

SOUTHERN REGION—SOUTH WESTERN DIVISION

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**Instructions to all concerned as to  
BRINGING INTO USE NEW PANEL SIGNAL BOX AT PORTSMOUTH  
ALSO  
COMPLETION OF COLOUR LIGHT SIGNALLING WITHIN THE AREA  
HAVANT, COSHAM AND PORTSMOUTH HARBOUR TOGETHER  
WITH TRACK CIRCUIT BLOCK WORKING THROUGHOUT,  
AND ABOLITION OF  
FARLINGTON JUNCTION, PORTCREEK JUNCTION, COSHAM JUNC-  
TION, FRATTON EAST, FRATTON WEST, PORTSMOUTH YARD AND  
PORTSMOUTH HARBOUR SIGNAL BOXES AND THE REDUCTION  
OF GREEN LANES CROSSING SIGNAL BOX TO A GATE BOX  
ON  
SUNDAYS 7th APRIL, 21st APRIL AND  
5th MAY 1968.**

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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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The composite diagram shows the limits of each stage of the above work, full details of times will be given in the weekly P/EW Notice.

Work for Sunday, 7th April will be known as Stage 3, for Sunday, 21st April as Stage 4 and for Sunday, 5th May as Stage 5.

Lamps, which flash with a white light to call the attention of the Technician, will be fixed to certain apparatus.

# SIGNALLING RECORD SOCIETY

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### **Stage 3—7th April**

The new panel signal box known as Portsmouth (prefix PW) will be brought into use, and the signal boxes at Portsmouth Yard, Fratton East and Fratton West will be abolished together with the Portsmouth High Level Ground Frame.

Various lines will be renamed as shown on the diagram.

#### **PORTSMOUTH HARBOUR**

The existing 3 aspect Up advanced starting signal (QW 9), and banner repeating signal will be removed.

#### **GREEN LANES CROSSING**

Until the introduction of Stage 5 the signal box prefix letters will be OW, and Copnor Intermediate No. 2 down distant signal will work as the distant signal for the new WA.446 signal, being 1007 yards the approach side of the new signal.

Signal WA.443 will be brought into use as a 3-aspect Up Outer Home signal (the top aspect being obliterated) temporarily numbered OW.8. The distance between this signal and the Up Home (re-named Up Inner Home) signal will be 745 yards.

On completion of Stage 3, track circuit block working will apply between Portsmouth and Green Lanes Crossing signal boxes.

### **Stage 4—21st April**

Portsmouth Harbour signal box will be abolished and all signals will bear the prefix PW, the signal telephones communicating with the new Portsmouth panel signal box.

The facing crossover between the down and up lines 205 yards Portsmouth & Southsea side of Portsmouth Harbour signal box will be put out of use, being clipped and padlocked in the normal position pending abolition. The new facing crossover (No. 281) previously clipped and padlocked out of use, will be brought into use.

### **Stage 5—5th May**

Green Lanes Crossing signal box will become a gate box, and signal WA.443 will work as a 4-aspect signal as shown on the diagram.

The facing points in the up line, 103 yards Portcreek Junction side of the signal box, leading to Government sidings, will be put out of use, being clipped and padlocked in the normal position pending abolition. The new trailing connection at Hilsea Halt will be brought into use.

The existing Down Home signals at Farlington Junction (MW.3/8) will be renumbered PW.40 as shown.

Portcreek Junction, Cosham Junction and Farlington Junction signal boxes will be abolished.

The telephones at automatic signals WA.440, 439, 438, 437 and 436 between Farlington Junction and Bedhampton crossing will in future communicate with the new panel signal box at Portsmouth.

On completion of Stage 5 track circuit block working will apply between Havant and Portsmouth, and Cosham and Portsmouth.

