



**Southern**

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# **ALTERATIONS TO SIGNALLING AND PERMANENT WAY**

between  
**WATERLOO**  
and  
**VAUXHALL**

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**2 APRIL 1991**

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**DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS**

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Waterloo signalbox will be abolished and the area previously controlled by this signalbox will be transferred to Wimbledon signalbox. All WO signal prefixes will be changed to W and all existing and new signal telephones will communicate with Wimbledon signalbox.

Platforms 12 to 19 starting signals will be renumbered to 23 to 37 odd numbers only consecutively.

The signal co-acting with platform 13 starting signal (old number 1003, new number 25) will be abolished.

Number 17 platform starting signal number 33 has now been repositioned at the country end of the platform.

**Note:** Platform 17 will remain as an eight car platform for passenger use.

Number 44 signal Vauxhall Up Windsor Platform Starting will be repositioned 31 yards toward London.

(continued)

# SIGNALLING RECORD SOCIETY

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Local and through lines will be renamed slow and fast respectively.

The following new and altered items that apply from this date will be shown in red on the enclosed plan,

points laid in and/or brought into use,  
slueing of lines,  
changes of line names ,which also show changes of direction of  
running/reversible working.  
new running signals

10 Up Windsor  
22 Up Windsor  
49 Windsor Reversible  
59 Down Windsor Slow  
32 Up Windsor  
59 )  
61 )  
77 )Down Windsor Slow

new position light signals

1025 number 2 South Siding  
1027 number 1 South Siding

**THE WINDSOR REVERSIBLE LINE**

will be formed by the Up Windsor Line and the present out of use section of the Up Windsor Local and the line will be out of use as far as West crossings, (country end).

**THE UP WINDSOR LINE**

will be formed by the Up Windsor Through (no longer combining with the Up Windsor Local) being slued into the Down Windsor Through alignment.

**THE DOWN WINDSOR FAST LINE**

will be formed will be formed by renaming the Down Windsor Local from Waterloo to the London end of Vauxhall where it will be slued into the present Down Windsor Through.

**THE DOWN WINDSOR SLOW LINE**

will,fromthe country end of West Crossings, follow the alignment of the Up Main Relief and at the London end of Vauxhall station be slued into the present named Down Windsor Local line.

**THE UP MAIN RELIEF LINE**

will be shortened to be from West Crossings to the Waterloo Home Signals only.

Waterloo  
March 1991  
(2151/16)

J.N.GIBBONS  
Operations Standards Manager

SIGNAL APPLICATIONS

SIGNAL No	ASPECT	INDICATION	APPLICATION	VIA FACING POINTS REVERSE
W 1	P.L.	Nil	No2 Down Siding	1565, 1566
	P.L.	Nil	No1 Down Siding	1565
	Main	Nil	Down Main Slow	Nil or 1500, 1564
W 2	Main or P.L.	7	Platform 7	1512, 1509
		6	Platform 6	1512, 1508
		5	Platform 5	1512
		4	Platform 4	Nil
		3	Platform 3	1502
		2	Platform 2	1507
		1	Platform 1	1507 1500
W 3	P.L.	Nil	No2 Down Siding	1501, 1565, 1566
	P.L.	Nil	No1 Down Siding	1501, 1565
	Main	Nil	Down Main Slow	1501 or 1564
W 4	Main or P.L.	15	Platform 15	1524, 1525, 1528
		14	Platform 14	1524, 1525
		13	Platform 13	1524, 1525, 1519
		12	Platform 12	1524, 1518
		11	Platform 11	1524 or 1520
		10	Platform 10	Nil
		9	Platform 9	1514 or 1568, 1517
		8	Platform 8	1514, 1515 or 1568, 1517, 1515
		7	Platform 7	1568, 1509
		6	Platform 6	1568, 1508
5	Platform 5	1568		
W 5	P.L.	Nil	No2 Down Siding	1565, 1566
	P.L.	Nil	No1 Down Siding	1565
	Main	Nil	Down Main Slow	Nil or 1502, 1564
W 6	Main or P.L. or	17	Platform 17	1570, 1533, 1532
		16	Platform 16	1570, 1533
		15	Platform 15	1570 or 1525, 1528
		14	Platform 14	1570, 1526 or 1525
		13	Platform 13	1525, 1519
		12	Platform 12	1518
		11	Platform 11	Nil or 1569, 1520
		10	Platform 10	1569
		9	Platform 9	1569, 1514
8	Platform 8	1569, 1514, 1515		
W 7	P.L.	Nil	No2 Down Siding	1503, 1565, 1566 or 1564 1565, 1566
	P.L.	Nil	No1 Down Siding	1503, 1565, or 1564, 1565
	Main	Nil	Down Main Slow	1503 or 1564
W 8	Main or P.L.	19	Platform 19	Nil or 1545, 1534, 1535
		18	Platform 18	1536 or 1545, 1534
		17	Platform 17	1545 or 1573, 1533, 1532
		16	Platform 16	1545, 1531 or 1573, 1533
		15	Platform 15	1573
14	Platform 14	1573, 1526		

