



British Rail

Signal Instruction
No. 29. S.W.D.

SOUTHERN REGION—SOUTH WESTERN DIVISION

**Instructions to all concerned as to
INTRODUCTION OF COLOUR LIGHT SIGNALLING AND
TRACK CIRCUIT BLOCK WORKING**

**BETWEEN
ADDLESTONE AND CHERTSEY
ALSO**

**CONVERSION OF LYNE INTERMEDIATE DOWN HOME SIGNAL
(WFH 35) TO A 4-ASPECT SIGNAL
AND REDUCTION OF COXES LOCK MILL LEVEL CROSSING
TO OCCUPATION STATUS**

ON

SUNDAY, 18th JANUARY, 1970

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

Commencing at 14 00 on **Sunday, 18th January, 1970**, 2, 3 and 4-aspect colour light signals will be brought into use in place of certain semaphore running signals and track circuit block working introduced between Addlestone and Chertsey.

Controlled signals will be fitted with plates bearing prefix letters and numbers, the letters indicating the signal box from which they are controlled, as follows:—

Signal Box	Prefix Letters
Addlestone	AD
Chertsey	CY

Automatic stop signals will be prefixed by the letters WA.

Attention is drawn to the 2-aspect single unit searchlight type colour light stop signal AD5, which will display either a red or green aspect.

The existing Lyne Intermediate 3-aspect down home signal WFH 35 will be converted to, and will work as, a 4-aspect signal.

Coxes Lock Mill crossing gate box, together with the signals worked therefrom, will be abolished and the level crossing reduced to occupation status.

Telephones will be provided at, or adjacent to, the new signals and certain other locations as indicated on the enclosed diagram; the prefix letters indicate the signal box to which they communicate.

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

Wimbledon,
January, 1970.

(PLG/R/SA503/20/3)

G. A. WEEDEN,
Divisional Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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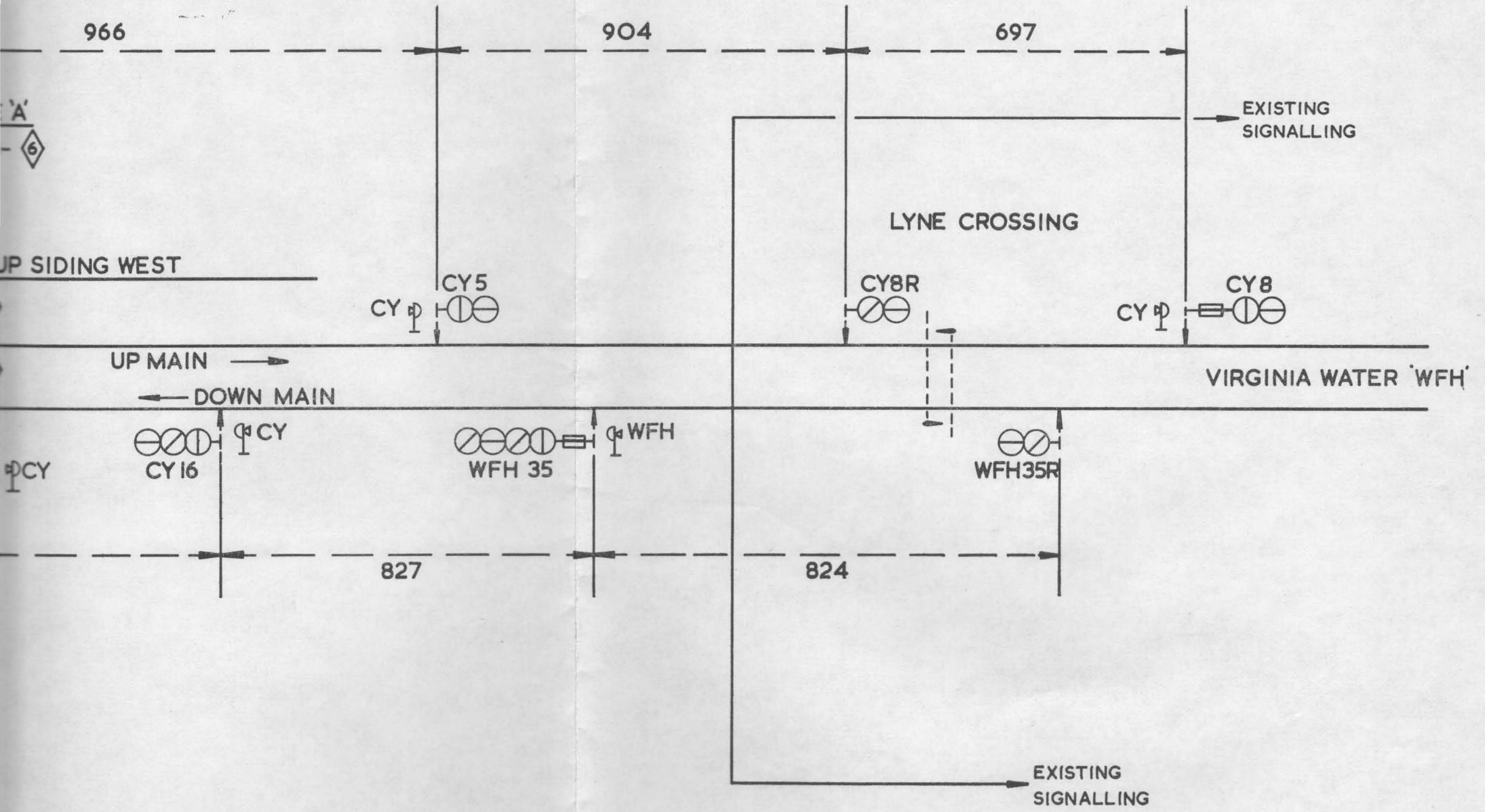
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-  = JUNCTION INDICATOR - Rule 35(e)
 -  = GREEN ASPECT
 -  = YELLOW ASPECT
 -  = RED ASPECT
- } Rule 35(b)(i) and Rule 43
-  = ROUTE INDICATOR (Numeral indicates total number of routes)
 -  = POSITION LIGHT SUBSIDIARY SIGNAL (Draw ahead) - Rule 35(b)(iii) and Rule 44A.
(Normally out-proceed aspect is two white lights at 45°)
 -  = BANNER REPEATING SIGNAL - Rule 42
 -  Denotes AUTOMATIC SIGNAL - Rule 35(c)(i)
 -  Denotes SEMI-AUTOMATIC SIGNAL - Rule 35(c)(ii)
 -  = A.W.S. INDUCTOR
 -  = TELEPHONE
 -  = POSITION LIGHT SHUNTING SIGNAL - Rule 35(b)(iii) and Rule 47
(Normal indication - one red light on left and one white light on right in horizontal position.
Proceed indication - Two white lights at 45°)
 -  Y = As above but with YELLOW light instead of red light
 -  = LIMIT OF SHUNT INDICATOR
 -  = 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 - Rule 55
 -  = NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.
 -  = 2-ASPECT SINGLE-UNIT SEARCHLIGHT STOP SIGNAL