**SIGNAL APPLICATIONS FROM 7th APRIL 1968  
PORTSMOUTH**

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication           | Application   |
|------------|---------------------------------------|----------------------|---|
| 19         | R<br>S                                | NIL<br>NIL           | Along Up Main.<br>From Up Main to Back Road.  |
| 23         | R<br>S<br>S                           | NIL<br>S<br>B        | From No. 5 platform to Up Main.<br>Shunting from No. 5 platform to Up Carriage siding.<br>Shunting from No. 5 platform to Back Road.  |
| 25         | R<br>S<br>S                           | NIL<br>S<br>B        | From No. 4 platform to Up Main (either via No. 258 points or via Nos. 264, 263 points).<br>Shunting from No. 4 platform to Up Carriage siding (either via Nos. 261, 260 points or via No. 264 points).<br>Shunting from No. 4 platform to Back Road (either via Nos. 264, 263, 262 points, or via Nos. 258, 257 points) |
| 27         | R<br>S<br>S                           | NIL<br>S<br>B        | From No. 3 platform to Up Main (either via No. 258 points or via Nos. 264, 263 points).<br>Shunting from No. 3 platform to Up Carriage siding (either via Nos. 261, 260 points or via No. 264 points).<br>Shunting from No. 3 platform to Back Road (either via Nos. 264, 263, 262 points or via Nos. 258, 257 points)  |
| 29         | R<br>S<br>S                           | Nil<br>S<br>B        | From No. 2 platform to Up Main<br>Shunting from No. 2 platform to Up Carriage siding.<br>Shunting from No. 2 platform to Back Road.   |
| 33         | R<br>S<br>S<br>S                      | Nil<br>Nil<br>I<br>S | Along Up Main.<br>From Up Main to Down Relief.<br>From Up Main to No. 1 Reception Road.<br>From Up Main to Carriage sidings.  |
| 72         | R<br>S                                | Nil<br>Nil           | Along Down Main.<br>From Down Main to Goods Yard.   |
| 74         | R<br>R                                | I<br>Nil             | From Down Main to Down Relief.<br>Along Down Main.  |
| 76         | R                                     | Nil                  | Along Down Relief.  |
|            | R<br>S                                | I<br>Nil             | From Down Relief to Down Main.<br>From Down Relief to Up siding.  |

| Signal No. | Type        |                | Indication | Application  |
|------------|-------------|----------------|------------|--|
|            | R = Running | S = Subsidiary |            |  |
| 84         | R           |                | H          | From Down Relief to High Level (via Down Relief).  |
|            | R           |                | M          | From Down Relief to High Level (via Down Main).  |
|            | R           |                | D          | From Down Relief to Dockyard.  |
|            | R           |                | 5          | From Down Relief to No. 5 platform.  |
|            | R           |                | 4          | From Down Relief to No. 4 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points).  |
|            | R           |                | 3          | From Down Relief to No. 3 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points).  |
|            | R           |                | 2          | From Down Relief to No. 2 platform.  |
|            | S           |                | 5          | From Down Relief to No. 5 platform 'Draw Ahead'.   |
|            | S           |                | 4          | From Down Relief to No. 4 platform 'Draw Ahead' (either via Nos. 262, 264 points or via Nos. 257, 261 points).   |
|            | S           |                | 3          | From Down Relief to No. 3 platform 'Draw Ahead' (either via Nos. 262, 264 points or via Nos. 257, 261 points).   |
|            | S           |                | B          | From Down Relief to Siding B   |
|            | S           |                | 2          | From Down Relief to No. 2 platform 'Draw Ahead'.   |
|            | S           |                | A          | From Down Relief to Sidings A1, A2, A3, & No. 1 platform Siding.   |
|            | S           |                | Nil        | Shunting along Down Relief or to No. 5 platform, or to No. 4 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points) or to No. 3 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points) or to No. 2 platform. |
| 86         | R           |                | M          | From Down Main to High Level.  |
|            | R           |                | 5          | From Down Main to No. 5 platform.  |
|            | R           |                | 4          | From Down Main to No. 4 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points).  |
|            | R           |                | 3          | From Down Main to No. 3 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points).  |
|            | R           |                | 2          | From Down Main to No. 2 platform.  |
|            | S           |                | 5          | From Down Main to No. 5 platform 'Draw Ahead'.   |
|            | S           |                | 4          | From Down Main to No. 4 platform 'Draw Ahead' (either via Nos. 262, 264 points or via Nos. 257, 261 points).   |
|            | S           |                | 3          | From Down Main to No. 3 platform 'Draw Ahead' (either via Nos. 262, 264 points or via Nos. 257, 261 points).   |
|            | S           |                | B          | From Down Main to Siding 'B'.  |
|            | S           |                | 2          | From Down Main to No. 2 platform 'Draw Ahead'.   |
|            | S           |                | A          | From Down Main to Sidings A1, A2, A3 & No. 1 platform Siding.  |
|            | S           |                | Nil        | Shunting from Down Main to No. 5 platform or to No. 4 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points) or to No. 3 platform (either via Nos. 262, 264 points or via Nos. 257, 261 points) or to No. 2 platform.        |

