

SOUTH WESTERN DIVISION

Instructions to all concerned as to

**INTRODUCTION OF COLOUR LIGHT SIGNALS
BETWEEN SHALFORD JUNCTION
AND MILFORD**

(in place of certain existing semaphore running signals)

On SUNDAY, 5th DECEMBER, 1965

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

Commencing at 00 30 on Sunday, 5th December, 1965, colour light signals will be brought into use in place of certain existing semaphore running signals between the above-mentioned points.

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

Prefix letters	Signal box
"WZ"	Farncombe

Automatic stop signals will be prefixed by the letters "WA".

SIGNALLING RECORD SOCIETY

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 (red or yellow) of all colour light running signals will vary between 12 feet and 13 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 440 yards beyond the signal.

BETWEEN SHALFORD JUNCTION AND PEASMARSH JUNCTION

The four aspect colour light signal RWA 404 will work as a three aspect colour light signal the lowest (red) aspect being obliterated.

FARNCOMBE

The three aspect colour light signal WZ 23 will work as a two aspect (red and green) colour light signal, the centre (yellow) aspect being obliterated.

SUBSIDIARY SIGNAL

An elevated subsidiary signal of the position light type will be provided to the left of Farncombe down main starting signal (WZ 6) as shown on the enclosed diagram.

SHUNTING SIGNALS

Certain shunting signals at Farncombe will be floodlit and will not show a red, yellow or green light.

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 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. 14) and to the instructions headed "Telephones at Stop Signals" on pages 151 and 152 of the Western Section Appendix to the Working Timetables and Books of Rules and Regulations (as amended in Supplementary Operating Instructions No. 14).

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 line between Shalford Junction and Farncombe, and on the up line between Milford and Farncombe.

**APPLICATION OF RUNNING AND SUBSIDIARY SIGNALS
SHALFORD JUNCTION**

DOWN RUNNING SIGNALS

5. Down Branch Home.
14. Down Main to Up Branch Home.
15. Down Main to Up Branch Distant.
17. Down Main Home.
18. Down Main Distant.

UP RUNNING SIGNALS

- A. From Farncombe Up Distant.
3. Up Main Home.
6. Up Starting.

PEASMARSH JUNCTION

UP RUNNING SIGNALS

1. Up Main Distant.
2. Up Main Home.

SHUNTING SIGNALS

3. From Up Siding No. 2.
7. PULL. From Up Siding No. 1.
7. PUSH. From Up Main at Points 10.
15. From Up Main at Points 4.

FARNCOMBE

DOWN RUNNING SIGNALS

5. Down Main Home.
6. Down Main Starting.
9. Godalming Intermediate Down Home.

UP RUNNING SIGNALS

23. Up Main Starting.
24. Up Main Home.

SHUNTING SIGNALS

8. Down Main to Goods.
11. From Up Main Shunt.
20. From Down Main Shunt.
21. From Goods Shunt.

MILFORD

DOWN RUNNING SIGNALS

3. Down Distant.
4. Down Home.
5. Down Starting.

UP RUNNING SIGNALS

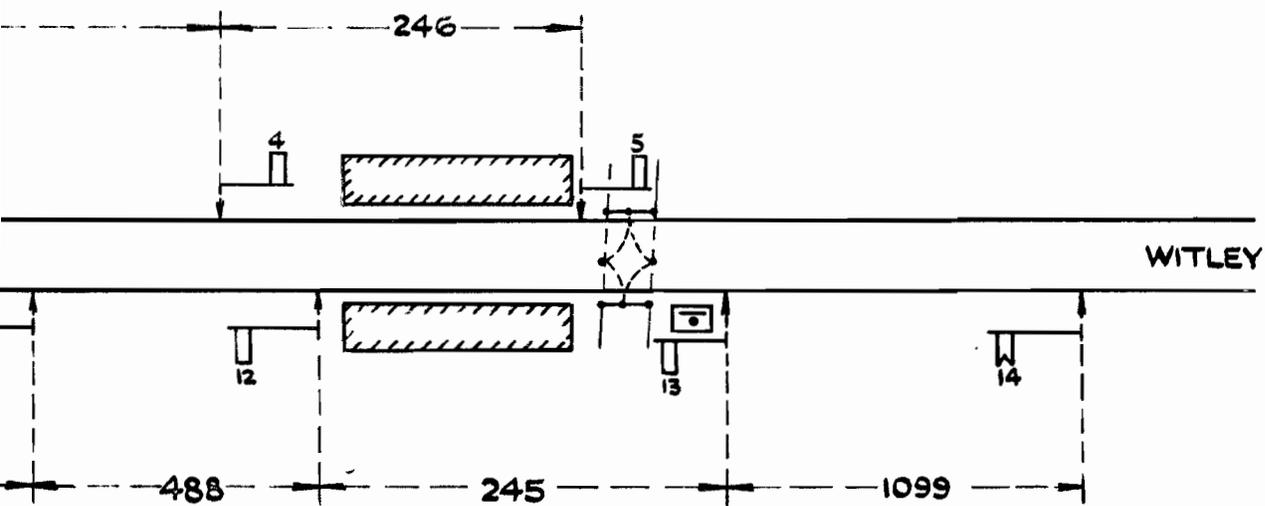
11. Up Advanced Starting.
12. Up Starting.
13. Up Home.
14. Up Distant.

