



British Rail

Southern

5/87

SOUTH WESTERN DIVISION

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
ST DENYS
AND
NORTHAM JUNCTION
(INCLUDING EASTERN DOCKS BRANCH)
ON
SUNDAY, 11th OCTOBER, 1981

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

St Denys, Mount Pleasant Crossing, Northam Junction and Chapel Crossing signal boxes will be abolished, together with Adelaide Crossing box and Canute Road Ground Frame. Colour light signalling, together with Track Circuit Block working will be introduced, controlled from Eastleigh signal box. The level crossings at Mount Pleasant and Adelaide will be supervised from Eastleigh signal box by closed circuit television. Chapel Road and Canute Road level crossings will be converted to Open Level Crossings. Full details of the signalling alterations are shown on the enclosed diagram.

All running signals will be fitted with a plate bearing the prefix letter 'E'. B.R. A.W.S. track equipment will be installed a nominal 200 yards on the approach side of each running signal. All signal post telephones will communicate with Eastleigh signal box.

The following alterations will be made to the permanent speed restrictions and full details are included in the Sectional Appendix, Part 3, South Western, Table A as amended in Periodical Operating Notice 40:

- | | |
|-------------------------|---|
| Swaythling | 75 mph – Down line, 77 mph to Northam Jn |
| St Denys | 75 mph – Down slow line to Northam Jn |
| Northam Junction | 30 mph – in both directions between down fast and down slow lines via Nos 508/509 points. |
| | 85 mph – Along up fast line to 75m 71c. |
| | 30 mph – in both directions between down fast and up fast lines via No. 507 points. |

WIMBLEDON
SEPTEMBER 1981

F. B. WHITEHALL
Divisional Manager

(R/SA1406/33/12)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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.



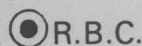
= LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.



= SIGNAL BOX.



= GROUND FRAME (Numeral indicates total number of levers).



= RETURN BELL COMMUNICATION PLUNGER.



= 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.

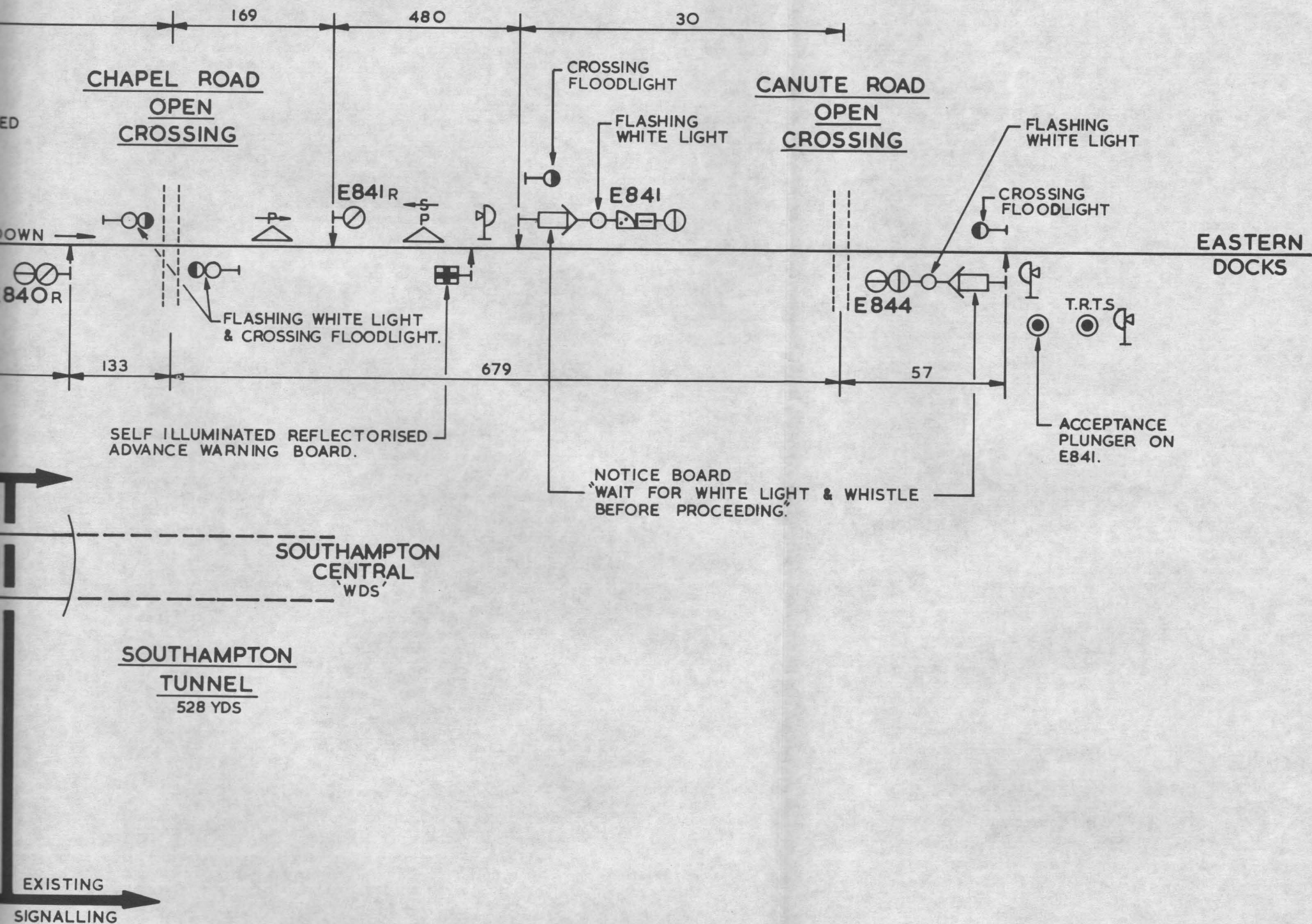
Where the suffix letter 'R' is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

