

British Railways

SOUTHERN REGION

Signal Instruction
No. 3. S.W.D.

SOUTH WESTERN DIVISION

Instructions to all concerned as to

INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN EFFINGHAM JUNCTION AND LONDON ROAD (GUILDFORD)

(in place of certain existing semaphore running signals)

and

ABOLITION OF EXISTING CLANDON SIGNAL BOX

On **SUNDAY, 25th JULY, 1965**

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

Commencing at 00 20 on Sunday, 25th July, 1965, colour light signals will be brought into use in place of certain existing semaphore running signals between the above-mentioned points.

The existing Clandon signal box will be abolished.

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 signal. The prefix letters will denote the signal box which operates the signal as follows:—

Prefix letters	Signal box
"WW"	Effingham Junction

NOTE: The signals controlled by London Road signal box i.e., 12 and 12R will not be provided with prefix letters.

Automatic stop signals will be prefixed by the letters "WA". Other automatic signals not capable of displaying a red aspect will be prefixed by the letters "RWA".

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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 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 new colour light stop signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist Drivers of trains drawn up close to such signals.

The lower aspect of all colour light running signals will be 12 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 340 yards beyond the signal.

The existing "Star" indicators on the up and down platforms at Effingham Junction formerly showing the position of the electric fouling bars will be abolished.

APPROACH LIGHT SIGNALS

A two-aspect approach light signal will be provided beneath Effingham Junction down starting signal. Indications will be exhibited in this signal as shown on the enclosed diagram.

SUBSIDIARY SIGNALS

An elevated subsidiary signal of the "position light type" will be provided beneath Effingham Junction up home signal (WW4) as shown on the enclosed diagram.

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 to 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. 13) 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 in Supplementary Operating Instructions No. 13).

DETONATOR PLACING MACHINES

Detonator placing machines will be provided as shown on the enclosed diagram, each worked by a separate lever in the signal box. Attention is drawn to the instruction applicable to these machines appearing on page 67 of the General Appendix to Working Timetables and books of Rules and Regulations.

On completion of the work shown herein, Track Circuit Block Working will apply on the down and up lines between Effingham Junction and London Road (Guildford).

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

EFFINGHAM JUNCTION

DOWN RUNNING SIGNALS

21. Down Line to Down Siding.
23. Down Starting.
24. From Cobham Inner Home.
25. From Cobham Outer Home.
26. From Cobham Distant.
27. From Bookham Home.
29. From Bookham Distant.

UP RUNNING SIGNALS.

4. Up Home.
5. Up Calling On.
6. To Bookham Starting.
7. To Cobham Starting.

SHUNTING SIGNALS.

8. From Down Siding Shunt.
13. From Up Line Shunt.

LONDON ROAD

DOWN RUNNING SIGNALS.

10. Down Advanced Starting.
11. Down Starting.
12. Down Home.
- 12R. Down Distant.

UP RUNNING SIGNALS.

1. Up Distant.
2. Up Home.
3. Up Starting.

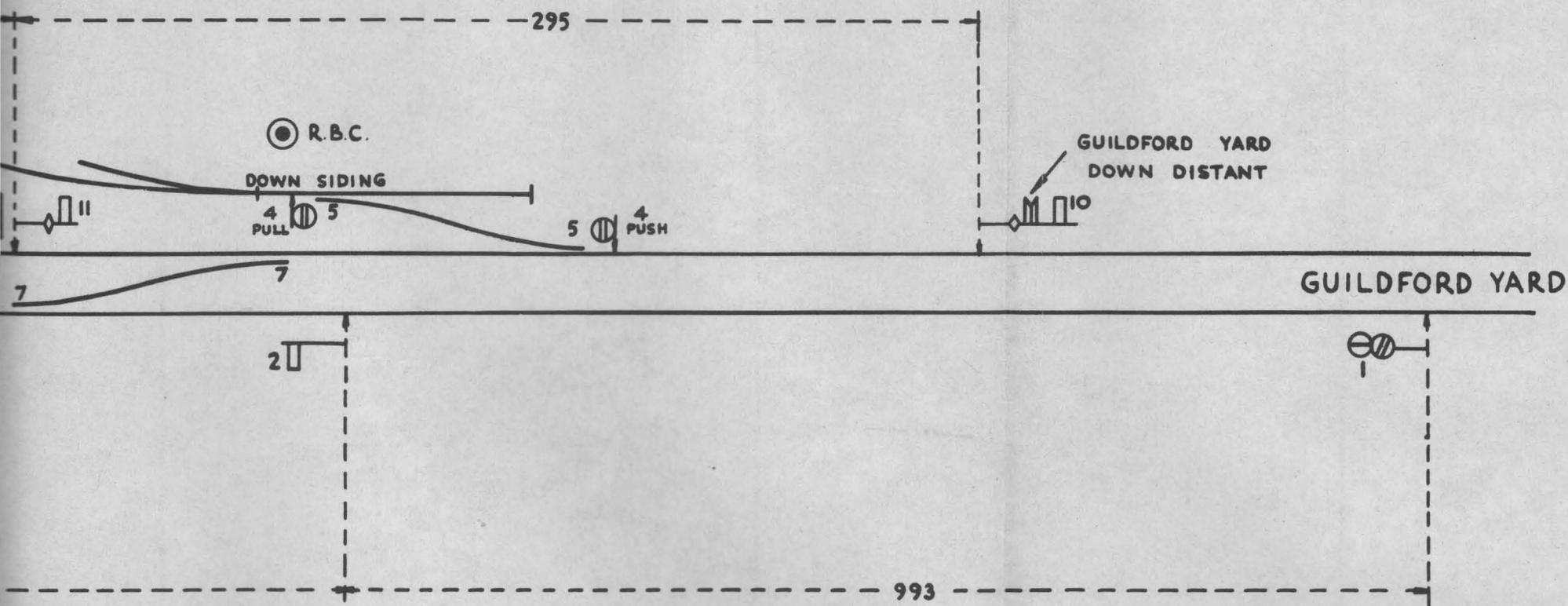
SHUNTING SIGNALS.

