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Signal Instruction
No. 47 S.W.D.

SOUTHERN REGION – SOUTH-WESTERN DIVISION

**INTRODUCTION OF
COLOUR LIGHT SIGNALLING
IN THE AREA
SUNNINGDALE, ASCOT,
BRACKNELL AND CAMBERLEY
ON
SUNDAY, 19th MAY, 1974**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

On Sunday, 19th May, colour light signalling will be introduced in the area Sunningdale, Ascot, Bracknell and Camberley. Track circuit block working will be introduced between Sunningdale, Ascot and Camberley. Ascot 'B' signal box will be renamed Ascot.

At Ascot, all points at present secured out of use will be brought back into use. Nos 2 and 1 Roads will be renamed Down and Up Main lines respectively. No. 3 Road will be renamed the Down Platform Loop. The Down and Up Branch lines will be renamed Down and Up Frimley lines. 'Off' indicators working in conjunction with platform starting signals as shown on the diagram will be provided.

At Sunningdale, Down Main line signal SD.15R will be brought into use working as a 2-aspect (yellow/green) signal, the red aspect being temporarily blanked out of use.

Between Ascot and Sunningdale, Up Main line signal D.6 will become a 3-aspect (red/yellow/green) signal, the red aspect being brought into use, and will be renumbered SD.322.

Between Ascot and Bracknell, Down Main line signal F.351 will be renumbered WM.351 and the telephone will in future communicate with Wokingham signal box. Signal F.351R will become a 3-aspect (Red/yellow/green) signal, the red aspect being brought into use, and will be renumbered F.349.

New colour light signals will be fitted with a plate bearing prefix letter(s) and a number, the prefix letter(s) indicating the controlling signal box or, in the case of automatic signals, the signal box with which the telephone communicates, as follows:

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Signal Box	Prefix Letters
Sunningdale	SD
Ascot	F
Camberley	CB
Wokingham	WM

Telephones will be provided at or adjacent to the new stop signals and at certain other locations as indicated on the diagram, the prefix letter(s) indicating the signal box with which they communicate.

New catch points, which are at present secured out of use, will be brought into use as shown on the diagram.

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

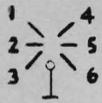
(See back page for Signal Applications.)

Wimbledon
May 1974

(R/SA/1308/20/4)

L. S. EDWARDS
Divisional Manager

ALL DISTANCES IN YARDS.



= JUNCTION INDICATORS - The Rule Book, Section C, Clause 3.1.6.



= GREEN ASPECT



= YELLOW ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= RED ASPECT



= ROUTE INDICATOR (Numeral indicates total number of routes).



= POSITION LIGHT SIGNAL - The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 3.1.4. and 5.1.1.



= BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 3.3.1 and 5.5.



= Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3 and 3.3.4.



= Denotes SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.4 and 3.3.4.



= A.W.S. INDUCTOR.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL - The Rule Book, Section C, Clauses 3.1.5 and 5.2.



= As above but with YELLOW light instead of red light.



= LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2 and 5.6.



= 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 - The Rule Book, Section K, Diagram No. 1.



= NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.



= SPRING TRAILING POINTS.

Where the suffix letter 'R' is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

ASCOT
LIST OF SIGNAL APPLICATIONS

Signal No.	Type R – Running S – Subsidiary	Indication	Application
323	R	Position 1	From Down Main to Down Platform Loop
323	R	Nil	Along Down Main
323	R	Position 4	From Down Main to Up Main
324	R	Nil	From Down Platform Loop to Up Main
324	S	Nil	Shunting from Down Platform Loop to Down Siding
326	R	Nil	From Down Main to Up Main
331	R	Position 1	From Down Main to Down Frimley
331	R	Nil	Along Down Main
333	R	Position 1	From Up Main to Down Frimley
333	R	Nil	From Up Main to Down Main
334	R	Nil	From Up Frimley to Up Main
334	S	U	From Up Frimley to Up Main Draw – Ahead
334	R	Position 4	From Up Frimley to Down Main.
334	S	Position 4	From Up Frimley to Down Main Draw – Ahead
334	R	Position 5	From Up Frimley to Down Platform Loop
334	S	Position 5	From Up Frimley to Down Platform Loop Draw – Ahead
346	R	Nil	Along Up Main
346	S	U	Along Up Main Draw – Ahead
346	R	Position 4	From Up Main to Down Main
346	S	Position 4	From Up Main to Down Main Draw – Ahead
501	S	Nil	Shunting from Up Main to Down Platform Loop
501	S	Nil	Shunting from Up Main to Down Main
501	S	Nil	Shunting Back Along Up Main
503	S	Nil	Shunting from Down Siding to Down Platform Loop
504	S	Nil	Shunting from Down Frimley to Up Main
504	S	Nil	Shunting from Down Frimley to Down Main
504	S	Nil	Shunting from Down Frimley to Down Platform Loop
506	S	Nil	Shunting from Down Main to Up Main
506	S	Nil	Shunting Back Along Down Main

