

# British Railways

SOUTHERN REGION

Signal Instruction  
No. 8 S.W.D.

## SOUTH WESTERN DIVISION

Instructions to all concerned as to

### **BRINGING INTO USE OF NEW PANEL SIGNAL BOX AT GUILDFORD AND INTRODUCTION OF COLOUR LIGHT SIGNALS BETWEEN LONDON ROAD (GUILDFORD), GUILDFORD YARD, GUILDFORD SOUTH, SHALFORD JUNCTION, SHALFORD AND PEASMARSH JUNCTION**

(in place of existing semaphore running signals)

**ALSO  
PERMANENT WAY ALTERATIONS AT GUILDFORD,  
ABOLITION OF EXISTING GUILDFORD YARD, GUILDFORD SOUTH,  
SHALFORD JUNCTION AND PEASMARSH JUNCTION SIGNAL BOXES AND  
CONVERSION OF LONDON ROAD (GUILDFORD) SIGNAL BOX TO A  
GROUND FRAME**

**On SUNDAY, 17th APRIL, 1966**

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

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Commencing at 23 00 on Saturday, 16th April, 1966, full colour light signalling will be brought into use in place of the existing signalling between the above-mentioned places and certain points at Guildford will be clipped and padlocked.

Guildford Yard, Guildford South, Shalford Junction and Peasmarsh Junction signal boxes will be abolished and a new signal box to be known as GUILDFORD will be provided 50 yards the station side of the existing Guildford Yard signal box.

London Road (Guildford) signal box will be converted to a ground frame to be known as Ground Frame "A" and electrically released from Guildford signal box.

The Down and Up Alton lines will be renamed Down and Up Ash lines respectively.

The No. 2 Platform line (Down Cobham), No. 3 Platform line (Up Cobham), No. 4 Platform line (Down Main), No. 5 Platform line (Up Main) and No. 6/7 Platform line (Reversible) will be renamed Nos. 2, 3, 4, 5 and 6 Platform lines respectively.

The Down and Up Branch lines at Shalford Junction will be renamed Down and Up Redhill lines respectively.

White lights will be mounted on top of certain apparatus in this area. These lights will flash when illuminated and are provided only to call the attention of the Technician.

**Full details of the new signalling and permanent way alterations are shown on the diagram enclosed with this Instruction.**

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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
“ WX ”	Guildford
“ WY ”	Shalford

Automatic stop signals will be prefixed by the letters “ WA ”.

Other automatic signals not capable of exhibiting a red aspect are indicated on the enclosed diagram by the letters “ R ” or “ RWA ”. These signals will not bear an identification plate.

The new colour light running signals will consist of one, 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 lower aspect (red or yellow) of all colour light running signals will vary between 9½ 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.

#### JUNCTION AND ROUTE INDICATORS

Junction and route indicators will be provided to work in conjunction with certain signals as shown on the enclosed diagram and will apply as indicated in Rule 35, clause (e); the signal applications are shown on pages 3, 4 and 5.

#### SUBSIDIARY SIGNALS

All subsidiary signals will be of the “ position light type.”

#### TELEPHONES

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 Timetable and Books of Rules and Regulations (as shown in Supplementary Operating Instructions No. 15) and to the instructions headed “ Telephones at Stop Signals ” on pages 151 and 152 of the Western Section Appendix to the Working Timetable and Books of Rules and Regulations (as amended in Supplementary Operating Instructions No. 15 and Section “ D ” of the current Engineering Works Notice).

#### PEASMARSH JUNCTION
















The trailing points in the Up line, leading from Up Siding No. 1 and the trailing points in the Up line, leading from Up Siding No. 2, will be operated from two 2-lever ground frames to be known as Ground Frame “ C ” and “ D ” respectively, both being electrically released from Guildford signal box.


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On completion of the work shown herein, Track Circuit Block Working will apply between Guildford and Ash Crossing, Woking, Effingham Junction, Shalford and Farncombe.

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**APPLICATION OF RUNNING SIGNALS ASSOCIATED WITH JUNCTION OR ROUTE INDICATORS AND OF ALL SUBSIDIARY SIGNALS  
GUILDFORD**

