



British Rail

Southern

SOUTH WESTERN DIVISION

5/87

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
NORTHAM JUNCTION
AND
MILLBROOK
ON
SUNDAY, 8th NOVEMBER, 1981

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Southampton and Millbrook signal boxes will be abolished. Colour light signalling, together with Track Circuit Block working will be introduced, controlled from Eastleigh signal box. 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, except where shown otherwise. 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 the Weekly Operating Notice.

- Northam Junction**
- 30 mph** – Down fast to up main line via 511 points.
 - 30 mph** – The existing speed restriction from the up main to down slow line will also apply to down direction movements.
 - 25 mph** – The existing speed restriction on the down main line over curve to and from 78m 30ch will also apply to up direction movements.
 - 25 mph** – The existing speed restriction on the up main line over curve to and from 78m 30ch will also apply to down direction movements.
 - 40 mph** – The existing speed restriction on the down main line 78m 30ch to 79m 42ch will also apply to up direction movements.
- Southampton**
- 40 mph** – in both directions, down main and along down fast between Nos. 515 and 532 points.
 - 30 mph** – The existing speed restriction up slow to up main line via No. 516 points will also apply for down direction movements from the up main to down main line.
 - 30 mph** – in both directions, down main to up fast via No. 518 points.
 - 40 mph** – The existing speed restriction up slow to up fast line via No. 520 points will also apply for down direction movements from the up fast to up slow line.
 - 65 mph** – Along up fast and up main lines (down direction movements) 79m 42ch to country end of Millbrook station.
- Millbrook**
- 15 mph** – Up fast to down main line (down direction movements).

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



= RED ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= 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.



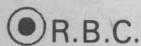
= LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.



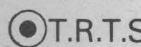
= SIGNAL BOX.



= 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
730	Running	U	Down Fast to Up Main over Points 521. 519. 516.
		D	Down Fast to Down Main over Points 521. 519.
		D	Down Fast to Down Main over Points 517. 515.
	Subsidiary	Nil	Down Fast to Down Siding.
731	Running	4	Down Main to Platform No. 4 over Points 515. 517.
	Subsidiary	4	Draw Ahead from Down Main to Platform No. 4 over Points 515. 517.
	Running	4	Down Main to Platform No. 4 over Points 519. 521.
	Subsidiary	4	Draw Ahead from Down Main to Platform No. 4 over Points 519. 521.
	Running	3	Down Main to Platform No. 3.
	Subsidiary	3	Draw Ahead from Down Main to Platform No. 3.
	Running	2	Down Main to Platform No. 2.
	Subsidiary	2	Draw Ahead from Down Main to Platform No. 2.
	Running	1	Down Main to Platform No. 1.
	Subsidiary	1	Draw Ahead from Down Main to Platform No. 1.
732	Running	U	Down Slow to Up Main.
		D	Down Slow to Down Main.
733	Running	4	Up Main to Platform No. 4.
	Subsidiary	4	Draw Ahead from Up Main to Platform No. 4.
	Running	3	Up Main to Platform No. 3.
	Subsidiary	3	Draw Ahead from Up Main to Platform No. 3.
	Running	2	Up Main to Platform No. 2 over Points 516.
	Subsidiary	2	Draw Ahead from Up Main to Platform No. 2 over Points 516.
	Running	2	Up Main to Platform No. 2 over Points 520.
	Subsidiary	2	Draw Ahead from Up Main to Platform No. 2 over Points 520.
	Running	1	Up Main to Platform No. 1.
	Subsidiary	1	Draw Ahead from Up Main to Platform No. 1.
734	Running	U	Up Slow to Up Main over Points 520.
		U	Up Slow to Up Main over Points 516.
		D	Up Slow to Down Main.
735	Running	L	Platform No. 4 to Down Loop.
		F	Platform No. 4 to Down Fast.
		S	Platform No. 4 to Down Slow.
		U	Platform No. 4 to Up Fast.
		G	Platform No. 4 to Up Goods Loop.
	Subsidiary	G	Draw Ahead from Platform No. 4 to Up Goods Loop.
736	Running	U	Up Fast to Up Main.
		D	Up Fast to Down Main.

