



Mr L. E. P. 1988  
e8  
Signal Instruction  
No. 50 S.W.D.

SOUTHERN REGION – SOUTH-WESTERN DIVISION

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**INTRODUCTION OF  
COLOUR LIGHT SIGNALLING BETWEEN  
HASLEMERE AND PETERSFIELD  
IN STAGES, ON DATES  
TO BE ADVISED**

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THIS INSTRUCTION MUST BE RETAINED UNTIL FURTHER NOTICE

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DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

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Stages 1, 2 and 3, which comprised minor alterations to signals, have been published previously in Section 'C' of the P/EW special notice and completed.

The dates on which various stages will be introduced will be advised in Section 'C' of the relevant weekly P/EW special notice.

**Stage 4 – Between Liss and Petersfield (down line only)**

Petersfield down distant signal (PF.5) will be abolished.

The following colour light signals will be introduced:

PF.233 (working as a 2-aspect (yellow/green) signal).

PF.235 (with telephone to Petersfield box).

**Stage 5 – Liss to Petersfield**

At Liss the following signals will be abolished:

Down home (RW.5)

Up home

Up distant (RW.20)

The following signals will be introduced:

PF.236 (with telephone to Petersfield box)

RW.19

**Signal PF.233** – The red aspect and automatic signal identification plate will be brought into use, together with a telephone to Petersfield box.

**Signal PF.238** – The yellow aspect and automatic signal identification plate will be brought into use.

The catch points in the down line in rear of signal PF.235 will be brought into use.

A diamond sign will be provided on signal RW.19; a telephone will not be provided thereat.

**Track Circuit Block working on both lines will be introduced between Liss and Petersfield boxes.**

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### Stage 6 – Liphook to Liss

The following signals will be abolished:

Langley Intermediate down home and distant.

Langley Intermediate up distant.

Liss up starting.

Liss up advanced starting.

The following signals will be introduced:

RW.18 (diamond sign on signal; a telephone will not be provided).

PF.230 (with telephone to Petersfield box; acts as distant for Langley Intermediate up home signal).

Signal RW.4 will be renewed as a 3-aspect (red/yellow/green) signal, and will become a down intermediate home signal controlled from Liphook. An intermediate signal identification plate will be provided, together with a telephone to Liphook box.

A 3-aspect down intermediate distant signal controlled from Liphook will be provided. This signal will work as a 2-aspect (yellow/green) signal, the red aspect being temporarily obliterated.

The catch points in the up line in rear of signal PF.230 will be brought into use.

### Stage 7 – Haslemere to Petersfield, introduction of final signalling

The remaining colour light signals will be introduced, together with Track Circuit Block working between Haslemere and Petersfield. Liphook and Liss signal boxes will be abolished. The level crossing barriers at Liss station will be operated/supervised by closed circuit television from Petersfield box.

The down intermediate distant and home signals between Liphook and Liss will become automatic signals and numbered PF.227 and PF.229 respectively. The red aspect on signal PF.227 will be brought into use.

The diamond signs will be removed from the following signals which will be renumbered as shown:

Existing number	New number
RW.6	PF.231
RW.18	PF.232 (automatic signal)
RW.19	PF.234

New signals will be fitted with a plate bearing prefix letters and a number, the letters indicating the controlling signal box, or in the case of an automatic signal, the signal box with which the telephone communicates as follows:

Signal Box	Prefix letters
Haslemere	EW.
Petersfield	PF.

A telephone will be provided at or adjacent to the new signals, and at certain other locations as shown on the enclosed diagram, the prefix letters indicating the signal box with 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.