SIGNAL APPLICATIONS

SIGNAL No	ASPECT	INDICATION	APPLICATION	VIA FACING POINTS REVERSE
W 9	P.L.	Nil	No2 Down Siding	1512, 1564, 1565, 1566
	P.L.	Nil	No1 Down Siding	1512, 1564, 1565,
	Main	MS	Down Main Slow	1512, 1564
	Main	MF	Down Main Fast	Nil
W 10	Main or P.L.	19	Platform 19	1554 or 1534, 1535
		18	Platform 18	1554, 1536 or 1534
		17	Platform 17	Nil or 1548, 1533, 1532
		16	Platform 16	1531 or 1548, 1533
		15	Platform 15	1548
		14	Platform 14	1548, 1526
W 11	P.L.	Nil	No2 Down Siding	1512, 1564, 1565, 1566
	P.L.	Nil	No1 Down Siding	1512, 1564, 1565
	Main	MS	Down Main Slow	1512, 1564
	Main	MF	Down Main Fast	Nil
W 13	P.L.	Nil	No2 Down Siding	1512, 1564, 1565, 1566
	P.L.	Nil	No1 Down Siding	1512, 1564, 1565
	Main	MS	Down Main Slow	1512, 1564
	Main	MF	Down Main Fast	Nil
W 14	Main	WR	Windsor Reversible (Up Dir)	1592, 1587, 1582, 1578, 1576, 1575
		UW	Up Windsor	1592, 1587, 1582, 1578, 1576
		UR	Up Main Relief	1592, 1587, 1582
		UF	Up Main Fast	1592, 1587
		Nil	Up Main Slow	Nil
W 15	Main	MF	Down Main Fast	Nil or 1514, 1567
		UR	Up Main Relief (Down Dir)	1514, 1569
		DW	Down Windsor	1514, 1569, 1571
W 16	Main	WR	Windsor Reversible (Up Dir)	1593, 1578, 1576, 1575 or 1582, 1578, 1576, 1575
		UW	Up Windsor	1593, 1578, 1576 or 1582, 1578, 1576
		UR	Up Main Relief	1593 or 1582
		Nil	Up Main Fast	Nil
W 17	Main	MF	Down Main Fast	Nil or 1514, 1567
		UR	Up Main Relief (Down Dir)	1514, 1569
		DW	Down Windsor	1514, 1569, 1571
W 19	Main	DF	Down Main Fast	1567
		UR	Up Main Relief (Down Dir)	1569
		DW	Down Windsor	1569, 1571
W 21	Main	DF	Down Main Fast	1520, 1567 or 1524, 1567
		UR	Up Main Relief (Down Dir)	1520, 1569 or Nil
		DW	Down Windsor	1520, 1569, 1571 or 1571
W 22	Main	WR	Windsor Reversible (Up Dir)	1591
		Nil	Up Windsor	Nil
		UR	Up Main Relief	1586, 1577