ALL DISTANCES IN YARDS.



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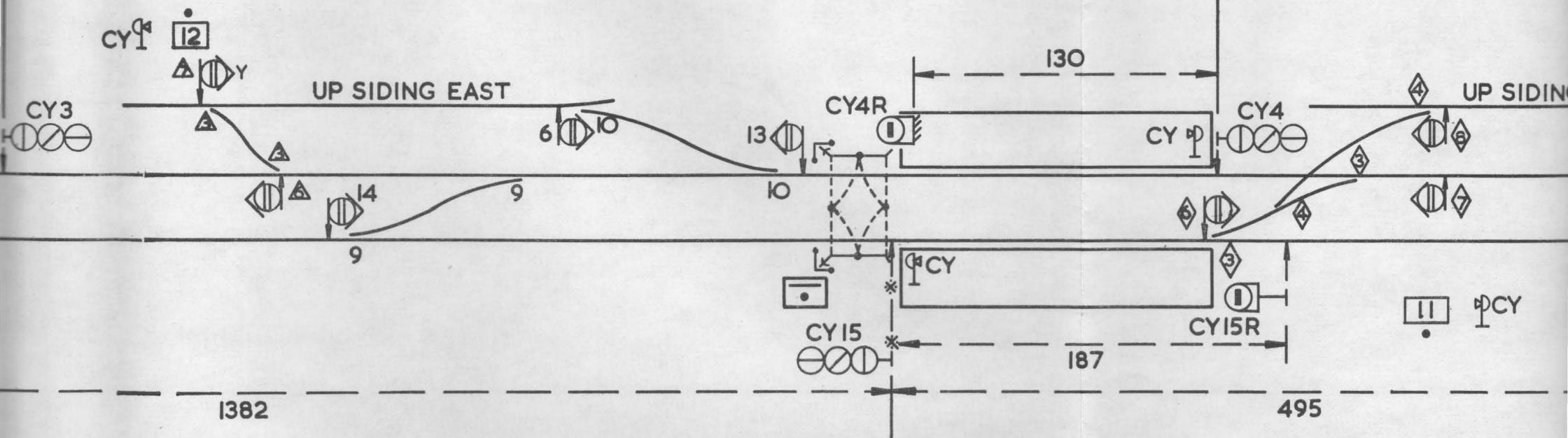
CHERTSEY G.F. 'B'

Nos SHOWN THUS :- \triangle

CHERTSEY
PREFIX 'CY'

CHERTSEY G.F. 'A'