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

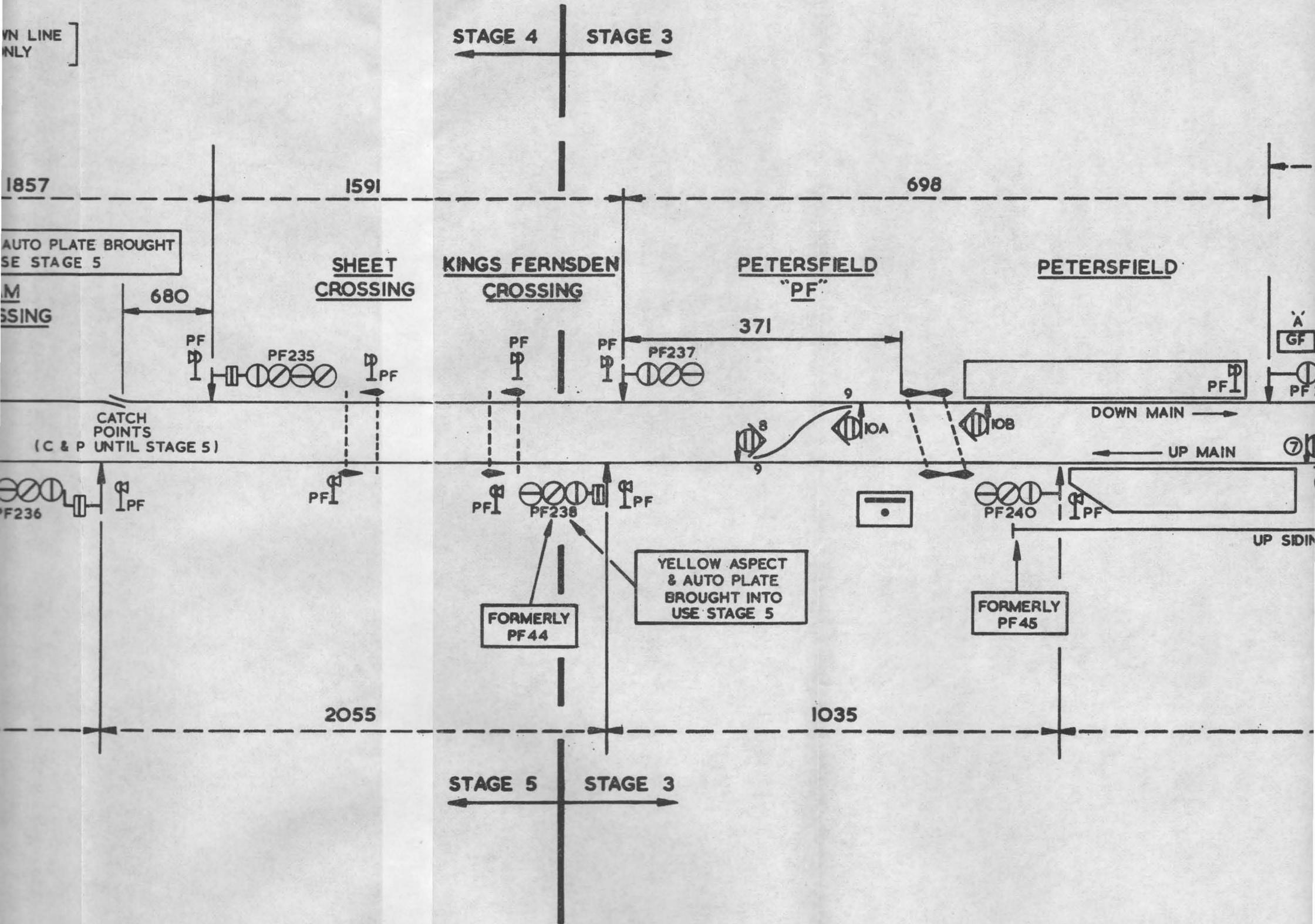