**SIGNAL APPLICATIONS**

SIGNAL No	ASPECT	INDICATION	APPLICATION	VIA FACING POINTS REVERSE
W 23	Main	DF	Down Main Fast	1524, 1567
		UR	Up Main Relief (Down Dir)	Nil
		DW	Down Windsor	1571
W 25	Main	MF	Down Main Fast	1524, 1567
		UR	Up Main Relief (Down Dir)	Nil
		DW	Down Windsor	1571
W 27	Main	MF	Down Main Fast	1524, 1567
		UR	Up Main Relief (Down Dir)	Nil or 1526, 1570
		DW	Down Windsor	1571 or 1526
		UW	Up Windsor (Down Dir)	1526, 1548
		WR	Windsor Reversible (Down Dir)	1526, 1548, 1573
W 29	Main	MF	Down Main Fast	1528, 1524, 1567
		UR	Up Main Relief (Down Dir)	1528 or 1570
		DW	Down Windsor	1528, 1571 or Nil
		UW	Up Windsor (Down Dir)	1548
		WR	Windsor Reversible (Down Dir)	1548, 1573
W 31	Main	UR	Up Main Relief (Down Dir)	1570
		DW	Down Windsor	Nil or 1531, 1553
		UW	Up Windsor (Down Dir)	1548 or 1531
		WR	Windsor Reversible (Down Dir)	1548, 1573 or 1531, 1545
W 33	Main	UR	Up Main Relief (Down Dir)	1532, 1570
		DW	Down Windsor	1532 or 1553
		UW	Up Windsor (Down Dir)	1532, 1548 or Nil
		WR	Windsor Reversible (Down Dir)	1532, 1548, 1573 or 1545
W 35	Main	DW	Down Windsor	1553
		UW	Up Windsor (Down Dir)	Nil or 1536, 1554
		WR	Windsor Reversible (Down Dir)	1545 or 1536
W 37	Main	DW	Down Windsor	1535, 1553
		UW	Up Windsor (Down Dir)	1535 or 1554
		WR	Windsor Reversible (Down Dir)	1535, 1545 or Nil
W40	Main	Nil	Up Main Slow	Nil
W 42	Main	Nil	Up Main Fast	Nil
		Pos 4	Up Main Slow	1601
W 49	Main	MS	Down Main Slow	1575, 1578, 1582, 1587, 1592, 1595
		MF	Down Main Fast	1575, 1579, 1582, 1587
		WS	Down Windsor Slow	1575, 1578, 1583 or 1575, 1584
		WF	Down Windsor Fast	1575
W51	Main	Nil	Down Main Slow	Nil
W 53	Main	Pos 1	Down Main Slow	1592, 1595
		Nil	Down Main Fast	Nil





















**SIGNAL APPLICATIONS**

<b>SIGNAL No</b>	<b>ASPECT</b>	<b>INDICATION</b>	<b>APPLICATION</b>	<b>VIA FACING POINTS REVERSE</b>
W 55	Main	Pos 3	Down Main Slow	1578, 1582, 1587, 1592, 1595
		Pos 2	Down Main Fast	1578, 1582, 1587
		Pos 1	Down Windsor Slow	1578, 1583 or 1584
		Nil	Down Windsor Fast	Nil
		Pos 4	Down Windsor Fast	1586, 1590
W57	Main	MS	Down Main Slow	1576, 1578, 1582, 1587, 1592, 1595
		MF	Down Main Fast	1576, 1578, 1582, 1587
		WS	Down Windsor Slow	1576, 1578, 1583, or 1576, 1584
		WF	Down Windsor Fast	1576 or 1590
W 59	Main	Pos 2	Down Main Slow	1582, 1587, 1592, 1595
		Pos 1	Down Main Fast	1582, 1587
		Nil	Down Windsor Slow	1583
		Pos 4	Down Windsor Fast	1577, 1586, 1590
W 73	Main	Nil	Down Main Slow	Nil
		Pos4	Down Main Fast	1600
W75	Main	Nil	Down Main Fast	Nil
W 1010	P.L.	Nil	Platform 15	1524, 1525, 1528
		Nil	Platform 14	1524, 1525
		Nil	Platform 13	1524, 1525, 1519
		Nil	Platform 12	1524, 1518
		Nil	Platform 11	1524 or 1520
		Nil	Platform 10	Nil
		Nil	Platform 9	1514
		Nil	Platform 8	1514, 1515
W 1012	P.L.	Nil	Platform 19	1534, 1535
		Nil	Platform 18	1534
		Nil	Platform 17	Nil
		Nil	Platform 16	1531
W 1016	P.L.	Nil	Platform 7	1566, 1564, 1512, 1509
		Nil	Platform 6	1566, 1564, 1512, 1508
		Nil	Platform 5	1566, 1564, 1512
		Nil	Platform 4	1566, 1564 or 1566, 1506, 1503
		Nil	Platform 3	1566, 1564, 1502 or 1566, 1506
		Nil	Platform 2	1566, 1564, 1507 or 1566, 1501
		Nil	Platform 1	1566, 1564, 1507, 1500 or 1566
W 1018	P.L.	Nil	Platform 7	1555, 1564, 1512, 1509
		Nil	Platform 6	1555, 1564, 1512, 1508
		Nil	Platform 5	1555, 1564, 1512
		Nil	Platform 4	1555, 1564 or 1555, 1506, 1503
		Nil	Platform 3	1555, 1564, 1502 or 1555, 1506
		Nil	Platform 2	1555, 1564, 1507 or 1555, 1501
		Nil	Platform 1	1555, 1564, 1507, 1500 or 1555