SIGNAL APPLICATIONS

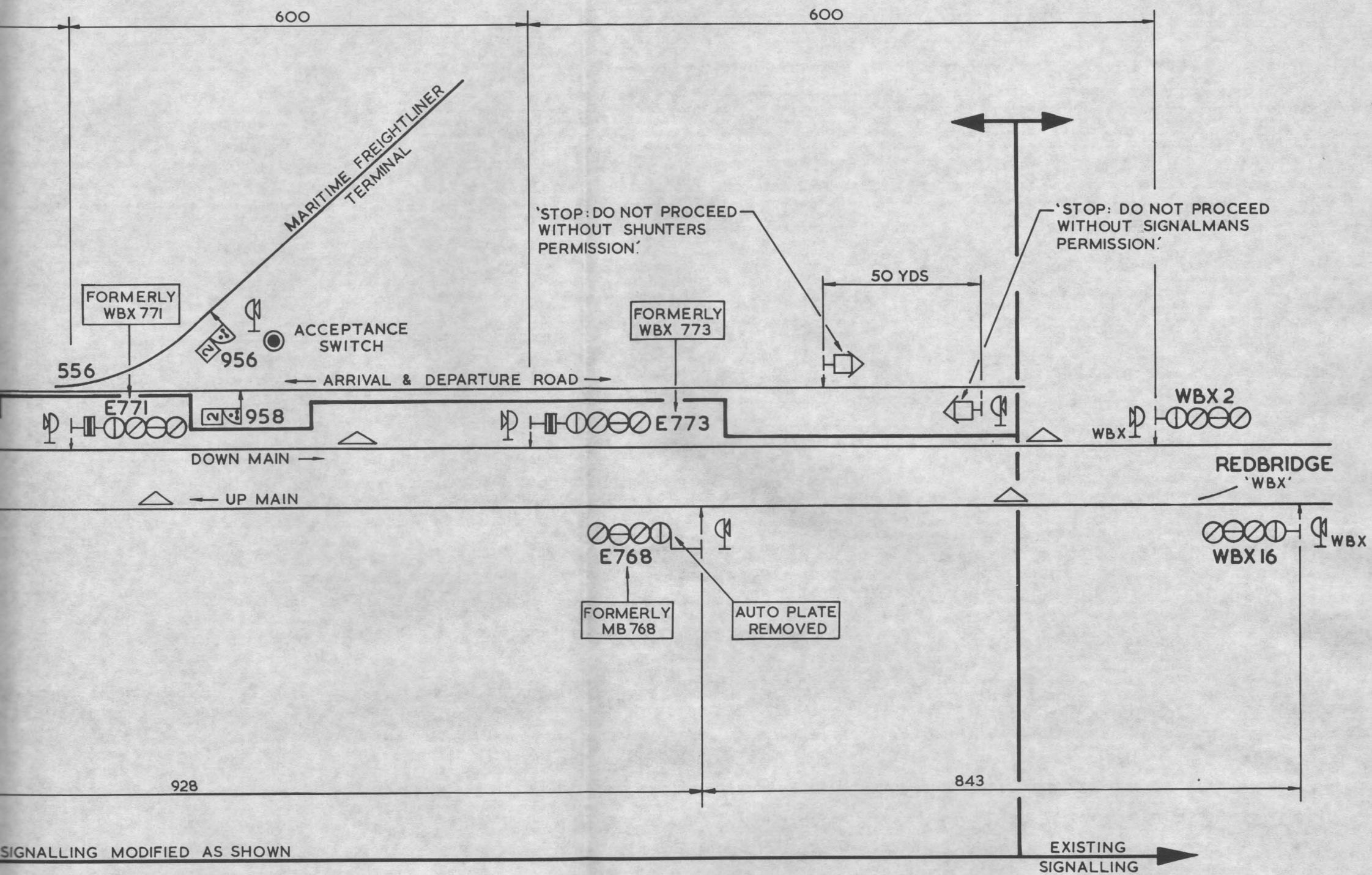
Signal No.	Type	Indication	Application
737	Running	L	Platform No. 3 to Down Loop.
		F	Platform No. 3 to Down Fast.
		S	Platform No. 3 to Down Slow.
		U	Platform No. 3 to Up Fast.
		G	Platform No. 3 to Up Goods Loop.
	Subsidiary	G	Draw Ahead from Platform No. 3 to Up Goods Loop.
738	Running	1	Down Loop to Platform No. 1.
	Subsidiary	1	Draw Ahead from Down Loop to Platform No. 1.
	Running	2	Down Loop to Platform No. 2.
	Subsidiary	2	Draw Ahead from Down Loop to Platform No. 2.
	Running	3	Down Loop to Platform No. 3.
	Subsidiary	3	Draw Ahead from Down Loop to Platform No. 3.
	Running	4	Down Loop to Platform No. 4.
	Subsidiary	4	Draw Ahead from Down Loop to Platform No. 4.
		S	Down Loop to Down Bay Siding.
B		Down Loop to Bay Siding West.	
739	Running	L	Platform No. 2 to Down Loop.
		F	Platform No. 2 to Down Fast.
		S	Platform No. 2 to Down Slow.
		U	Platform No. 2 to Up Fast.
		G	Platform No. 2 to Up Goods Loop.
	Subsidiary	G	Draw Ahead from Platform No. 2 to Up Goods Loop.
740	Running	1	Down Fast to Platform No. 1.
	Subsidiary	1	Draw Ahead from Down Fast to Platform No. 1.
	Running	2	Down Fast to Platform No. 2.
	Subsidiary	2	Draw Ahead from Down Fast to Platform No. 2.
	Running	3	Down Fast to Platform No. 3.
	Subsidiary	3	Draw Ahead from Down Fast to Platform No. 3.
	Running	4	Down Fast to Platform No. 4.
	Subsidiary	4	Draw Ahead from Down Fast to Platform No. 4.
		S	Down Fast to Down Bay Siding.
741	Running	L	Platform No. 1 to Down Loop.
		F	Platform No. 1 to Down Fast.
		S	Platform No. 1 to Down Slow.
		U	Platform No. 1 to Up Fast.
		G	Platform No. 1 to Up Goods Loop.
	Subsidiary	G	Draw Ahead from Platform No. 1 to Up Goods Loop.
743	Running	Position 4	Down Loop to Down Fast.

