEN LIGHT DURING DARKNESS ARE INDICATED THIS: - ⊕  
 AUTOMATIC STOP SIGNALS ARE PREFIXED BY THE LETTERS 'WA' ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND & ARE INDICATED THIS: - ⊖  
 DETONATOR PLACERS ARE INDICATED THIS: - ⚡  
 SIGNAL BOXES ARE INDICATED THIS: - ☑  
 GROUND FRAME INDICATED THIS: - UNCOVERED ☐  
 B.R. AWS INDUCTORS ARE INDICATED THIS: - △