4. PULL. Shunt from Siding Through No. 5 Points.
4. PUSH. Shunt to Siding Through No. 5 Points.

Wimbledon,
17th July, 1965

F. P. B. TAYLOR,
Divisional Manager.

(ELEC/R/SA314/20/2)



T SHUNT SIGNALS
RUNNING SIGNALS



NORMAL
INDICATION

NO LIGHTS

TELEPHONES ARE INDICATED THUS :- 
 AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS WA
 AND ARE IDENTIFIED BY A WHITE PLATE WITH A
 HORIZONTAL BLACK BAND AND ARE INDICATED THUS :- 

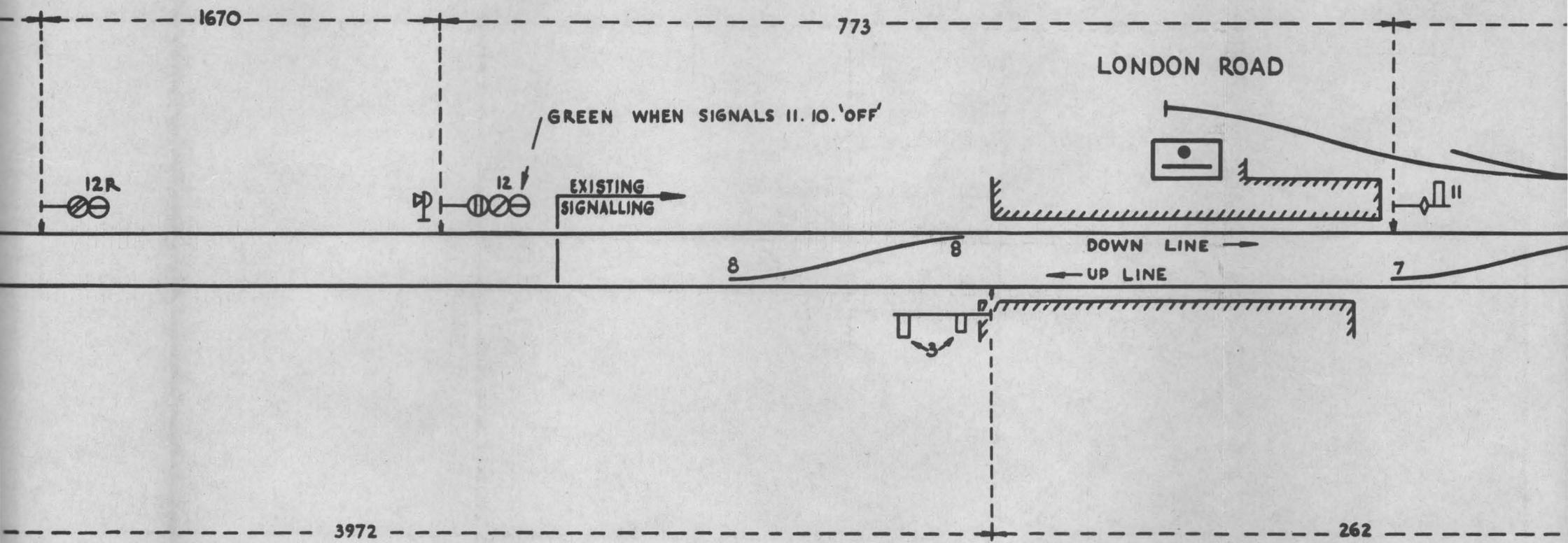
SIGNAL BOXES ARE INDICATED THUS :- 

YELLOW SHUNT INDICATED THUS :- 

LIMIT OF SHUNT INDICATED THUS :- 

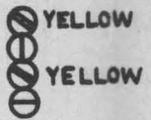
DETONATORS PLACERS INDICATED THUS :- 

ALL DISTANCES IN YARDS.