SIGNAL APPLICATIONS

Signal No.	Type	Indication	Application
E703	Running	Nil	Up Netley to Down Slow
		Position 4	Up Netley to Down Fast
	Subsidiary	1	Up Netley to No. 1 Reception
		2	Up Netley to No. 2 Reception
E704	Running	Nil	Up Fast to Up Main
		Position 4	Up Fast to Down Netley
E705	Running	Position 1	Down Main to Down Slow
		Nil	Down Main to Down Fast
	Subsidiary	1	Down Main to No. 1 Reception
		2	Down Main to No. 2 Reception
E706	Running	Nil	Up Slow to Up Main over points 492
		Position 4	Up Slow to Down Netley
E707	Running	2	Down Slow to No. 2 Reception
		1	Down Slow to No. 1 Reception
		Nil	Along Down Slow
E708	Subsidiary	2	Up Fast to No. 2 Reception
		1	Up Fast to No. 1 Reception
	Running	Position 1	Up Fast to Up Slow
		Nil	Along Up Fast
E710	Subsidiary	2	Up Slow to No. 2 Reception
		1	Up Slow to No. 1 Reception
	Running	Nil	Along Up Slow
E711	Subsidiary	Nil	Down Slow to Shunting Line
	Running	Nil	Down Slow to Eastern Docks
		Position 4	Down Slow to Down Main
E713	Subsidiary	Nil	Down Fast to Shunting Line
	Running	Position 1	Down Fast to Eastern Docks
		Nil	Down Fast to Down Main
E714	Running	Position 4	Down Main to Up Fast
	Subsidiary	Nil	Down Main to No. 1 Reception
E716	Running	Position 1	Up Main to Up Slow
		Nil	Up Main to Up Fast
E840	Running	Nil	Eastern Docks to Up Fast
	Subsidiary	Nil	Eastern Docks to No. 1 Reception