Signal No.	Type R = Running S = Subsidiary	Indication	Application
5	R		Down Cobham to No. 1 Platform.
	S		Down Cobham to No. 1 Platform Calling-On.
	R	Nil	Down Cobham to No. 2 Platform.
	S	Figure 2	Down Cobham to No. 2 Platform Calling-On.
10	S	Letter M	Up Main to Middle Siding No. 1.
	R	Figure 6	Up Main to No. 6 Platform.
	S	Figure 6	Up Main to No. 6 Platform Calling-On.
	R	Figure 5	Up Main to No. 5 Platform.
	S	Figure 5	Up Main to No. 5 Platform Calling-On.
	R	Figure 3	Up Main to No. 3 Platform.
11	R		Down Main to No. 2 Platform.
	S		Down Main to No. 2 Platform Calling-On.
	R	Nil	Down Main to No. 4 Platform.
	S	Figure 4	Down Main to No. 4 Platform Calling-On.
	R		Down Main to No. 5 Platform.
	S		Down Main to No. 5 Platform Calling-On.
	R		Down Main to No. 6 Platform.
	S		Down Main to No. 6 Platform Calling-On.
	S	Letter M	Down Main to Middle Siding No. 1.
	S	Letter S	Down Main to Up Sidings.
12	R		No. 3 Platform to Up Main.
	S	Nil	No. 3 Platform to Up Goods.
	R	Nil	No. 3 Platform to Up Cobham.
14	R		No. 5 Platform to Down Ash.
	R	Nil	No. 5 Platform to Up Main.
	S	Nil	No. 5 Platform to Up Goods.
16	R	Nil	No. 6 Platform to Down Ash.
	R		No. 6 Platform to Up Main.
	S	Nil	No. 6 Platform to Up Goods.
17	R		Up Ash to No. 4 Platform.
	S		Up Ash to No. 4 Platform Calling-On.
	R		Up Ash to No. 5 Platform.
	S		Up Ash to No. 5 Platform Calling-On.

Signal No.	Type R = Running S = Subsidiary	Indication	Application
17 (contd.)	R S S S	Nil Figure 6 Letter M Letter S	Up Ash to No. 6 Platform. Up Ash to No. 6 Platform Calling-On. Up Ash to Middle Siding No. 1. Up Ash to Up Sidings.
21	R S	Nil Nil	Middle Siding No. 1 to Down Main. Shunting from Middle Siding No. 1 to Up Siding West.
33	R  R	 Nil	Down Main to Up Redhill. Along Down Main.
50	S	Nil	Shunting from Down Main to Middle Siding No. 1, or Nos. 6, 5 or 3 Platform, or back along Down Main, or to Down Siding.
51	S	Nil	Shunting from Down Goods to Nos. 2 or 1 Down Siding, or Nos. 1 or 2 Platform, or along Down Goods.
52	S	Nil	Shunting from Down Main to Nos. 4 or 2 Platform.
53	S	Nil	Shunting from Up Goods to Nos. 2 or 1 Down Siding, or Nos. 1 or 2 Platform, or Down Goods, or back along Up Goods, or to No. 3 Platform via Nos. 134, 135, 142 and 141 points, or Nos. 4, 5 or 6 Platform, or Middle Siding No. 1, or Up Sidings.
54	S	Nil	Shunting from Up Siding West to Middle Siding No. 1.
55	S	Nil	Shunting from Up Cobham to Nos. 2 or 1 Down Siding, or Nos. 1 or 2 Platform, via No. 122 points, or back along Up Cobham.
57	S	Nil	Shunting from No. 1 Down Siding to No. 2 Down Siding, or along No. 1 Down Siding, or to Nos. 1 or 2 Platform.
61	S	Nil	Shunting from Up Cobham to Nos. 2 or 3 Platform.
63	S	Nil	Shunting from Middle Siding No. 2 to No. 4 Platform.
70	S	Nil	Shunting from No. 2 Platform to Up Main, or Up Goods via Nos. 143, 141 and 134 points, or Up Cobham via No. 144 points, or back along Down Cobham, or to No. 1 Down Siding.
71	S	Nil	Shunting back along Down Ash, or from Down Ash to Up Sidings.
72	S	Nil	Shunting from No. 1 Down Siding to Up Goods or Down Goods, or Up Cobham, or back along No. 1 Down Siding.
73	S	Nil	Shunting from Up Main to Up Cobham or Nos. 4, 5 or 6 Platform, or Middle Siding No. 1, or Up Sidings.
74	S	Nil	Shunting from No. 2 Down Siding to Up Goods, or Down Goods, or Up Cobham, or No. 1 Down Siding.