SIGNAL APPLICATIONS

Signal No.	Type	Indication	Application
744	Running	1	Up Slow to Platform No. 1.
	Subsidiary	1	Draw Ahead from Up Slow to Platform No. 1.
	Running	2	Up Slow to Platform No. 2.
	Subsidiary	2	Draw Ahead from Up Slow to Platform No. 2.
	Running	3	Up Slow to Platform No. 3.
	Subsidiary	3	Draw Ahead from Up Slow to Platform No. 3.
	Running	4	Up Slow to Platform No. 4.
	Subsidiary	4 S	Draw Ahead from Up Slow to Platform No. 4. Up Slow to Down Bay Siding.
745	Running	Nil	Along Down Fast.
746	Running	1	Up Fast to Platform No. 1.
	Subsidiary	1	Draw Ahead from Up Fast to Platform No. 1.
	Running	2	Up Fast to Platform No. 2.
	Subsidiary	2	Draw Ahead from Up Fast to Platform No. 2.
	Running	3	Up Fast to Platform No. 3.
	Subsidiary	3	Draw Ahead from Up Fast to Platform No. 3.
	Running	4	Up Fast to Platform No. 4.
	Subsidiary	4 S	Draw Ahead from Up Fast to Platform No. 4. Up Fast to Down Bay Siding.
748	Running	1	Up Goods Loop to Platform No. 1.
	Subsidiary	1	Draw Ahead from Up Goods Loop to Platform No. 1.
	Running	2	Up Goods Loop to Platform No. 2.
	Subsidiary	2	Draw Ahead from Up Goods Loop to Platform No. 2.
	Running	3	Up Goods Loop to Platform No. 3.
	Subsidiary	3	Draw Ahead from Up Goods Loop to Platform No. 3.
	Running	4	Up Goods Loop to Platform No. 4.
	Subsidiary	4 S	Draw Ahead from Up Goods Loop to Platform No. 4. Up Goods Loop to Down Bay Siding.
751	Running	Nil	Along Up Fast.
	Subsidiary	Nil	Along Up Fast.
752	Running	Position 1	Up Fast to Up Goods Loop.
	Subsidiary	Position 1	Draw Ahead from Up Fast to Up Goods Loop.
	Running	Nil	Along Up Fast.
753	Running	Nil	Up Goods Loop to Up Fast.
	Subsidiary	Nil	Up Goods Loop to Up Fast.
758	Subsidiary	K	Arrival Road to Freightliner Terminal.
	Running	F	Arrival Road to Up Fast.
		S	Arrival Road to Up Slow.
760	Subsidiary	Nil	Up Main to Freightliner Terminal.
	Running	Nil	Up Main to Up Fast.
		Position 4	Up Main to Up Slow.