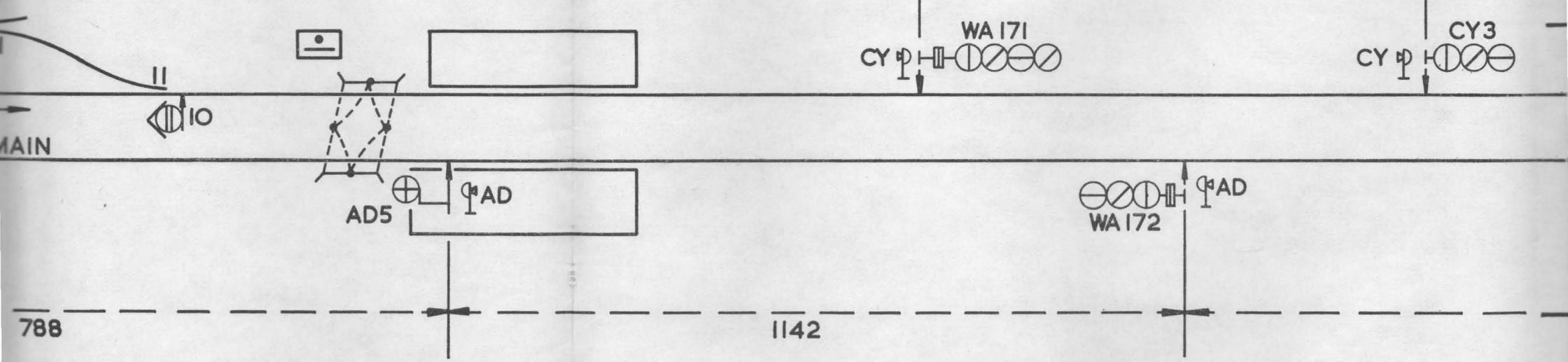
Nos. SHOWN THUS :- \diamond



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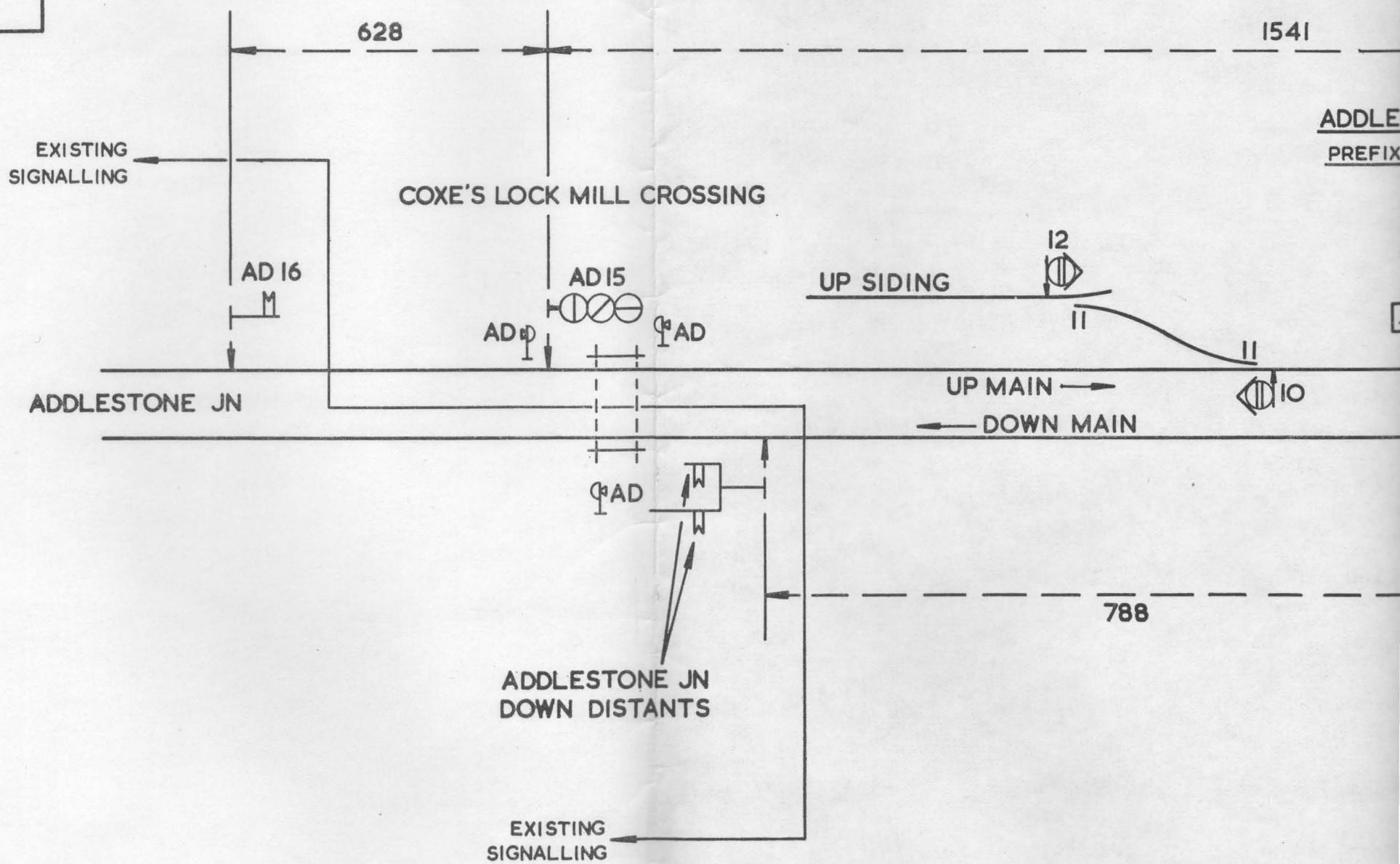
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ADDLESTONE
PREFIX :- 'AD'



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