SIGNAL APPLICATIONS

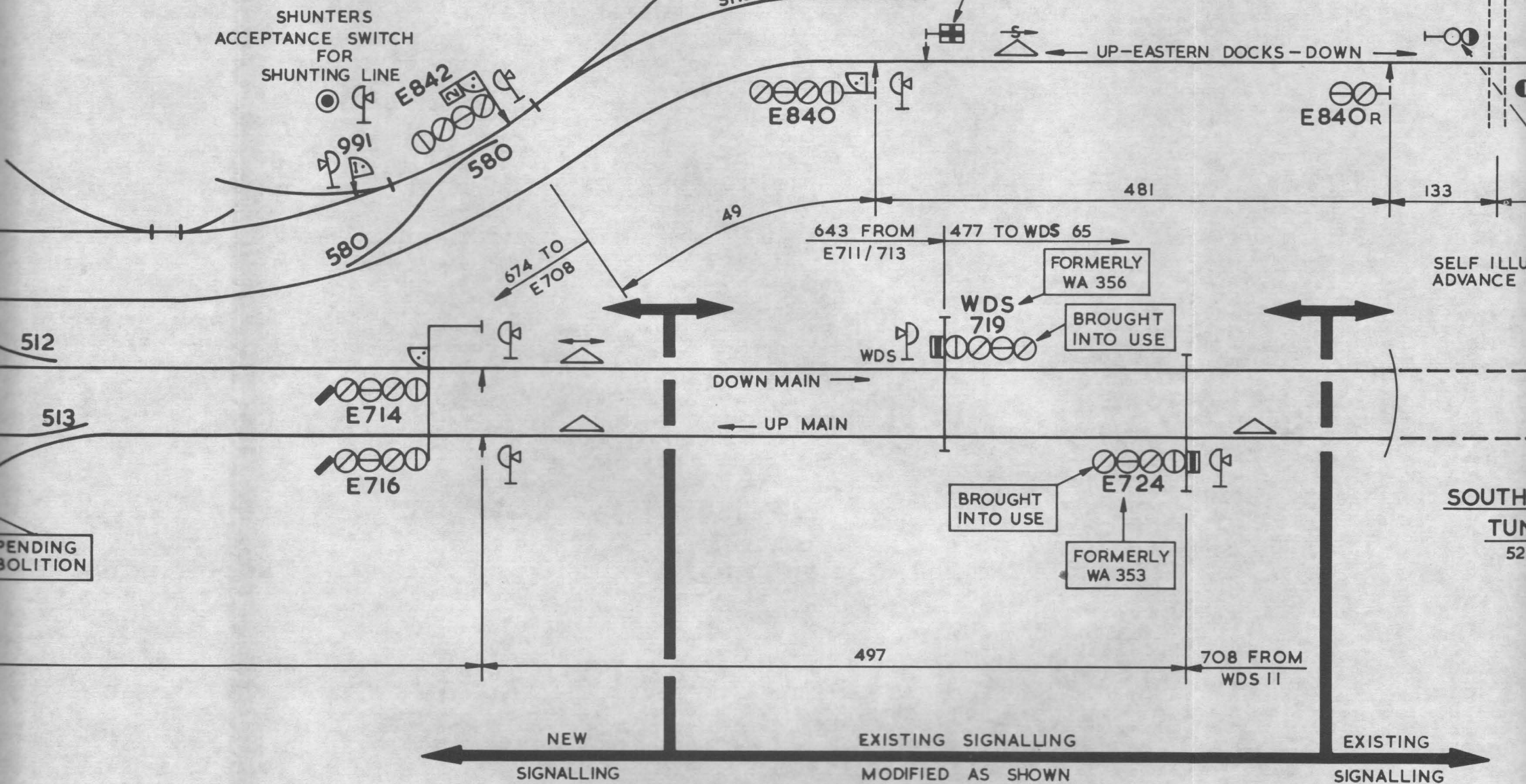
Signal No.	Type	Indication	Application
E842	Running	Nil	Shunting Line to Up Fast
	Subsidiary	R	Shunting Line to No. 1 Reception over points 509
		Y	Shunting Line to Yard
900	Shunting	I	No. 1 Reception to No. 1 Neck
		M	No. 1 Reception to Up Main over points 492
		N	No. 1 Reception to Down Netley
		X	No. 1 Reception to Up Netley Limit of Shunt
901	Shunting	Nil	Back along Up Fast to No. 1 Reception over points 492
		Nil	Back along Up Fast to No. 2 Reception over points 492
902	Shunting	Nil	No. 2 Reception to No. 2 Neck
		I	No. 2 Reception to No. 1 Neck
		M	No. 2 Reception to Up Main over points 452
		N	No. 2 Reception to Down Netley
		X	No. 2 Reception to Up Netley Limit of Shunt
903	Shunting	Nil	No. 1 Neck to No. 1 Reception
		Nil	No. 1 Neck to No. 2 Reception
909	Shunting	D	No. 1 Reception to Down Fast
		U	No. 1 Reception to Up Slow
		N	No. 1 Reception to Shunting Neck
910	Shunting	Nil	Shunting Neck to No. 2 Reception
		Nil	Shunting Neck to No. 1 Reception
911	Shunting	D	No. 2 Reception to Down Fast
		U	No. 2 Reception to Up Slow
		N	No. 2 Reception to Shunting Neck
913	Shunting	Nil	Shunting Neck to No. 2 Reception
		Nil	Shunting Neck to No. 1 Reception
917	Shunting	Y	No. 1 Reception to Yard
		N	No. 1 Reception to Shunting Neck
		D	No. 1 Reception to Eastern Docks
		M	No. 1 Reception to Down Main