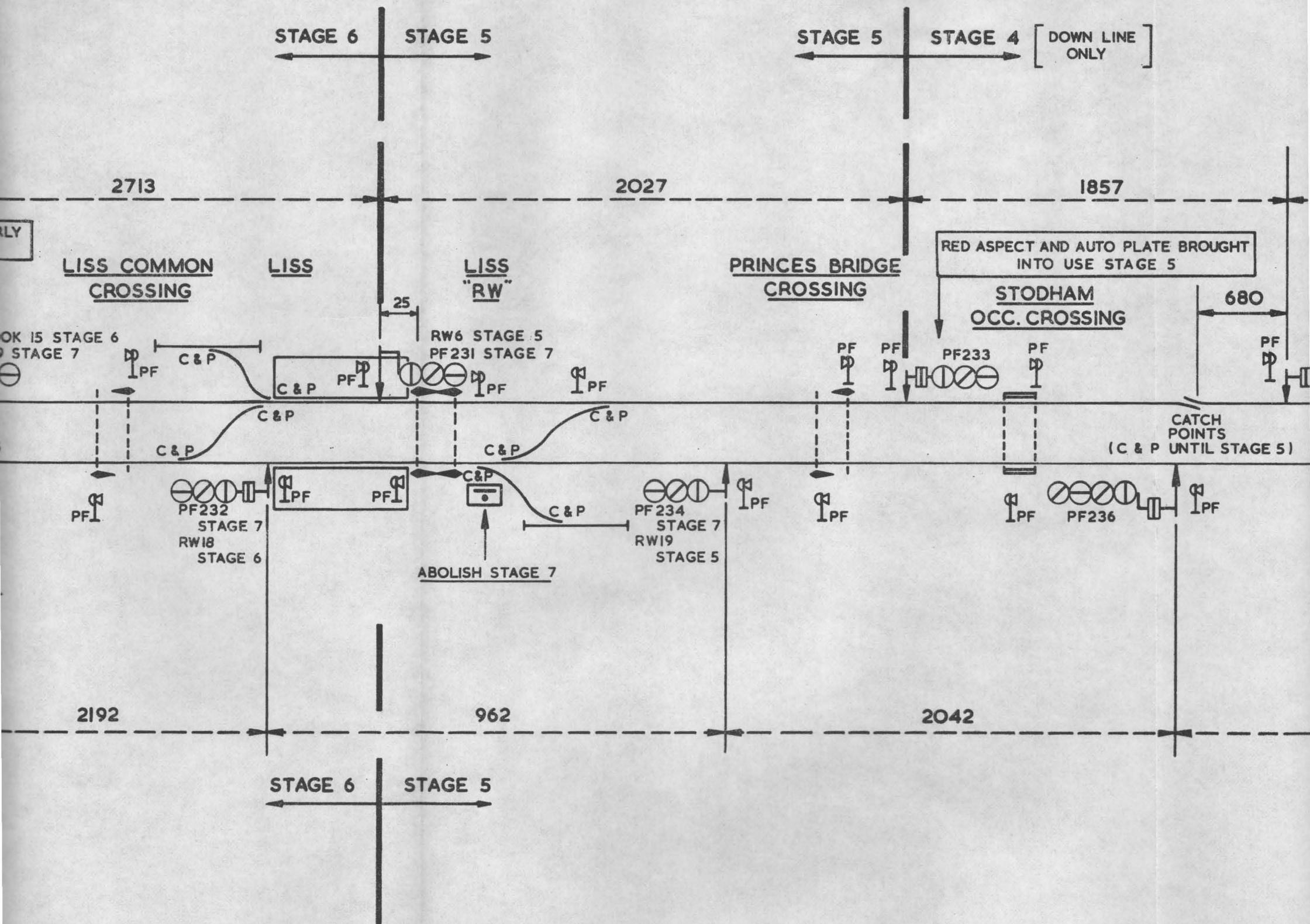
= SPRING TRAILING POINTS.

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.