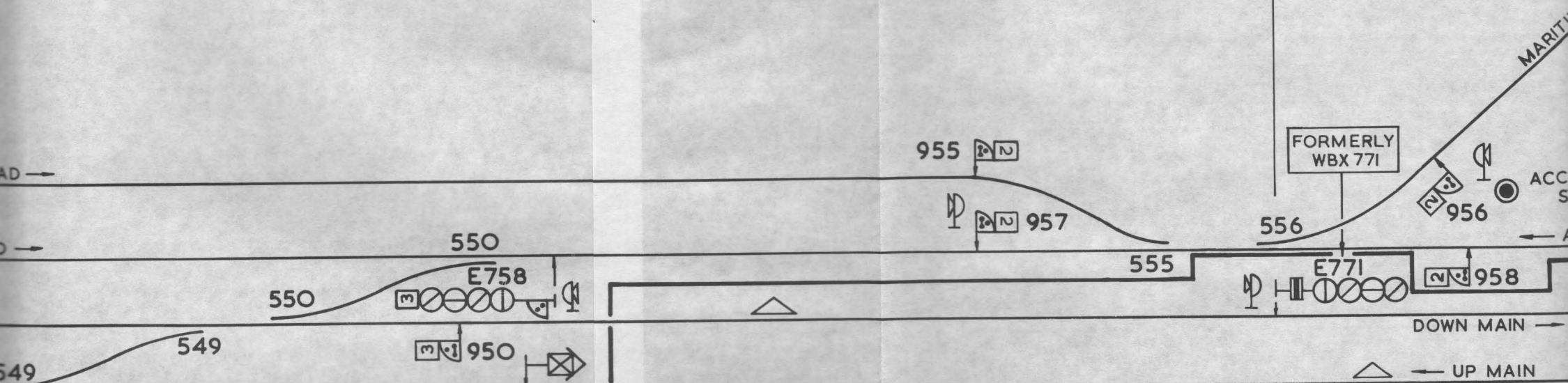
SIGNAL APPLICATIONS

Signal No.	Type	Indication	Application
763	Subsidiary	Nil	Down Fast to Arrival Road.
	Running	Nil	Down Fast to Down Main.
765	Subsidiary	Nil	Down Slow to Arrival Road.
	Running	Nil	Down Slow to Down Main.
769	Subsidiary	A	Up Fast to Arrival Road.
	Running	Position 1	Up Fast to Down Main.
	Subsidiary	U	Along Up Fast to Up Main Limit of Shunt.
925	Shunting	B	Down Bay Siding to Bay Siding West.
		L	Down Bay Siding to Down Loop.
		F	Down Bay Siding to Down Fast.
		S	Down Bay Siding to Down Slow.
		U	Down Bay Siding to Up Fast.
		G	Down Bay Siding to Up Goods Loop.
926	Shunting	Nil	Bay Siding West to Down Bay Siding.
		Nil	Bay Siding West to Bay Siding East.
930	Shunting	1	Back along Down Slow to Platform No. 1.
		2	Back along Down Slow to Platform No. 2.
		3	Back along Down Slow to Platform No. 3.
		4	Back along Down Slow to Platform No. 4.
		S	Back along Down Slow to Down Bay Siding.
934	Shunting	Nil	Along Down Fast.
		Nil	Down Fast to Down Loop.
939	Shunting	Nil	Along Up Fast.
		Nil	Up Fast to Freightliner Terminal.
945	Shunting	A	Freightliner Terminal to Arrival Road.
		M	Freightliner Terminal to Down Main.
		U	Freightliner Terminal to Up Main Limit of Shunt.
946	Shunting	K	Up Main to Freightliner Terminal.
		F	Up Main to Up Fast.
		S	Up Main to Up Slow.
950	Shunting	K	Back along Down Main to Freightliner Terminal.
		F	Back along Down Main to Up Fast.
		S	Back along Down Main to Up Slow.
955	Shunting	L	Departure Road to Freightliner Terminal.
		H	Arrival Road to Arrival & Departure Road Limit of Shunt.
956	Shunting	A	Freightliner Terminal to Arrival Road.
		D	Freightliner Terminal to Departure Road.
957	Shunting	L	Arrival Road to Freightliner Terminal.
		H	Arrival Road to Arrival & Departure Road Limit of Shunt.
958	Shunting	A	Arrival & Departure Road to Arrival Road.
		D	Arrival & Departure Road to Departure Road.

