



British Rail

Southern

SOUTH WESTERN DIVISION

C. J. Woodsterholmes

**INTRODUCTION OF
COLOUR LIGHT SIGNALS AND TRACK CIRCUIT
BLOCK WORKING BETWEEN EAST PUTNEY,
WIMBLEDON PARK AND WIMBLEDON 'A'
ON
SUNDAY, 29th NOVEMBER, 1970**

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

Colour light signals and track circuit block working will be introduced between East Putney, Wimbledon Park and Wimbledon 'A' signal boxes.

Cromer Road, Southfields and Revelstoke Road signal boxes will be abolished.

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:-

<i>Signal Box</i>	<i>Prefix Letters</i>
East Putney	WBE
Wimbledon Park	WBF
Wimbledon 'A'	WH

Automatic stop signals will be prefixed by the letters WA. For the purposes of Rule 55, paragraph (h) (ii), signals WBF.18, WBF.17 and WBF.2 must be regarded as semi-automatic signals.

Telephones will be provided at or adjacent to each of the new signals as indicated on the enclosed diagram; the prefix letters indicate the signal box to which they communicate.

When Wimbledon Park signal box is switched out of circuit, signals WBF.18, WBF.17 and WBF.2 will work as automatic signals. In these circumstances the telephones at WBF.18 and WBF.17 will communicate with Wimbledon 'A' signal box and the telephone at WBF.2 will communicate with East Putney signal box.

Trainstops will be provided at all stop signals and it is possible, due to sluggish operation of the trainstop, for a dual aspect to be momentarily displayed by a signal. Should a dual aspect remain displayed Drivers must immediately telephone the signal box concerned.

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

Wimbledon,
November, 1970.

(R/SA/479/20)

SIGNALLING RECORD SOCIETY

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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)(ii) 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
 -  = TRAIN STOP

ALL DISTANCES IN YARDS.

