

# SOUTHERN RAILWAY

Signal Instruction  
No. 28, 1937.

Instructions to all concerned as to  
**INTRODUCTION OF COLOUR LIGHT SIGNALS AT WOKING,  
WORPLESDON AND GUILDFORD**

(In place of existing semaphore running signals)

AND

**PROVISION OF ADDITIONAL SECTIONS BETWEEN WOKING  
AND GUILDFORD;**

ALSO

**BRINGING INTO USE NEW SIGNAL BOX AT WOKING AND  
ABOLITION OF EXISTING WOKING EAST, WOKING YARD,  
WOKING JUNCTION AND GUILDFORD NORTH SIGNAL BOXES**

**ON SUNDAY, 27th JUNE, 1937.**

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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 12.5 a.m. on Sunday, 27th June, the existing semaphore running signals at Woking and Worplesdon will be abolished and colour light signals installed in lieu thereof. At Guildford certain semaphore running signals will be abolished and new colour light signals installed, and, in addition, at Guildford and Shalford Junction, certain alterations will be made in connection with the semaphore signals.

New colour light signals providing additional sections will be installed on the down and up lines between Woking and Guildford.

The existing Woking East, Woking Yard and Woking Junction signal boxes will be abolished. A new signal box, to be known as Woking, will be provided at the Western end of the station and the points at present worked from Woking East, Woking Yard and Woking Junction signal boxes will be operated from the new signal box.

Guildford North signal box will be abolished and a new ground frame ("A") will be provided adjacent to the up Alton line for the operation of the crossover road between the down and up Alton lines and connection between the up Alton line and up siding. A new ground frame ("B") will be provided adjacent to the Goods lines for the operation of the crossover road between the down and up main lines, connection between the down main line and goods lines and relevant signals. The new ground frames will be electrically controlled from Guildford Yard box and worked in accordance with the instructions under the heading "Standard electrical release lever control" appearing on page 96 of the Standard Block Regulations, also on page 11 of the book of instructions for information of Drivers, Firemen and Guards.

A diagram showing the new and altered signals and their location is enclosed with this notice, the signals being prefixed by letters to denote from which box the signals are worked, as follows :—

Prefix letters.	Signal box.
W.V. W.W. W.X. W.Y.	Woking. Worplesdon. Guildford Yard. Guildford South.

Automatic signals will be prefixed by the letters W.A.

Worplesdon signal box will be switched out of circuit for certain periods and during these periods the running signals will work automatically.

A plate bearing the prefix letters and the number of the signal will be fixed to each colour light signal post.

The colour light running signals will show four, three or two aspects and will be known as automatic, semi-automatic or controlled signals, viz :—

Automatic signals are those which are not worked from a signal box and are controlled by track circuit only.

Semi-automatic signals are those which are controlled from a signal box when such box is open, in addition to being controlled by track circuit, but which, when the box is closed, work automatically and are then controlled by track circuit only.

Controlled signals are those which are always controlled from a signal box and are also controlled by track circuit.

The lights of the four-aspect running signals will be arranged as shown on the diagram and not as appearing on page 4 of the General Appendix to the Working Time Tables.

The aspects of the colour light running signals will be the same by day as by night.

Colour light running signals will be fitted with small side lights repeating the aspects exhibited by the signals to assist Drivers of trains drawn close up to such signals.

Back lights will not be provided in any of the colour light running signals.

The height of the centre of the red light of the colour light running signals will vary between 12 and 16½ feet above rail level.

Track circuits have been installed throughout the area covered by the colour light signals and all colour light running signals and certain shunt signals at Woking and Worplesdon will be controlled by the track circuits.

The colour light running signals will be replaced to Danger after the engine has passed a distance varying from 15 to 440 yards beyond the signal.

"P" (proceed) signs will be provided at certain automatic and semi-automatic signals, as indicated on the diagram, for use in accordance with the instructions under the heading "Passing signals at Danger" on pages 5 and 6 of the book of instructions for the information of Drivers, Firemen and Guards.

### JUNCTION INDICATORS.

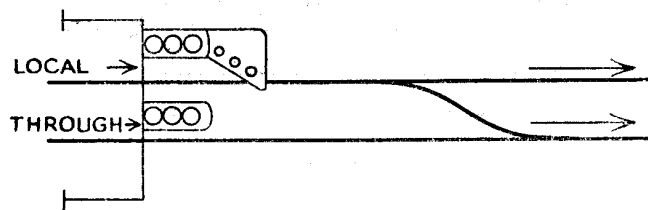
In connection with this colour light signalling scheme an indicator, known as the "Junction Indicator," to work in conjunction with certain colour light signals applicable to movements over junctions and facing crossings, will be provided. The object of the junction indicator is to avoid providing a separate signal post or doll for each diverging route at a junction or facing crossing, and the indicator will consist of a row of three lunar white lights arranged to denote by its angle with the main signal the extent of divergence intended, viz., an angle of 45 degrees for a diverging movement to the right or left, as the case may be, with a further movement of 45 degrees for every additional divergence in the same direction. No junction indication will be exhibited when the signal is at Danger or when the signal is off for a movement along the straight or main road.