Signal No.	Type		Indication	Application
	R = Running	S = Subsidiary		
75		S	Nil	Shunting from Down Ash to Nos. 4, 5 or 6 Platform, or Middle Siding No. 1, or Up Sidings.
76		S	Nil	Shunting from Down Cobham to Up Goods, or Down Goods, or Up Cobham.
77		S	Nil	Shunting back along No. 3 Up Siding.
78		S	Nil	Shunting from Down Goods to Up Goods, or back along Down Goods.
79		S	Nil	Shunting along Middle Siding No. 1.
80		S	Nil	Shunting along Up Goods.
82		S	Nil	Shunting from No. 4 Platform to Down Ash, or Up Main, or Up Goods, or Middle Siding No. 2.
86		S	Nil	Shunting along Middle Siding No. 1, or from Middle Siding No. 1 to Down Ash, or Up Main, or Up Goods.
87		R	Nil	Stop signal country end of No. 5 Platform (permanent red aspect).
		S	Nil	Shunting from No. 5 Platform to Down Main.
88		S	Nil	Shunting from Middle Siding No. 1 to No. 3 Up Siding.
90		S	Nil	Shunting along Nos. 4 or 3 Up Siding, or from Up Sidings to Down Ash, or Up Main, or Up Goods.
91		S	Nil	Shunting from Down Siding to Down Main.
92		S	Nil	Shunting from Up Sidings to Down Ash.

#### GUILDFORD GROUND FRAME "B"

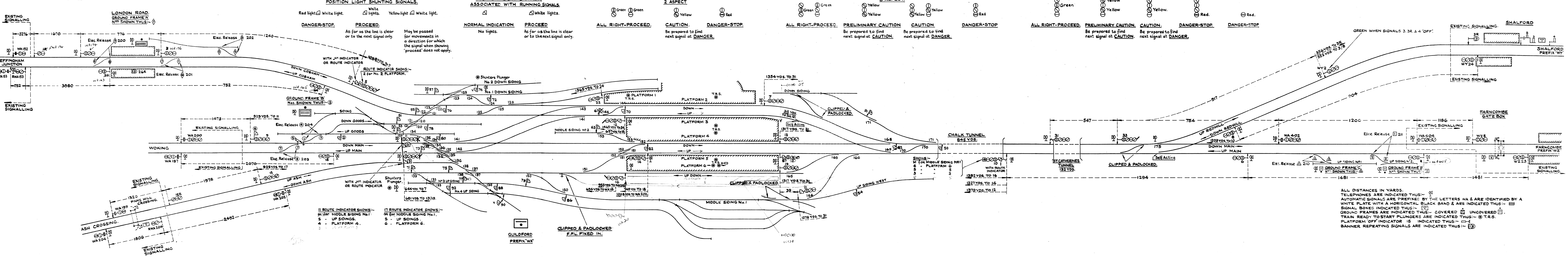
Signal No.	Type		Indication	Application
	R = Running	S = Subsidiary		
2		S	Nil	Shunting from Up Goods to Up Main, or along Up Goods.
6		S	Nil	Down Main to Goods.

Wimbledon,  
April, 1966

**F. P. B. TAYLOR,**  
Divisional Manager.

(ELEC/R/SA 314/20/5)

SIGNAL INSTRUCTION  
No. B S.W.D.



POSITION LIGHT SHUNTING SIGNALS.

Red light White light White lights Yellow light White light

DANGER-STOP.

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

PROCEED.

May be passed for movements in a direction for which the signal when showing 'proceed' does not apply.

POSITION LIGHT SIGNALS. ASSOCIATED WITH RUNNING SIGNALS.

No lights. White lights.

NORMAL INDICATION.

No lights.

PROCEED.

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

2 ASPECT.

Green Green

ALL RIGHT-PROCEED.

Green Green

CAUTION.

Yellow Red

DANGER-STOP.

Be prepared to find next signal at DANGER.

RUNNING SIGNALS. 3 ASPECT.

Yellow Yellow Green Green

ALL RIGHT-PROCEED.

Yellow Yellow Green Green

PRELIMINARY CAUTION.

Be prepared to find next signal at CAUTION.

CAUTION.

Be prepared to find next signal at DANGER.

4 ASPECT.

Green Yellow Yellow Red

ALL RIGHT-PROCEED.

Green Yellow Yellow Red

PRELIMINARY CAUTION.

Be prepared to find next signal at CAUTION.

CAUTION.

Be prepared to find next signal at DANGER.

DANGER-STOP.

Red Red

DANGER-STOP.

Red

ALL DISTANCES IN YARDS.  
TELEPHONES ARE INDICATED THIS:-   
AUTOMATIC SIGNALS ARE PREFIXED BY THE LETTERS WA & ARE IDENTIFIED BY A WHITE PLATE WITH A HORIZONTAL BLACK BAND & ARE INDICATED THIS:-   
SIGNAL BOXES INDICATED THIS:-   
GROUND FRAMES ARE INDICATED THIS:- COVERED UNCOVERED   
TRAIN READY TO START PLUNGERS ARE INDICATED THIS:- T.R.S.  
PLATFORM 'OFF' INDICATOR IS INDICATED THIS:-   
BANNER REPEATING SIGNALS ARE INDICATED THIS:-