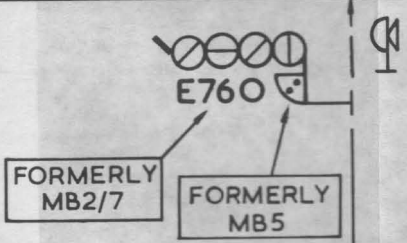


924

600



946



69

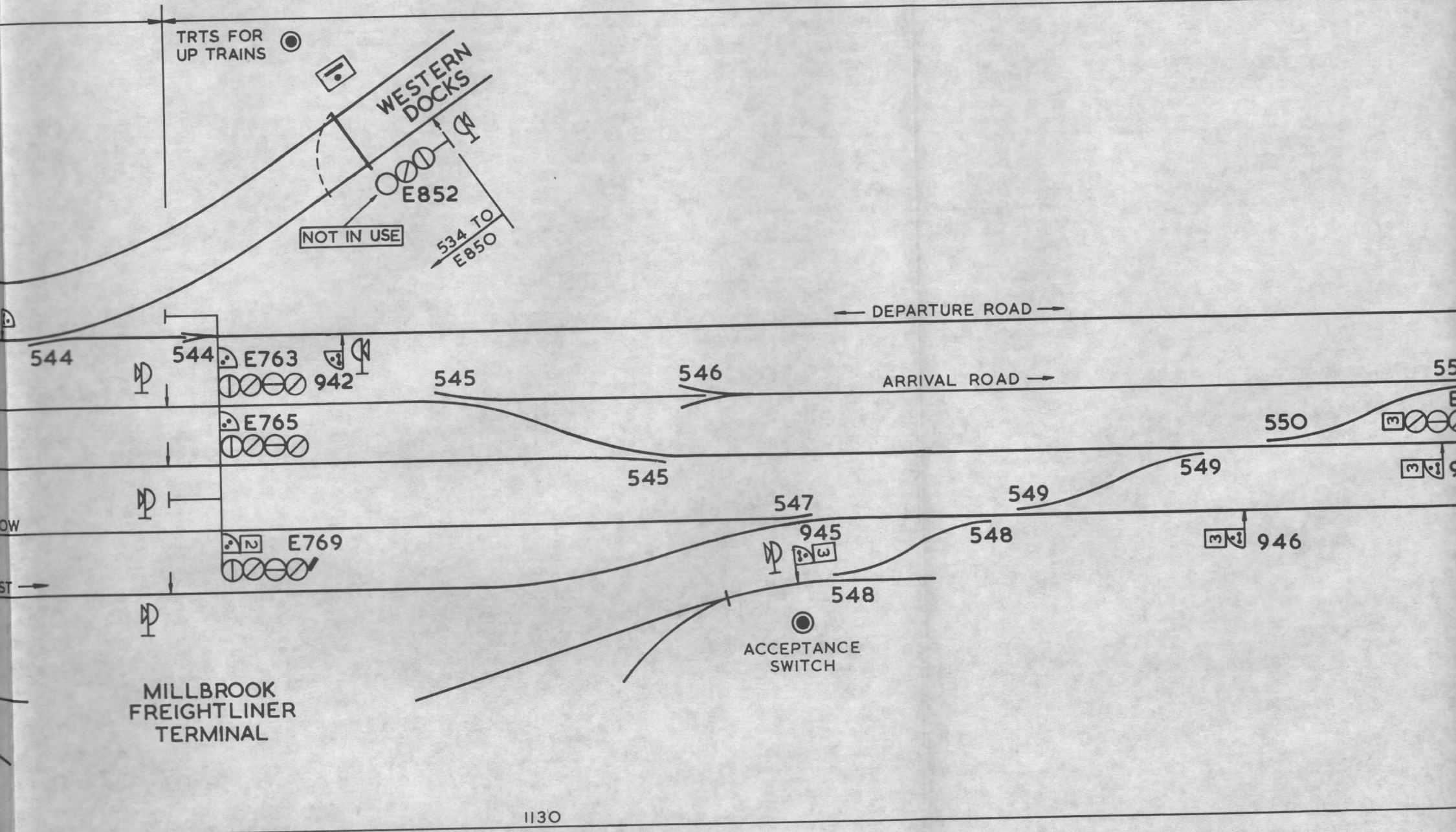
928

NEW
SIGNALLING

EXISTING SIGNALLING MODIFIED AS SHOWN

MILLBROOK
DOCK GATES

924



MILLBROOK
FREIGHTLINER
TERMINAL

1130

N
SIGN

993

TRTS FOR
UP TRAINS

MILLBROOK

ARY
TOPS

NOT IN USE

(OUT OF USE)

DOWN DOCKS

941

544

544

C & P

C & P

UP DOCKS

DOWN FAST

C & P

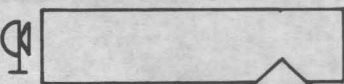
C & P

FORMERLY MB44
NOW FIXED 'ON'