Wimbledon,
November, 1965

F. P. B. TAYLOR
Divisional Manager.

(ELEC/R/SA314/20/3)

MILFORD



ALL DISTANCES IN YARDS.

SHUNTING SIGNALS WHICH ARE FLOODLIT & DO NOT SHOW RED OR GREEN LIGHT DURING DARKNESS INDICATED THUS:~ 

TELEPHONES INDICATED THUS:~ 

AUTOMATIC SIGNAL PREFIXED BY THE LETTERS WA & IS IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND INDICATED THUS:~ 

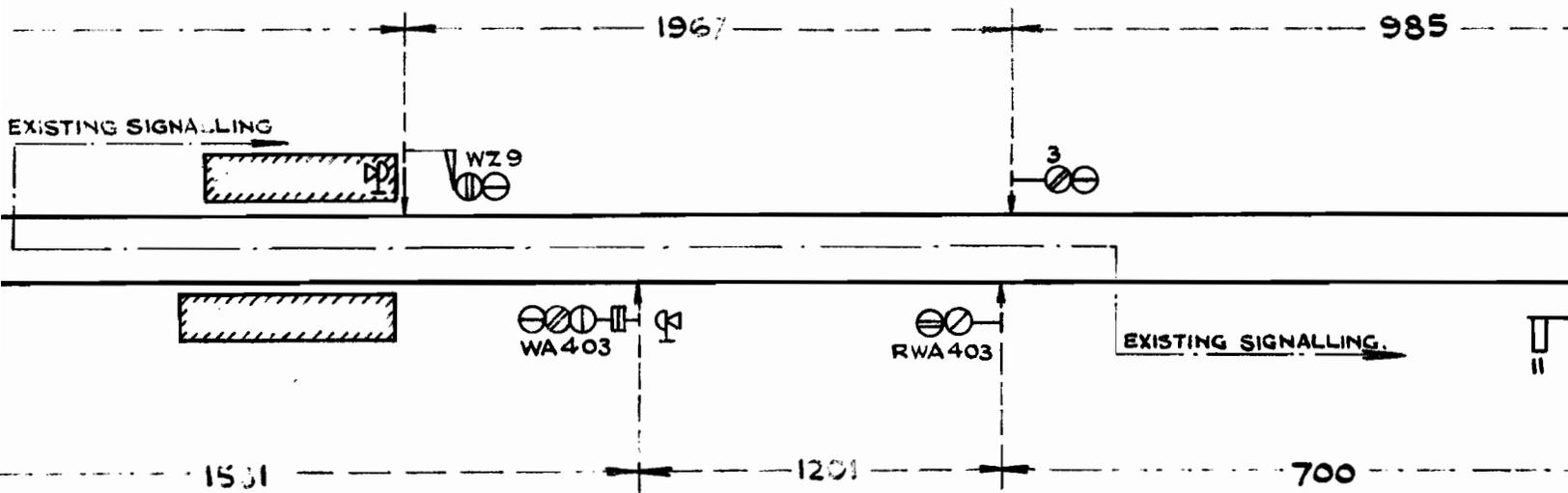
SIGNAL BOXES INDICATED THUS:~ 

YELLOW ARM SHUNTING SIGNALS INDICATED THUS:~ 

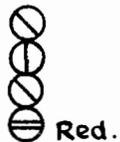
DETONATOR PLACERS INDICATED THUS:~ 

RETURN BELL COMMUNICATION PLUNGERS INDICATED THUS:~ 

GODALMING



ECT.



