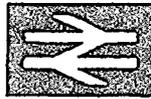


Signal Instruction
37CD/OD14/-/71SWD/58SED



British Rail

Southern

CENTRAL, SOUTH EASTERN AND SOUTH WESTERN DIVISIONS
AND
LONDON MIDLAND REGION

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
BETWEEN
CLAPHAM JUNCTION
STEWARTS LANE
AND
KENSINGTON OLYMPIA
ON
SUNDAY, 24 APRIL 1983

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Latchmere Junction signal box will be abolished.

Control of all points and signals previously controlled from this signal box will be transferred to Victoria (VS) signal box as shown on the enclosed diagram.

The lines between Clapham Junction 'A' and Latchmere Junction will be known as the Down Latchmere and the Latchmere Reversible.

Track Circuit Block working will be introduced between Victoria (VS & VC) and Clapham Junction 'A' and Kensington South Main.

All signal post telephones will communicate with Victoria (VS) signal box unless otherwise shown.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
VS74	Main	Nil	Up Kensington
	Main	Position 4	Up West London
	Main	Position 5	Latchmere Reversible
590	Position Light	Nil	Up Kensington
	Position Light	Nil	Up West London
	Position Light	Nil	Latchmere Reversible
KS32	Main	Position 1	Up and Down Platform
	Position Light	Position 1	Up and Down Platform
	Main	Nil	Down Main
The following signals will have additional applications, thus:			
WF33	Position Light	Nil	Latchmere Reversible
WF34	Position Light	Nil	Latchmere Reversible
WF35	Position Light	Nil	Latchmere Reversible
WF75	Position Light	Nil	Latchmere Reversible

Essex House
CROYDON

(R/SB429/1/31A)

B. D. Scott
Divisional Manager
(Central Division)

1 Albermarle Road
BECKENHAM

(R/Z455/191)

R. J. Poynter
Divisional Manager
(South Eastern Division)

19 Worples Road
WIMBLEDON

(R/SA 1442)

F. B. Whitehall
Divisional Manager
(South Western Division)

Rail House
CREWE

(OD14/-)

D. J. Maidment
Chief Operating Manager
(London Midland Region)



= JUNCTION INDICATORS - The Rule Book, Section C, Clause 3.1.4.



= 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 - 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 3.1.3. & 5.1.



= LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.



= BANNER REPEATING SIGNAL - The Rule Book, Section C, Clauses 3.3.1. & 5.5.



= Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3. & 3.3.4.



= Denotes SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.4. & 3.3.4.



= 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, Diagram No.1.



= 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.

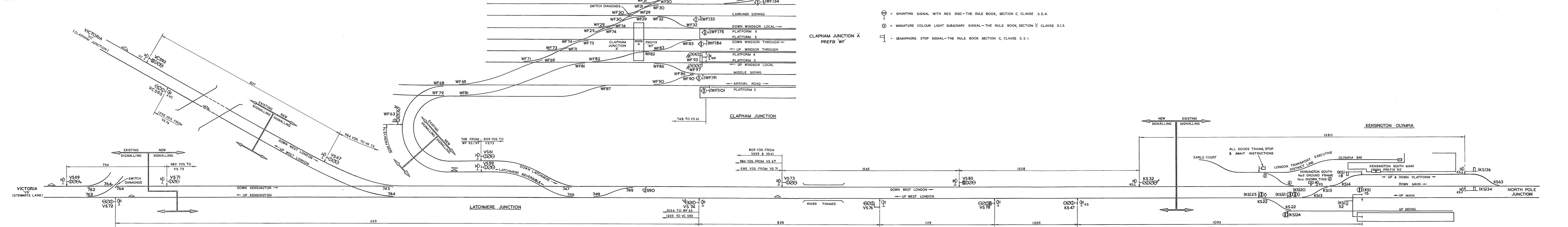
R

= 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.

All distances in yards.



- ⊕ = SHUNTING SIGNAL WITH RED DISC—THE RULE BOOK, SECTION C, CLAUSE 3.2.4.
- ⊙ = MINIATURE COLOUR LIGHT SUBSIDIARY SIGNAL—THE RULE BOOK, SECTION C, CLAUSE 3.1.3.
- ⊞ = SEMAPHORE STOP SIGNAL—THE RULE BOOK SECTION C, CLAUSE 3.2.1.

CLAPHAM JUNCTION A
PREFIX 'WF'

CLAPHAM JUNCTION

LATCHMERE JUNCTION

KENSINGTON OLYMPIA

NORTH POLE JUNCTION