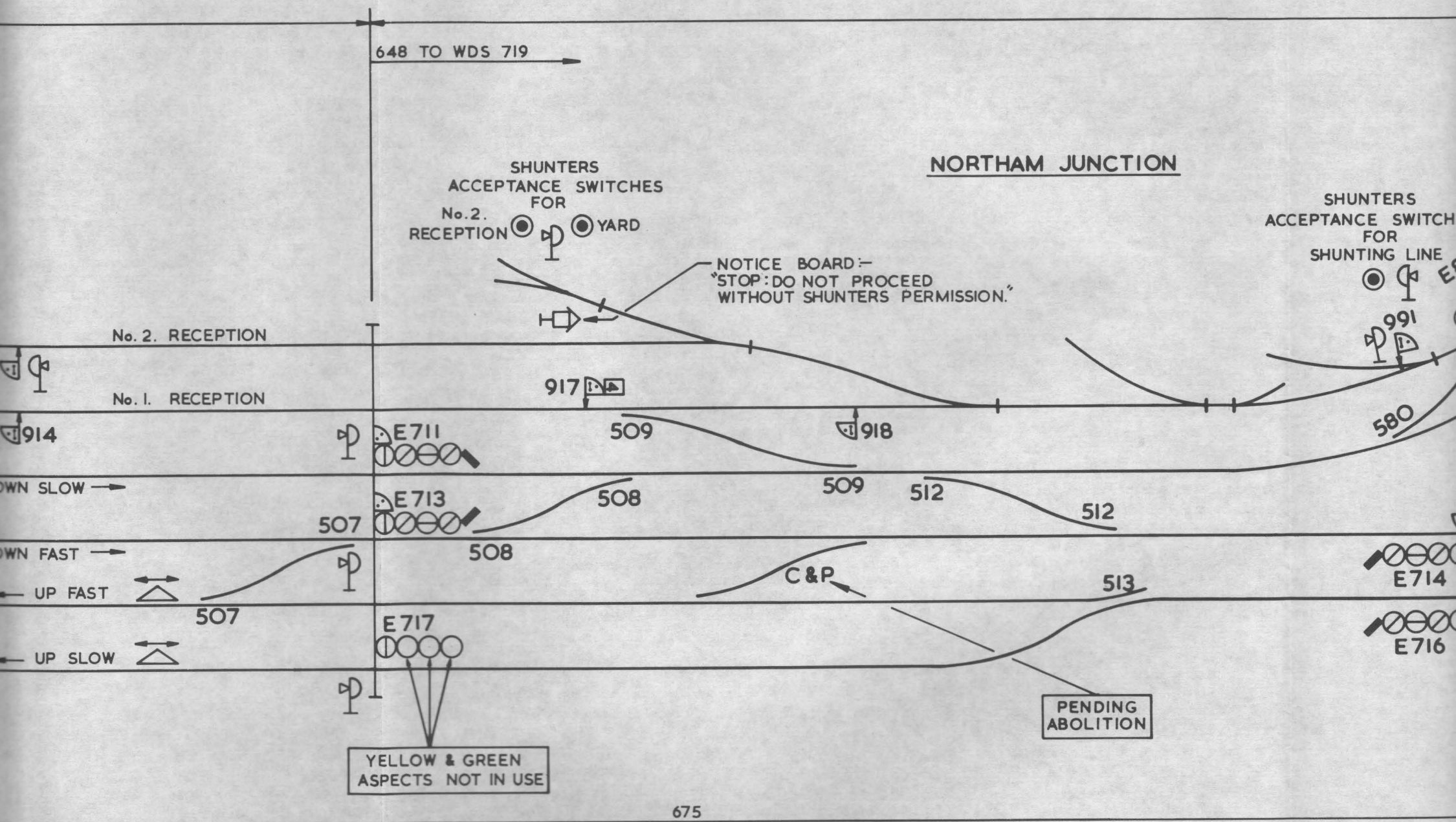


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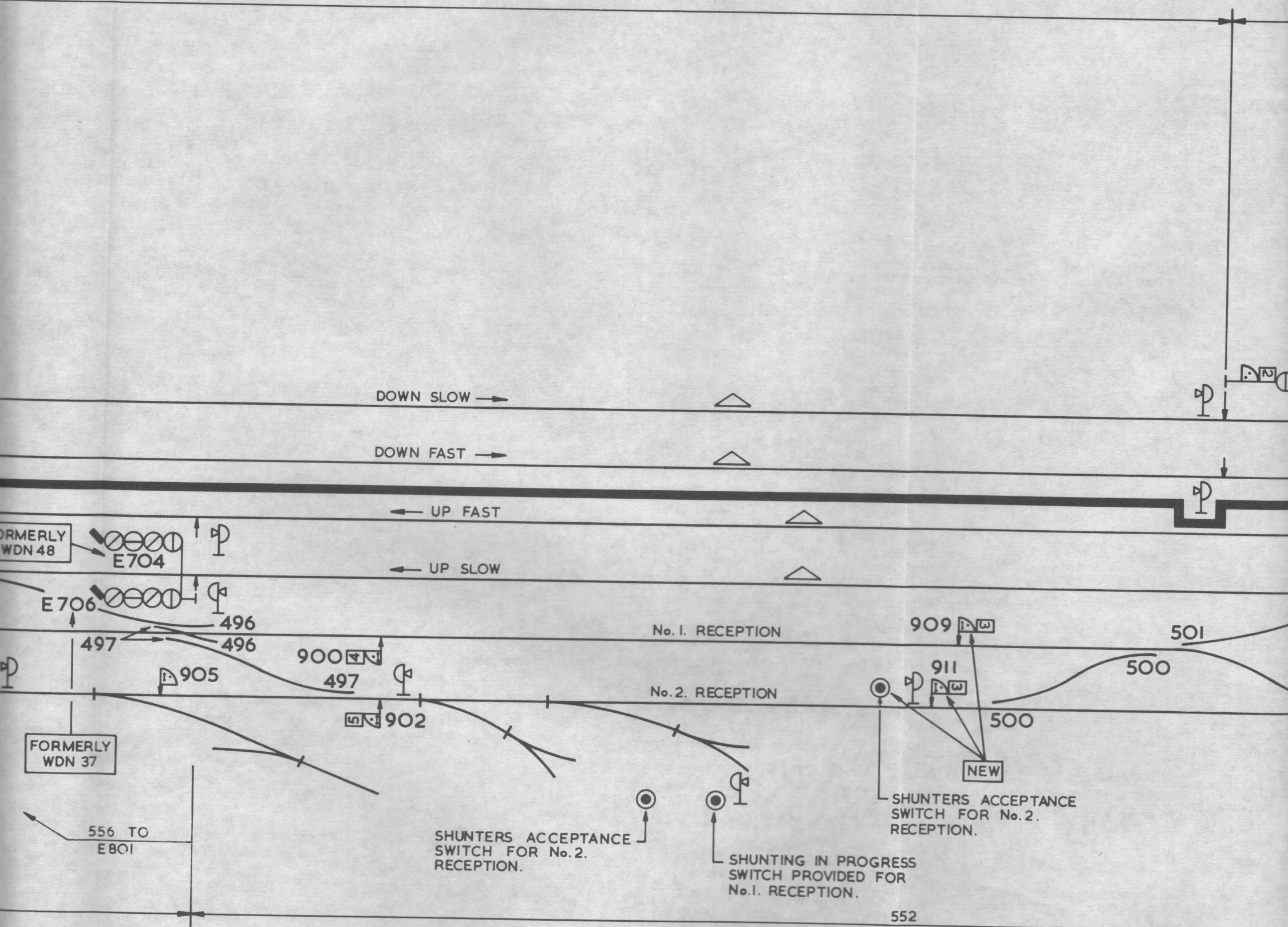
JUNCTION