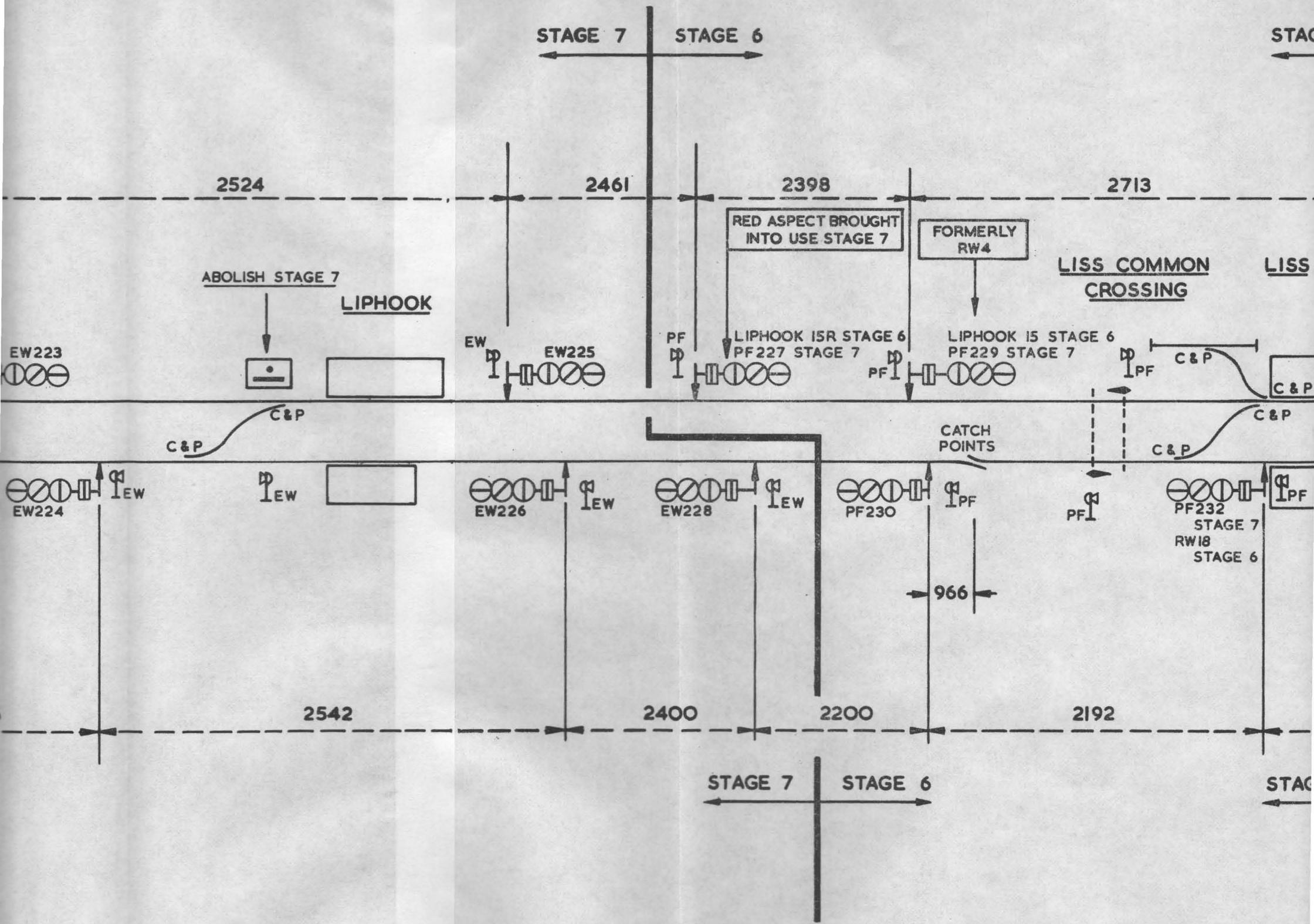


**NOTE:- EXISTING COLOUR LIGHT SIGNALS RENUMBERED.