DOWN SLOW

C & P

C & P



UP SLOW

266 266

939

UP FAST

PENDING
ABOLITION

FORMERLY
MB 11

E750

542

542

NEW

NEW

FORMERLY
MB 3

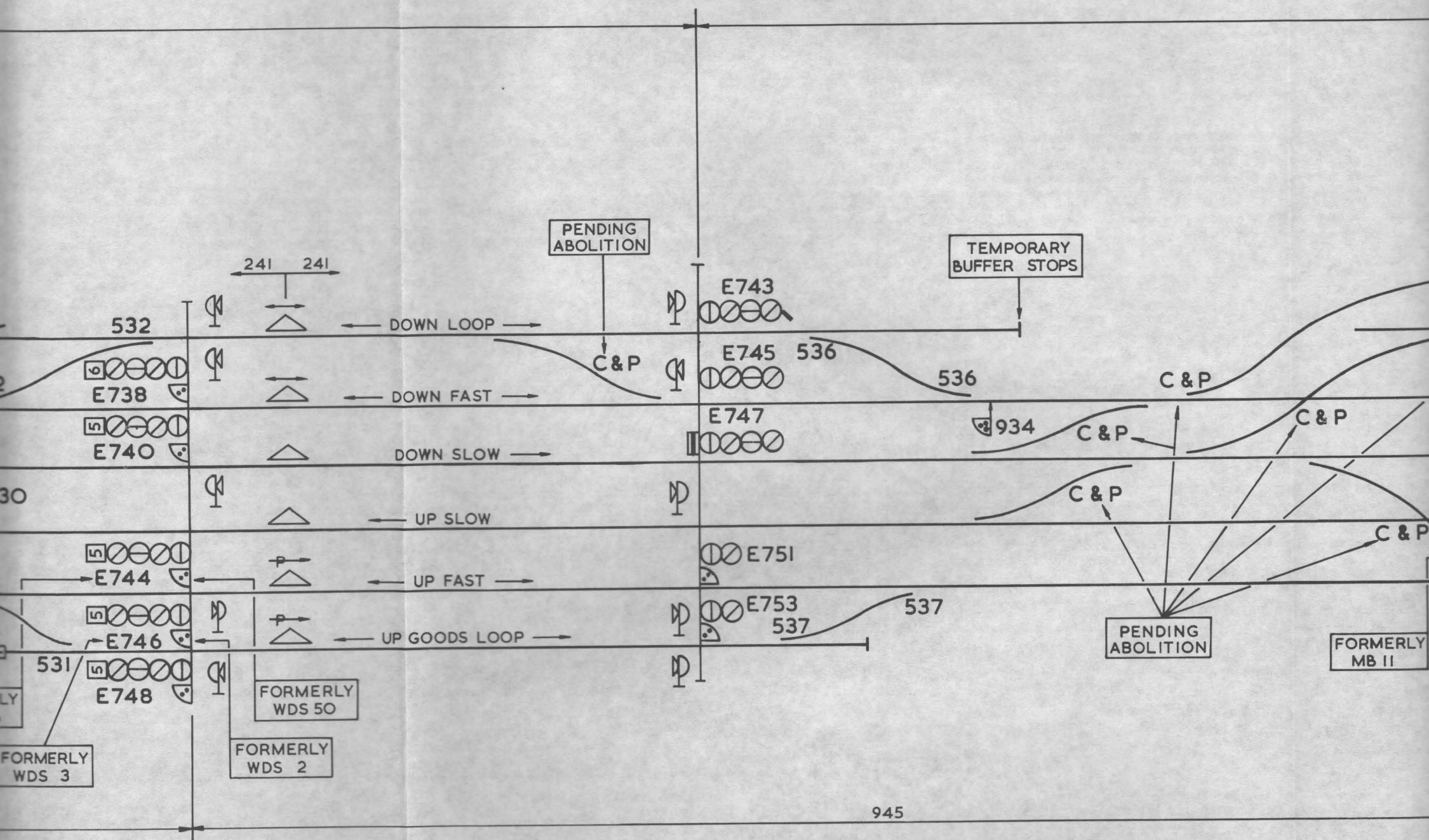
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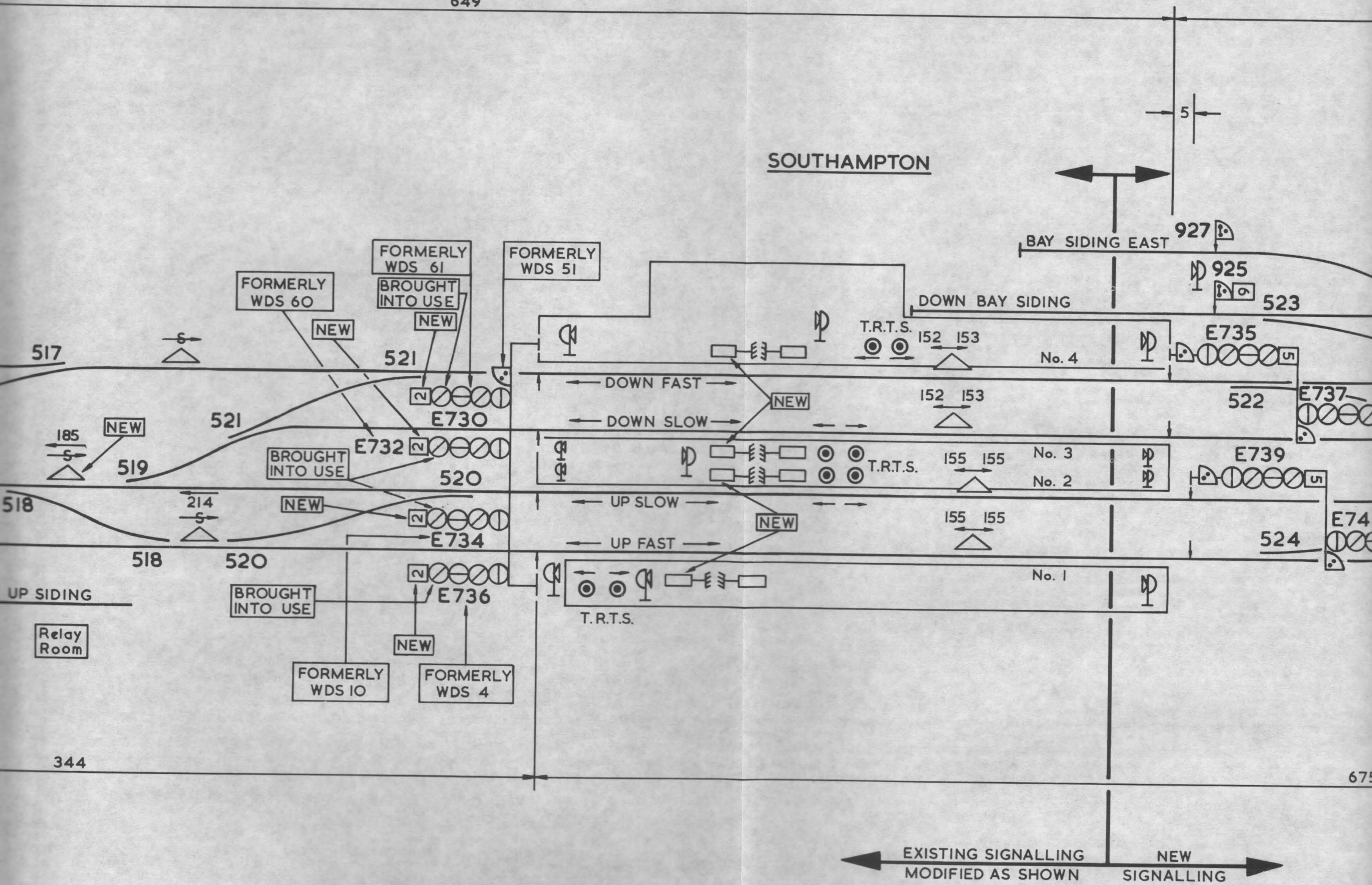
940