The following diagrams give examples of the application of the junction indicators :—

#### EXAMPLE No. 1.

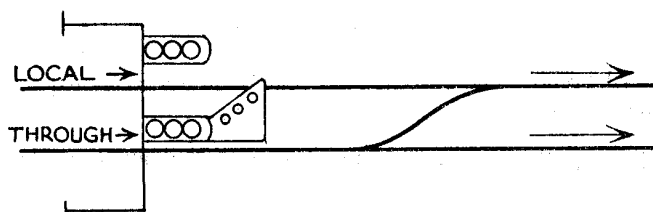
The indication will be, in addition to the running signal being off, three white lights arranged 45 degrees upper quadrant to the right or left as the case may be.

*Crossing set from local to through.*



or

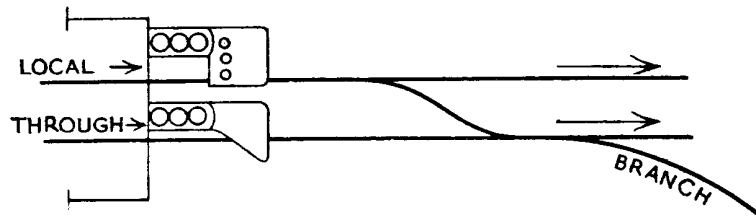
*Crossing set from through to local.*



## EXAMPLE No. 2.

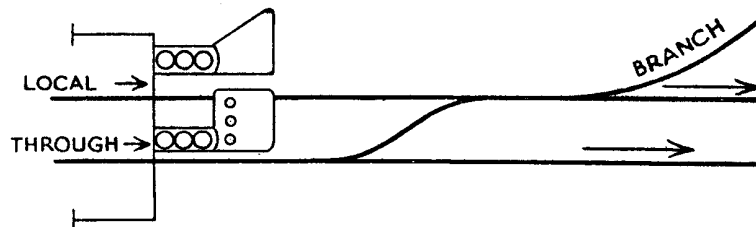
The indication will be, in addition to the running signal being off, three white lights arranged horizontally to the right or left as the case may be.

*Crossing and junction set from local to branch.*



or

*Crossing and junction set from through to branch.*



The following indicates the action to be taken in connection with any irregular working of the junction indicator :—

Nature of irregularity.	Action to be taken.
Junction indicator showing 1, 2 or 3 lights—signal aspect showing red.	Treat as Danger signal.
Junction indicator showing 1, 2 or 3 lights—signal aspect showing no light.	Treat as Danger signal.
Junction indicator showing 2 or 3 lights—signal aspect showing no main light but either yellow or green side light.	Driver must bring his train to a stand and then proceed cautiously, being prepared to stop at the next signal, if necessary. The circumstances must be reported at the next signal box.
Junction indicator showing 2 instead of 3 lights—main signal aspect showing either yellow or green.	Proceed and report the circumstances at the first convenient opportunity. It will not be necessary to stop specially for this purpose.

As soon as the Signaller becomes aware of the failure a Handsignaller must be appointed at the signal to instruct Drivers, as may be necessary, as to the route they will travel after passing the signal.

#### FAILURE OF SIDE LIGHT.

In the event of the side light of a colour light running signal being out, but the main signal is functioning correctly, a Driver must obey the indication given by the main signal. The circumstances must be reported at the first convenient opportunity but it will not be necessary to stop specially for this purpose.

#### TELEPHONES.

Telephones will be provided at or adjacent to certain signals as indicated on the diagram.

#### SIGNALLING DURING FOG OR FALLING SNOW

Fogsignalmen will not be provided at any of the colour light signals referred to in this Signal Instruction.

On completion of the work shown herein the "Instructions applicable between signal boxes where block apparatus is not provided," appearing on pages 2 to 6 inclusive of the book of instructions for the information of Drivers, Firemen and Guards, will apply as between Woking and Guildford Yard boxes.

**H. E. O. WHEELER,**  
Superintendent of Operation.

Waterloo Station,  
14th June, 1937.

(R. 57209.)