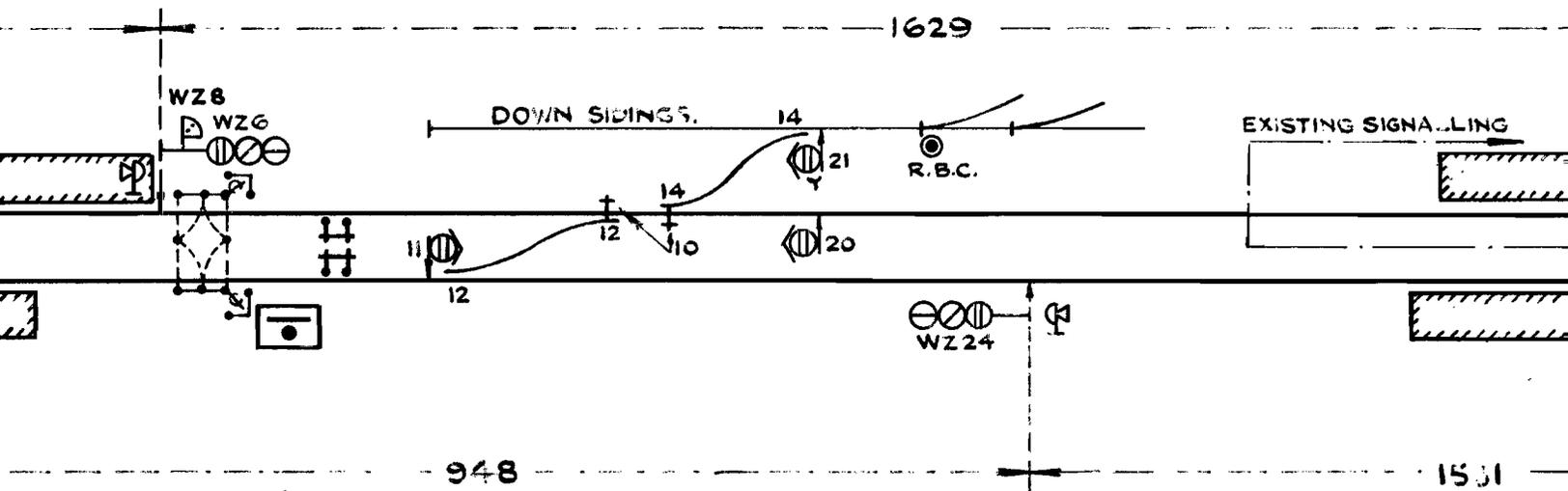
CAUTION.

DANGER STOP.

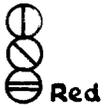
Be prepared to find next signal at DANGER.

FARNCOMBE
PREFIX WZ.

GODALMING

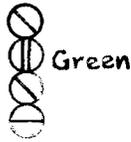


4 ASPECT.



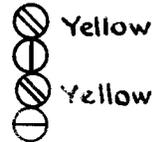
Red

DANGER STOP.



Green

ALL RIGHT PROCEED.

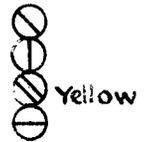


Yellow

Yellow

PRELIMINARY CAUTION.

Be prepared to find next signal at CAUTION.