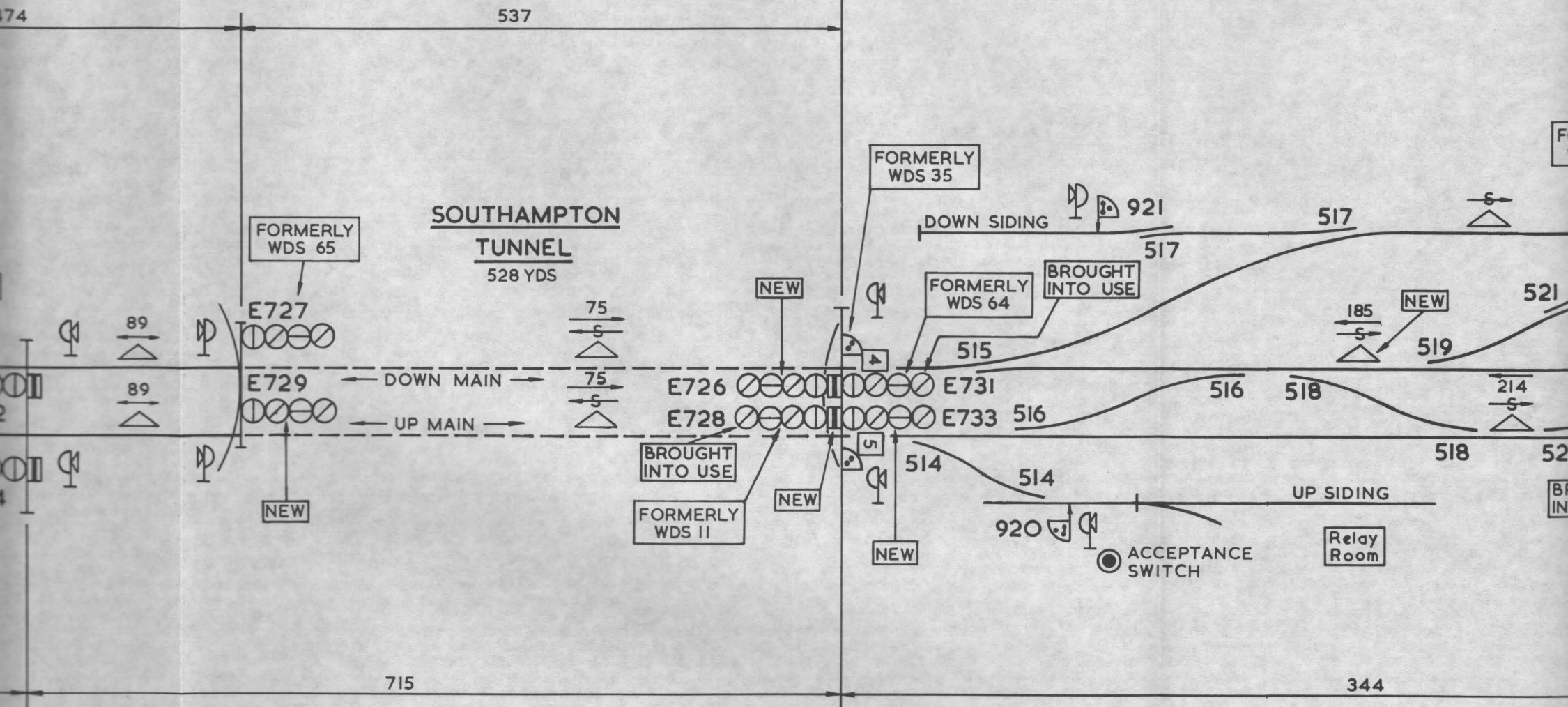
ACCEPTANCE
SWITCH

MILLBROOK
FREIGHTLINER
TERMINAL

85







SIGNAL INSTRUCTION
No. 65 SWD