**

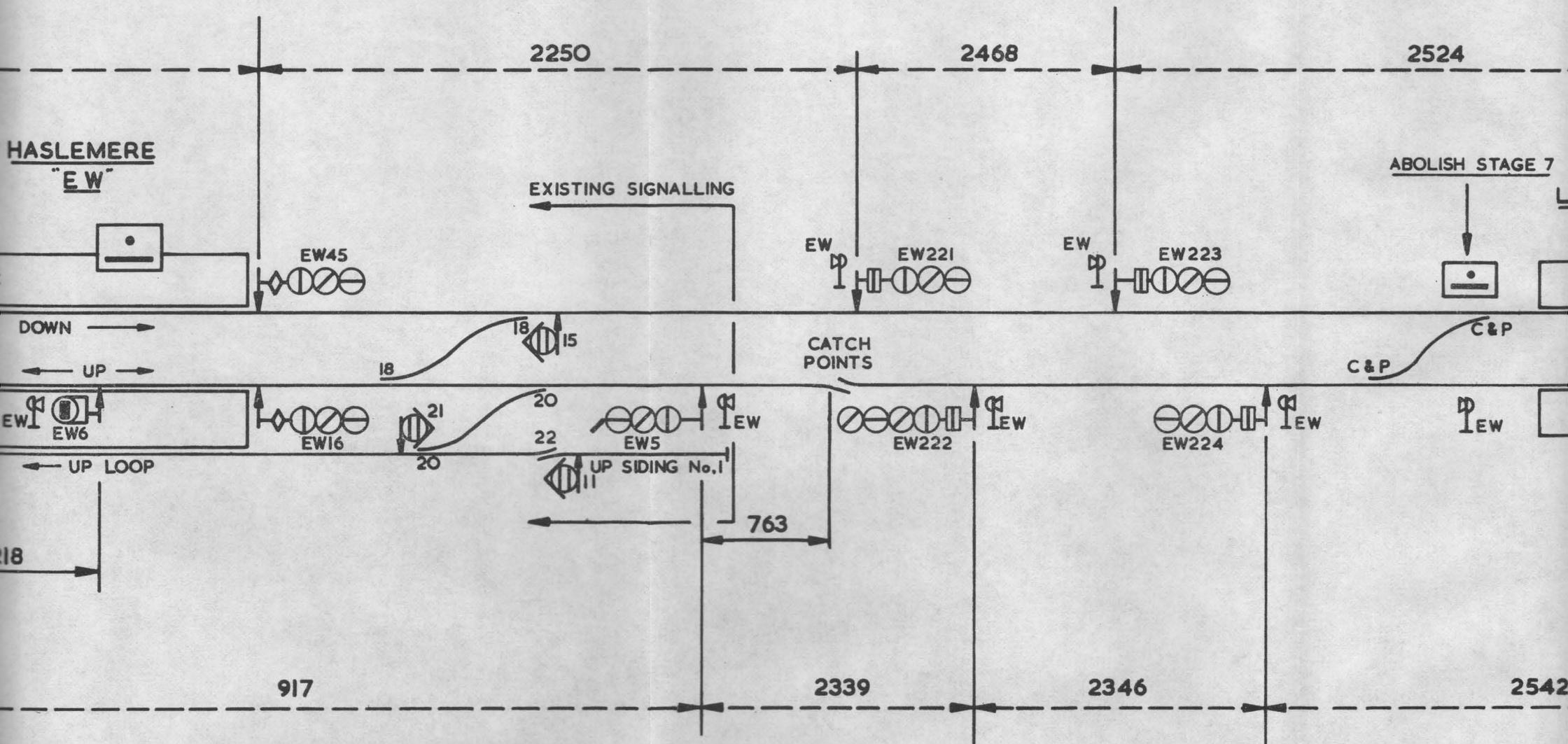




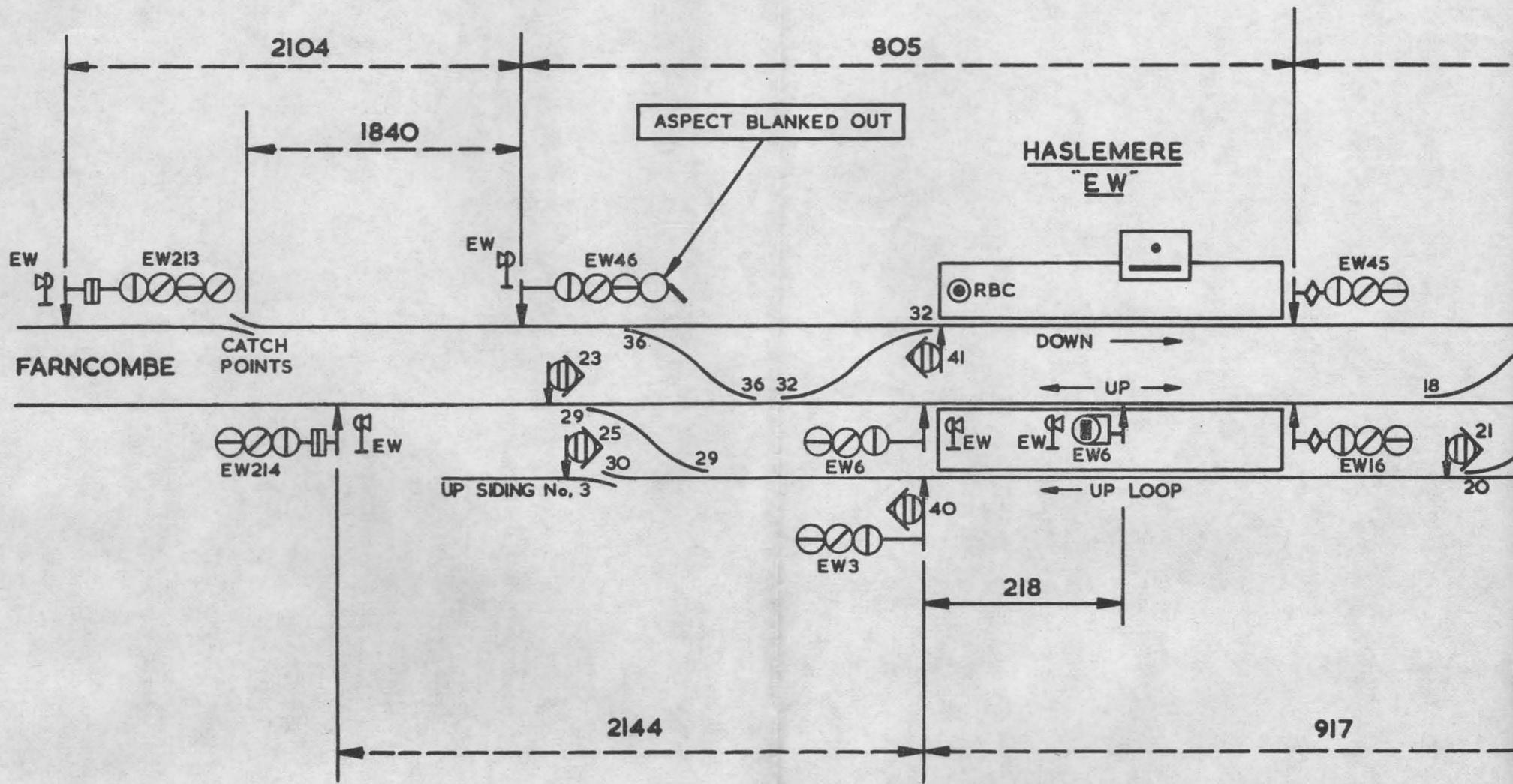
NOTE:- C & P - CLIPPED & PADLOCKED.



NOTE:- C & P



INAL INSTRUCTION  
No. 50 SWD.



**SIGNAL INSTRUCTION  
No. 50 SWD.**