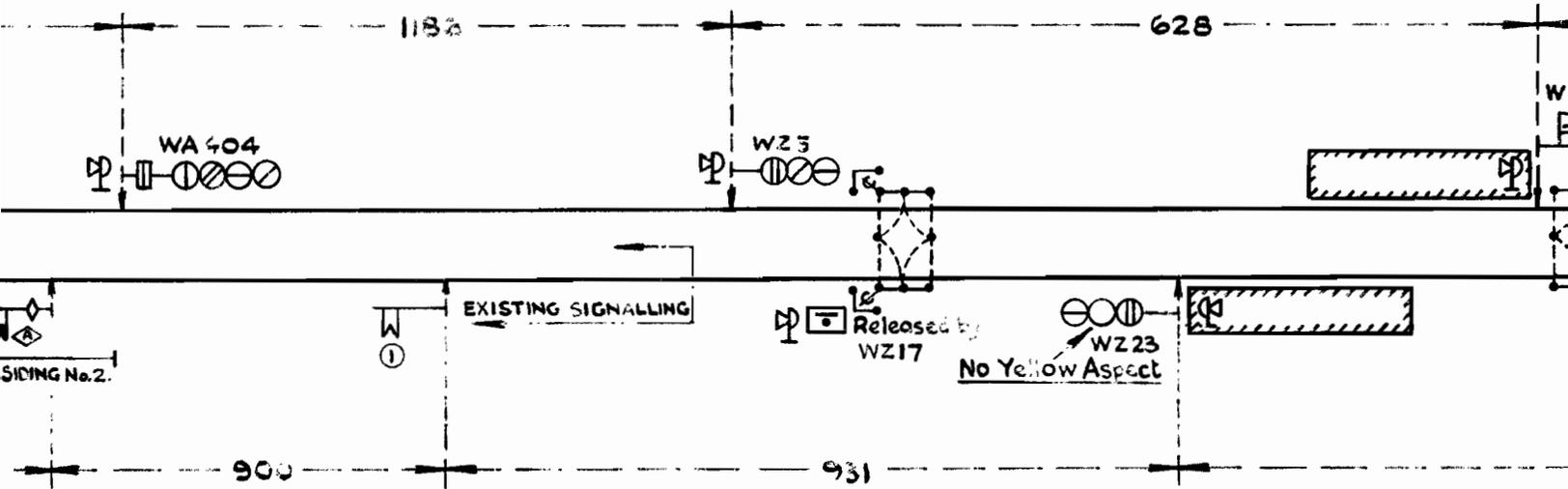


Yellow

CAUTION.

Be prepared to find next signal at DANGER

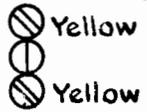
FARNCOMBE GATE BOX



RUNNING SIGNALS.
3 ASPECT.

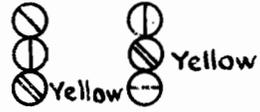


ALL RIGHT-PROCEED.



PRELIMINARY CAUTION.

Be prepared to find next signal at CAUTION.



CAUTION.

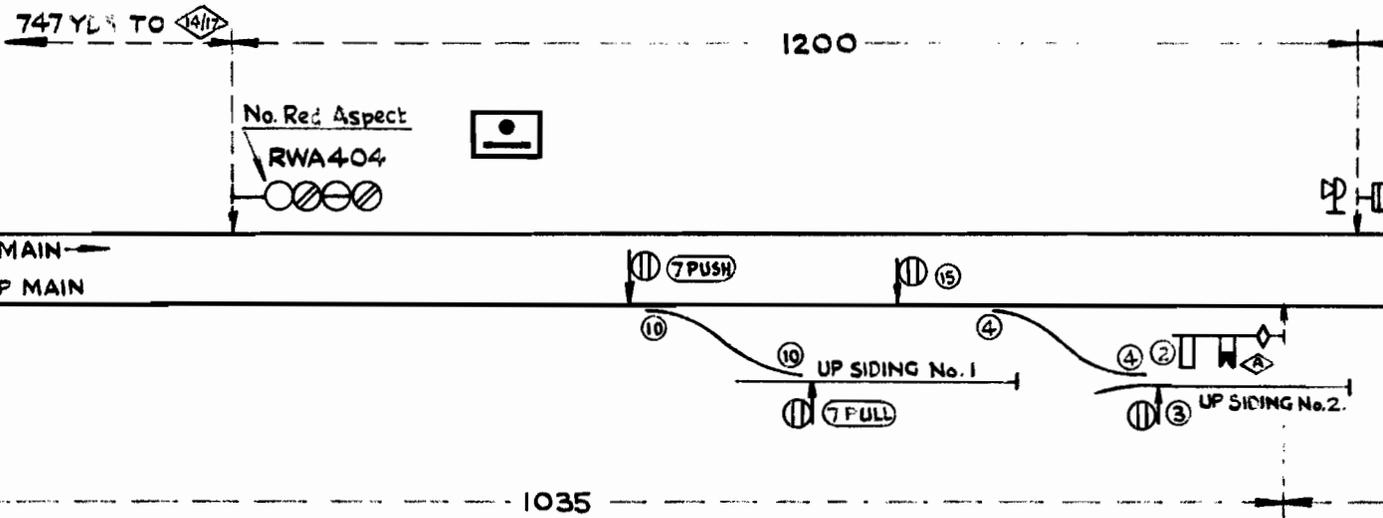
Be prepared to find next signal at DANGER.