4 ASPECT

POSITION LIGHT SHUNT SIGNAL
ASSOCIATED WITH RUNNING SIGNAL



PRELIMINARY
CAUTION
BE PREPARED TO
FIND NEXT SIGNAL
AT CAUTION

CAUTION
BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER

DANGER-STOP

PROCEED
AS FAR AS THE
LINE IS CLEAR
OR TO THE NEXT
SIGNAL ONLY

NORMAL
INDICATION
NO LIGHTS

3819

1793

3276

CLIPPED & PADLOCKED

CLANDON

RWA 152

WA 152

12R

RWA 151

WA 153

RWA 153

3843

1752

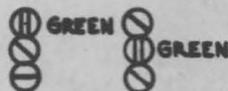
RUNNING SIGNALS

3 ASPECT

4 A



RED



GREEN

GREEN



YELLOW

YELLOW

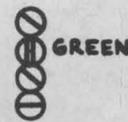


YELLOW

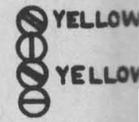
YELLOW



RED



GREEN



YELLOW

YELLOW

ALL RIGHT-PROCEED

DANGER-STOP

ALL RIGHT-PROCEED

PRELIMINARY CAUTION

BE PREPARED TO FIND NEXT SIGNAL AT CAUTION

CAUTION

BE PREPARED TO FIND NEXT SIGNAL AT DANGER

DANGER-STOP

ALL RIGHT-PROCEED

PRELIMINARY CAUTION

BE PREPARED TO FIND NEXT SIGNAL AT CAUTION

1794

3819

ED.
REEN

⊙ R.B.C.

HORSLEY

IN SIDING

9 0 8

WA 150

WW 4 5

WA 151

RWA 151

GREEN WHEN SIGNAL 7 'OFF'

1084

1750

2 ASPECT

⊕ GREEN

⊕ YELLOW

⊕ GREEN

⊕ DANGER

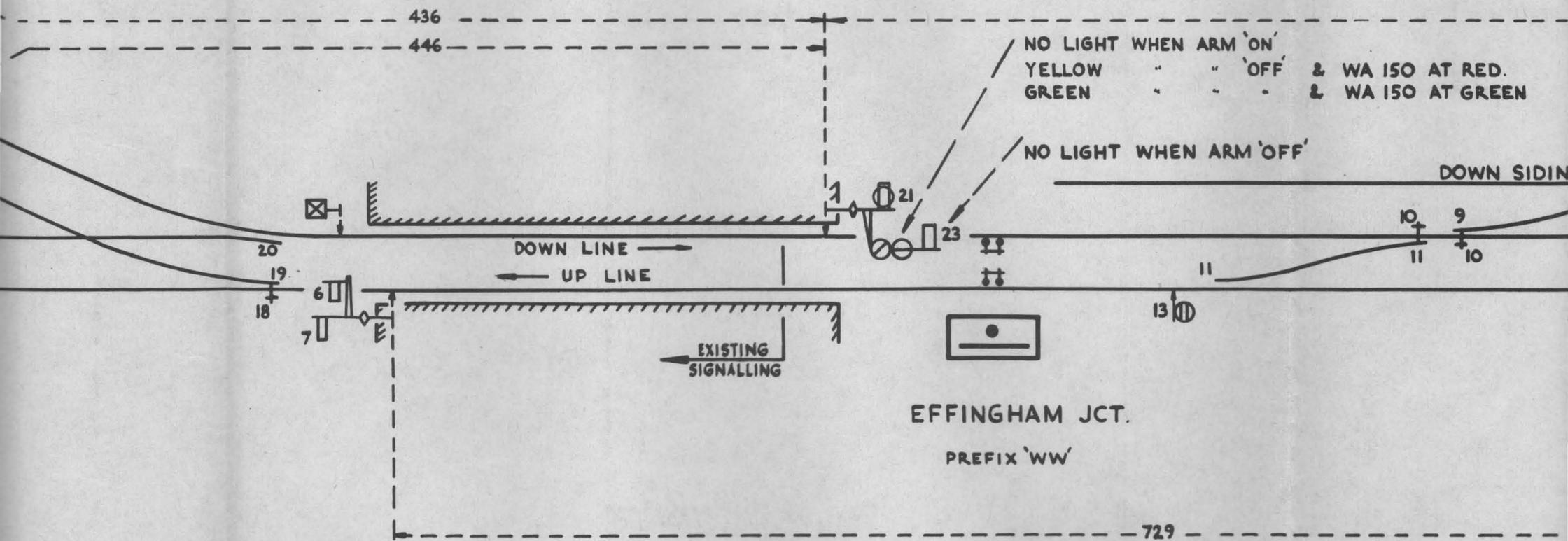
ALL RIGHT-PROCEED

CAUTION

ALL RIGHT-PROCEED

DANGER

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER



SIGNAL INSTRUCTION
No. 3 S.W.D.