CHAPEL
OPEN
CROSS



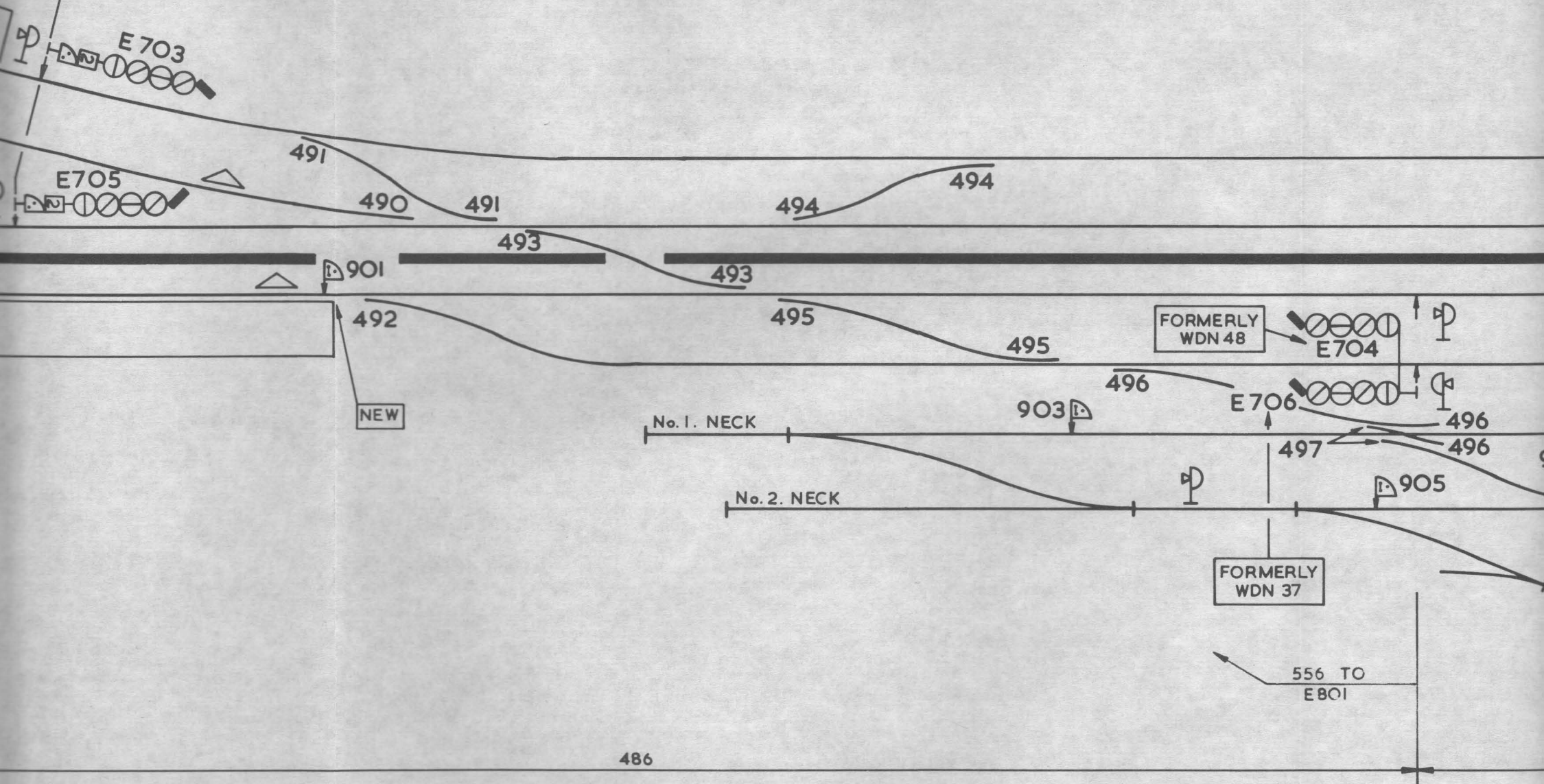


NEW
SIGNALLING →