DANGER.

ALFORD
YI
E

PEASMARSH JUNCTION.
Nos. SHOWN THUS. - (10)



2 ASPECT



ALL RIGHT - PROCEED.



CAUTION.



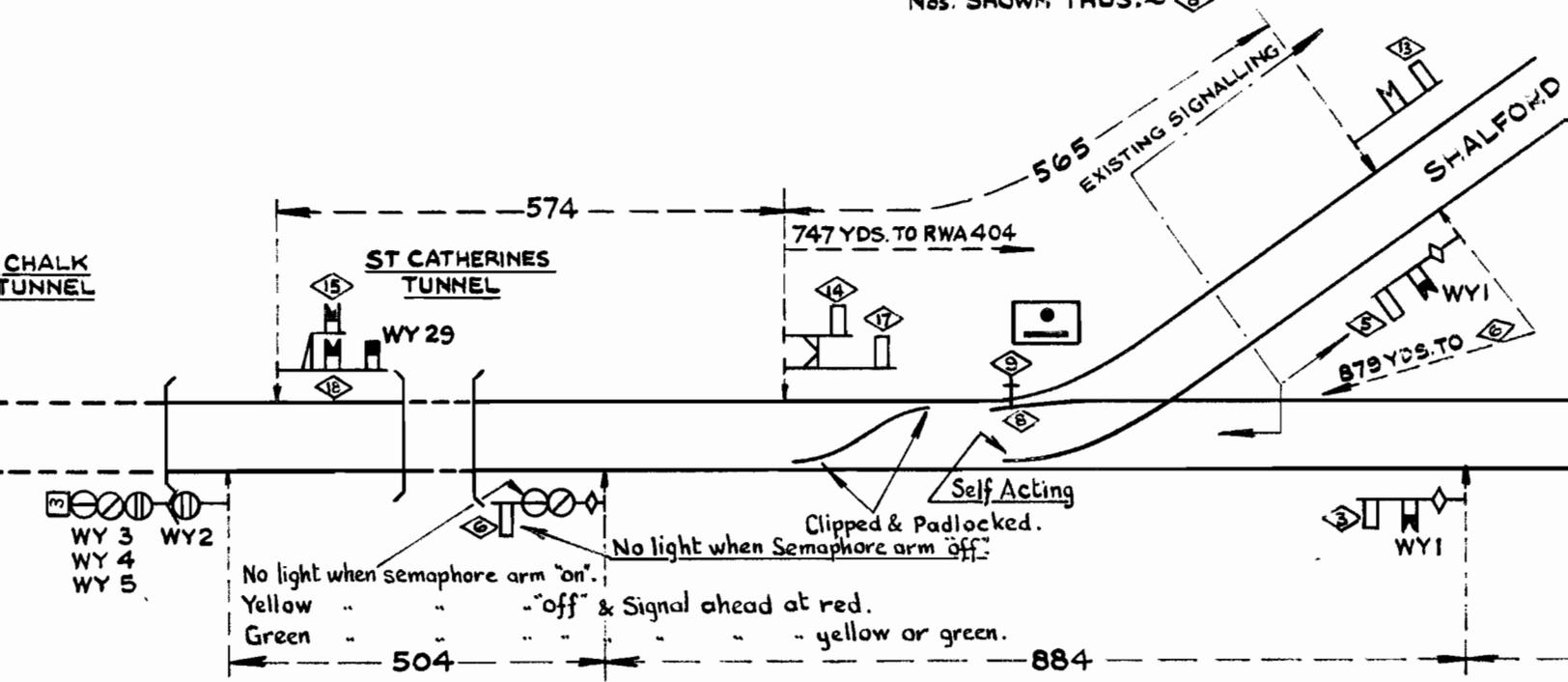
DANGER STOP.

Be prepared to find
next signal at DANGER.

is clear
signal only.

SHALFORD JUNCTION

Nos. SHOWN THUS: ~ 8



No light when semaphore arm "on".
 Yellow " " "off" & Signal ahead at red.
 Green " " " " "yellow or green.

**POSITION LIGHT SIGNALS.
 ASSOCIATED WITH RUNNING SIGNALS.**



White lights

NORMAL INDICATION.

No lights.

PROCEED.

As far as the line is clear
 or to the next signal only.

SIGNAL INSTRUCTION
No. 5 S.W.D.