SIGNAL APPLICATIONS

SIGNAL No	ASPECT	INDICATION	APPLICATION	VIA FACING POINTS REVERSE
W 1020	P.L.	Nil	Platform 7	1564, 1512, 1509
		Nil	Platform 6	1564, 1512, 1508
		Nil	Platform 5	1564, 1512
		Nil	Platform 4	1564 or 1506, 1503
		Nil	Platform 3	1564, 1502 or 1506
		Nil	Platform 2	1564, 1507 or 1501
		Nil	Platform 1	1564, 1507, 1500 or Nil
W 1022	P.L.	Nil	Platform 15	1567, 1524, 1525, 1528
		Nil	Platform 14	1567, 1524, 1525
		Nil	Platform 13	1567, 1524, 1525, 1519
		Nil	Platform 12	1567, 1524, 1518
		Nil	Platform 11	1567, 1524 or 1567, 1520
		Nil	Platform 10	1567
		Nil	Platform 9	1517
		Nil	Platform 8	1517, 1515
		Nil	Platform 7	1509
		Nil	Platform 6	1508
		Nil	Platform 5	Nil
W 1024	P.L.	Nil	Platform 19	1553, 1534, 1535
		Nil	Platform 18	1553, 1534
		Nil	Platform 17	1553 or 1533, 1532
		Nil	Platform 16	1553, 1531 or 1533
		Nil	Platform 15	Nil or 1571, 1525, 1528
		Nil	Platform 14	1526 or 1571, 1525
		Nil	Platform 13	1571, 1525, 1519
		Nil	Platform 12	1571, 1518
		Nil	Platform 11	1571
		Nil	Platform 10	1571, 1569
		Nil	Platform 9	1571, 1569, 1514
Nil	Platform 8	1571, 1569, 1514, 1515		
W 1025	P.L.	Nil	Down Main Slow	1510
W 1027	P.L.	Nil	Down Main Slow	1513
W 1030	P.L.	W	Windsor Reversible (Up Dir)	1595, 1592, 1587, 1582, 1578, 1576, 1575
		W	Up Windsor	1595, 1592, 1587, 1582, 1578, 1576
		W	Down Windsor (Up Dir)	1595, 1592, 1587, 1582, 1578
		M	Up Main Relief	1595, 1592, 1587, 1582
		M	Up Main Fast	1595, 1592, 1587
		M	Down Main Fast (Up Dir)	1595, 1592
		M	Up Main Slow	1595
		M	Down Main Slow (Up Dir)	Nil
		S	No1 Down Siding	1513
		S	No2 Down Siding	1513, 1510



- ⊕ — GREEN ASPECT
  - ⊙ — YELLOW ASPECT
  - ⊖ — RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
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-  — JUNCTION INDICATORS
  -  — ROUTE INDICATOR (Numeral indicates number of routes).
  -  — POSITION LIGHT SIGNAL - Associated with main aspect -
  -  — POSITION LIGHT SIGNAL - Not associated with main aspect -
  -  — As above but with YELLOW light instead of RED light.
- } The Rule Book, Section C, Clauses 3.3.1 & 3.3.2.
- } The Rule Book, Section C, Clause 3.2.
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-  — LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 5.2.1 & 5.2.2.
  -  — BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 5.1.1 & 5.1.2.
  -  — AUTOMATIC SIGNAL - The Rule Book, Section C, Clause 2.4.
  -  — SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clause 2.5
  -  — A.W.S. INDUCTOR
  -  — A.W.S. INDUCTOR - PERMANENT MAGNET
  -  — A.W.S. INDUCTOR - OPERATIVE IN BOTH DIRECTIONS
  -  — A.W.S. INDUCTOR - SUPPRESSED FOR MOVES IN DIRECTION OF ARROW.
  -  — TELEPHONE
  -  — 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 - The Rule Book, Section K, Clauses 2.1.4 & 3.2.
  - ^ — NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS
  - § — SPRING TRAILING POINTS
  - C&P — CLIPPED & PADLOCKED
  - H.P. — HAND OPERATED POINTS
  - ⊙ T.A.C. — TRAIN ARRIVED COMPLETE PLUNGER
  - R — When shown as a suffix letter, with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number
  -  — SUPPORTED STRUCTURE
  -  — WARNING INDICATOR FOR PERMANENT SPEED RESTRICTION
  -  — 'STOP' BOARD (worded as shown on diagram).

All distances in yards.

Signal Instruction  
 No. 3 1991  
 Ref. R2151/16