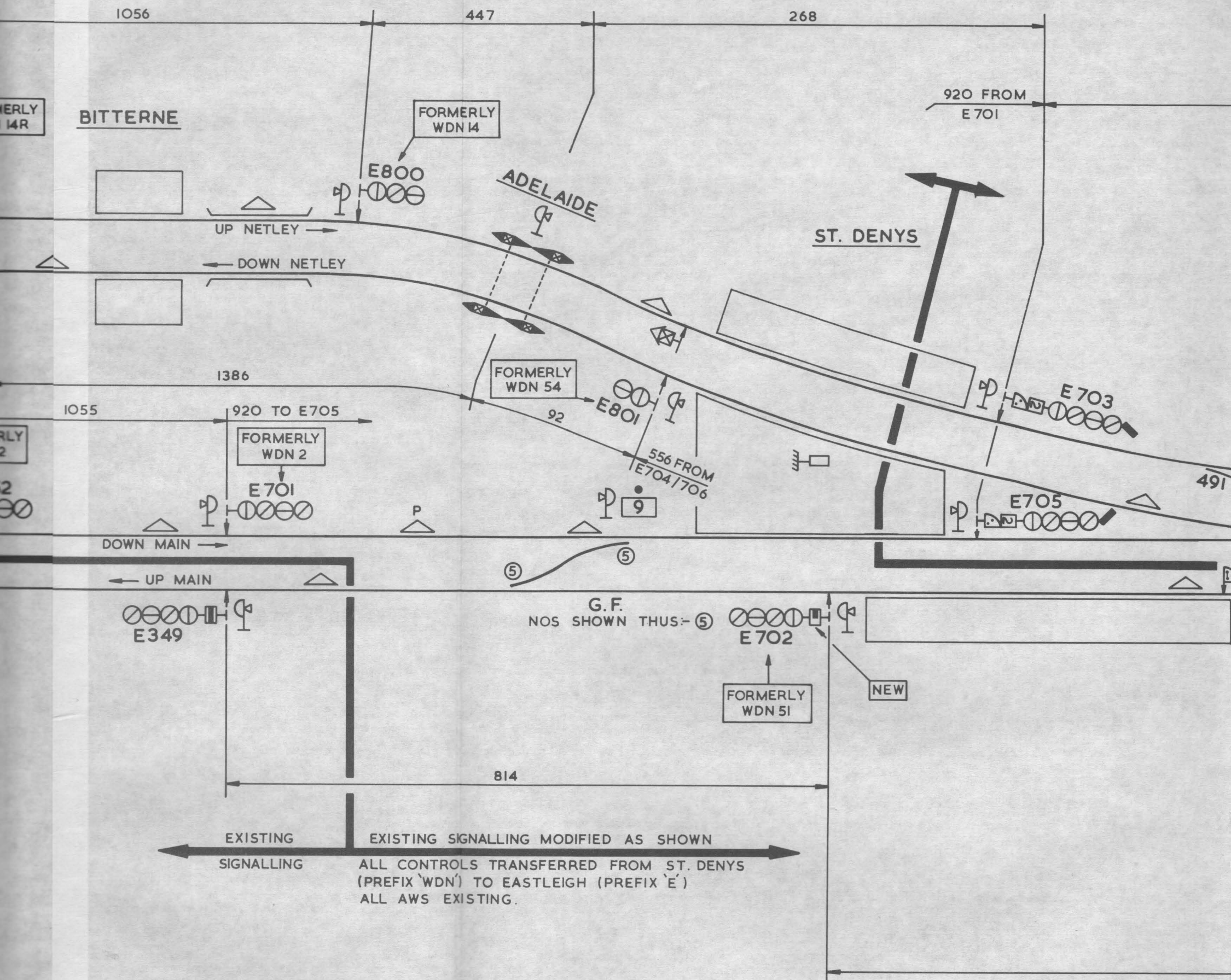


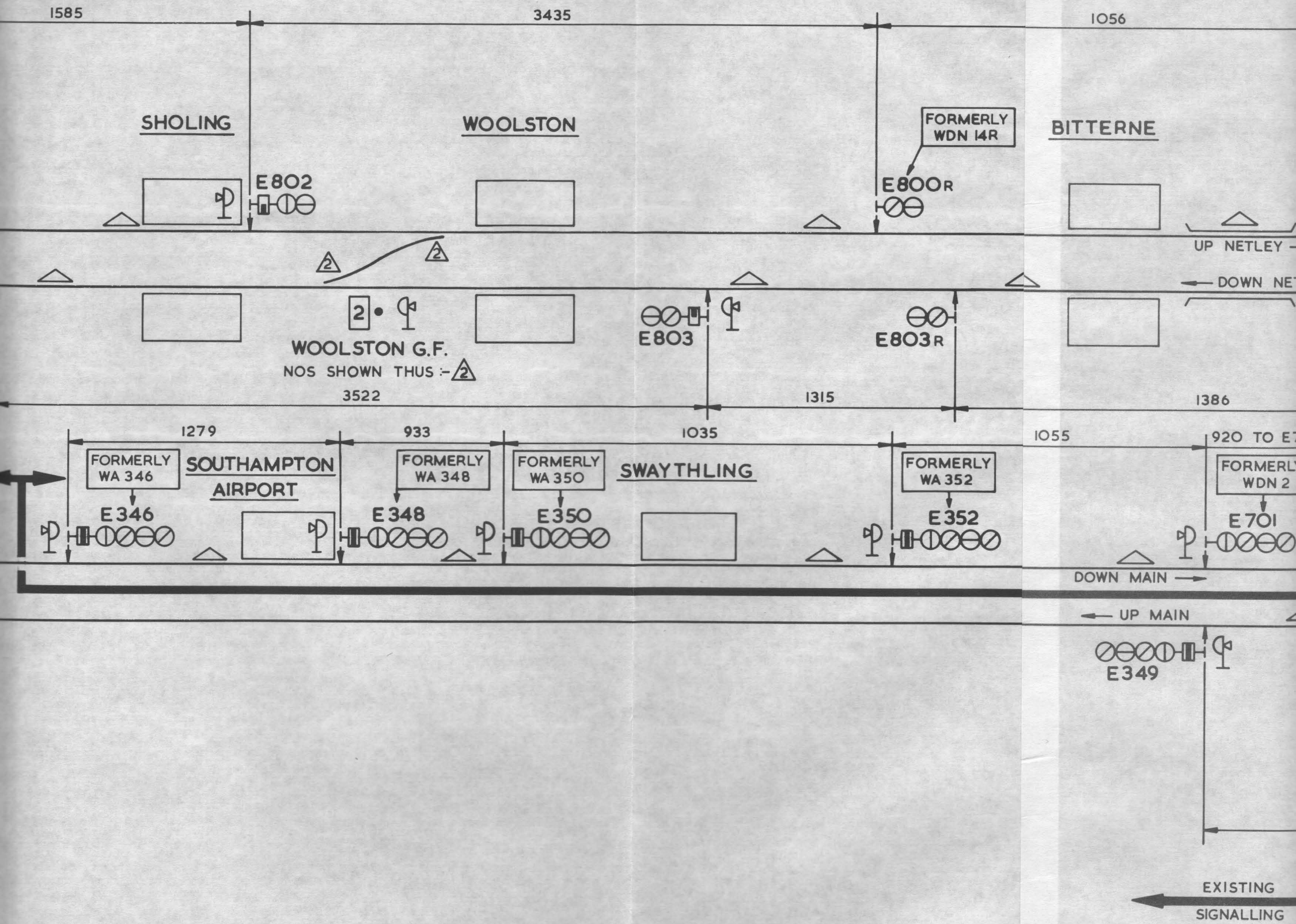
D FROM
E 701

823



486





2897

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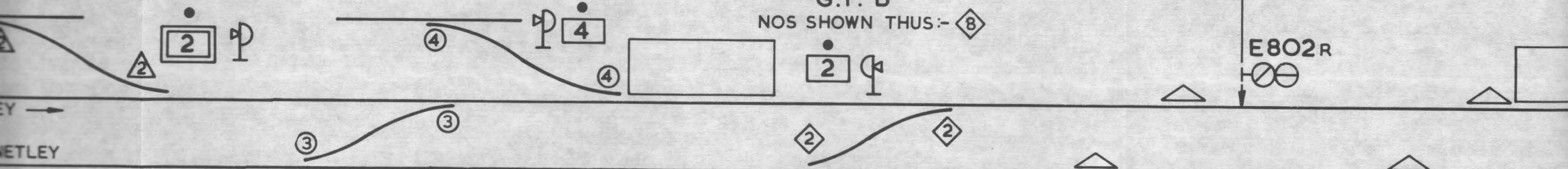
NETLEY

