



SOUTHERN REGION—SOUTH WESTERN DIVISION

C. J. Woodstenholmes,

**INTRODUCTION OF COLOUR LIGHT
SIGNALLING BETWEEN ASH VALE JUNCTION
AND ALDERSHOT
ON
SUNDAY, 23rd AUGUST, 1970**

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good lookout for handsignals.

Colour light signalling with track circuit block working will be introduced between Ash Vale Junction, Ash Crossing and Aldershot 'A' signal boxes.

Aldershot Junction North and Aldershot Government Siding signal boxes will be abolished.

A new 2 lever ground frame to be known as Aldershot 'A' Ground Frame 'A' will be brought into use close to the former Aldershot Government Siding signal box and will control movements to the Government Siding. The new ground frame will be released by Aldershot 'A' signal box.

New catch points in the up main line, 600 yards in rear of signal HW.15, previously clipped and padlocked out of use, will be brought into use.

New catch points in the down branch line from Ash Crossing, 845 yards in rear of signal WA.529, previously clipped and padlocked out of use, will be brought into use.

The trailing points in the down main line leading from the down branch line, opposite the former Aldershot Junction North signal box, will in future be spring operated and normally lie for movements from the down branch line.

New controlled signals will be fitted with a plate bearing prefix letters and a number, the letters indicating the signal box from which they are controlled as follows:—

Signal Box	Prefix Letters
Ash Vale Junction	HW
Aldershot 'A'	AS

Automatic stop signals will be prefixed by the letters WA. For the purposes of Rule 55, paragraph (h) (ii), signal ASA.526 must be regarded as a semi-automatic signal.

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.

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.

C. A. ROSE.
Divisional Manager.

SIGNALLING RECORD SOCIETY

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**SIGNAL APPLICATIONS
ALDRSHOT 'A'**

Signal No.	Type R - Running S - Subsidiary	Indication	Application
AS.2	R		From Down Main to Down Loop
	R	NIL	Along Down Main
	S	M	Along Down Main
AS.20	R	NIL	Along Up Main
	R		From Up Main to Up Branch

**SIGNAL APPLICATIONS
ASH VALE JUNCTION**

Signal No.	Type R - Running S - Subsidiary	Indication	Application
HW.15	R		From Up Main to Up Branch
	R	NIL	Along Up Main

-  = 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.
 -  = SPRING TRAILING POINTS

ALL DISTANCES IN YARDS.