HAMBLE G.F.
NOS SHOWN THUS:- ②

G.F. 'A'
NOS SHOWN THUS:- ②

G.F. 'B'
NOS SHOWN THUS:- ⑧

SHO



E802R

NETLEY



E805

E805R

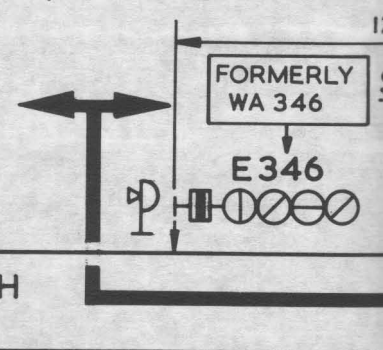
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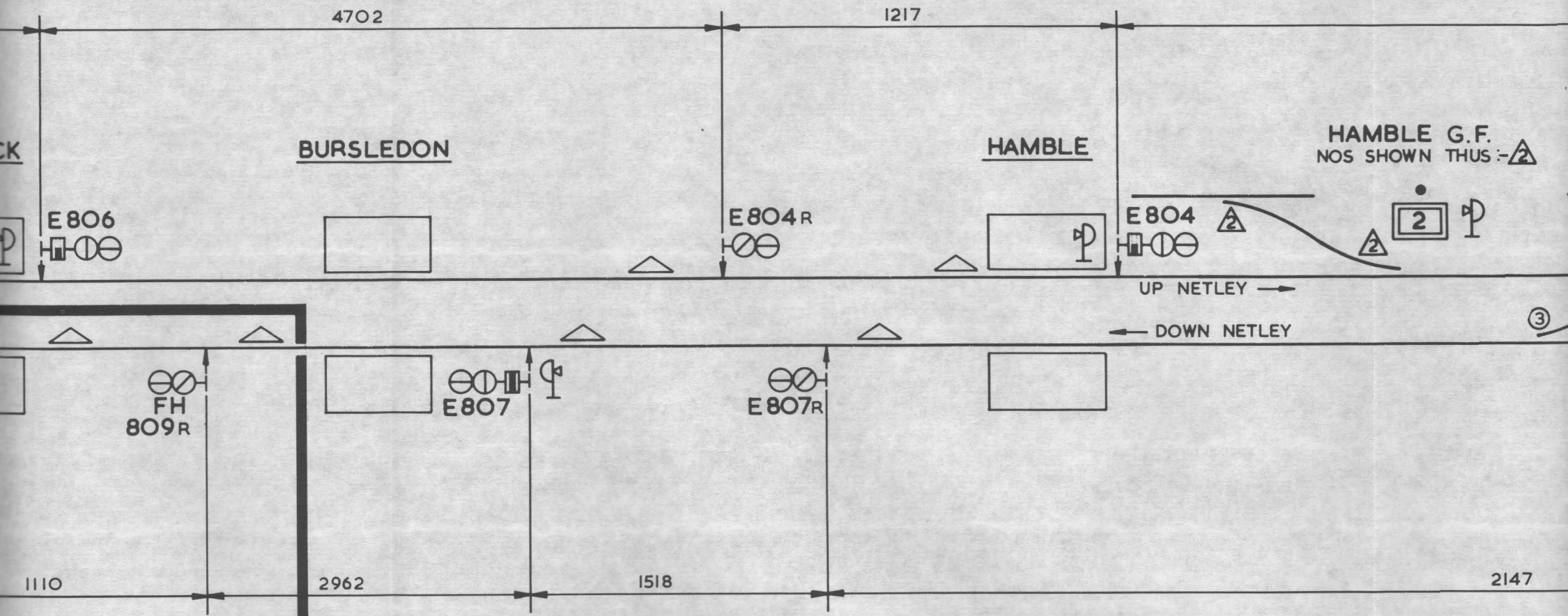
2147

FORMERLY
WA 346

E346

EASTEIGH
PREFIX 'E'





EXISTING
SIGNALLING

EXISTING SIGNALLING MODIFIED AS SHOWN
ALL CONTROLS TRANSFERRED FROM ST. DENYS
(PREFIX 'WDN') TO EASTLEIGH (PREFIX 'E')
ALL AWS EXISTING.

SIGNAL INSTRUCTION

No. 64 SWD