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication | Application   |
|------------|---------------------------------------|------------|---|
| 131        | S                                     | Nil        | Shunting from Goods Yard to Up Main.  |
| 132        | S                                     | Nil        | Shunting from Up Main to Goods Yard or Down Main.   |
| 139        | S                                     | Nil        | Shunting back along Down Relief, or from Down Relief to No. 1 Reception Road or No. 2 Reception Road or Fuelling Road or Carriage Sidings.  |
| 141        | S                                     | Nil        | Shunting back along Down Main or from Down Main to Down Relief or No. 1 Reception Road or No. 2 Reception Road or Fuelling Road or Carriage Sidings.  |
| 143        | S                                     | Nil        | Shunting from Up Siding to Up Main or Down Relief or No. 1 Reception Road or Carriage Sidings.  |
| 144        | S                                     | Nil        | Shunting from Up Main to Up Siding.   |
| 148        | S                                     | Nil        | Shunting along Back Road towards signal No. 150.  |
| 150        | S                                     | Nil        | Shunting from Back Road to Down Carriage Sidings or Down Relief.  |
| 151        | S                                     | Nil        | Shunting from Down Carriage Sidings to Back Road.   |
| 153        | S                                     | Nil        | Shunting from Down Relief to Back Road.   |
| 156        | S                                     | Nil        | Shunting back along Up Main, or to Dockyard, or No. 5 platform, or No. 4 platform (either via Nos. 258, 261 points, or via Nos. 263, 264 points) or No. 3 platform (either via Nos. 258, 261 points or via Nos. 263, 264 points) or Siding B, or No. 2 platform, or No. 1 platform Siding & Sidings A1, A2, A3. |
| 158        | S                                     | Nil        | Shunting from Up Carriage Siding to No. 5 platform, or No. 4 platform (either via Nos. 260, 261 points or via No. 264 points) or No. 3 platform (either via Nos. 260, 261 points or via No. 264 points) or Siding 'B', or No. 2 platform or No. 1 platform Siding & Sidings A1, A2, A3.                         |
| 159        | S                                     | Nil        | Shunting from Down Main to Back Road (either via No. 268 points or via No. 255 points).   |
| 160        | S                                     | Nil        | Shunting from Down Relief to Down Main, or Up Main, or Dockyard.  |
| 161        | S                                     | Nil        | Shunting from Siding 'B' to Up Carriage Siding, or Up Main, or Back Road.   |
| 163        | S                                     | Nil        | Shunting from No. 1 platform Siding & Sidings A1, A2, A3 to Up Carriage Siding, or Up Main, or Back Road.   |

**PORTSMOUTH GROUND FRAME 'A'**

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication | Application  |
|------------|---------------------------------------|------------|--|
| 1          | S                                     | Nil        | Shunting from Carriage Sidings 'A' towards signal No. 10.  |
| 2          | S                                     | Nil        | Shunting from Carriage Sidings 'B' towards signal No. 20 or signal No. 10.   |
| 5          | S                                     | Nil        | Shunting from No. 1 Reception Road to Down Relief or Down Main or Up Siding.   |
| 10         | S                                     | Nil        | Shunting from Carriage Sidings 'A' towards signal No. 20 or Down Relief or Down Main or Up Siding.   |
| 12         | S                                     | Nil        | Shunting from No. 2 Reception Road towards signal No. 20.  |
| 13         | S                                     | Nil        | Shunting from Fuelling Road towards signal No. 20.   |
| 20         | S                                     | Nil        | Shunting from Sidings to Back Road or Down Relief or Down Main.  |
| 22         | S                                     | Nil        | Shunting from Carriage Sidings 'C' to Back Road.   |
| 23         | S                                     | Nil        | Shunting from Back Road to No. 2 Reception Road or Fuelling Road or Carriage Sidings 'A' or Carriage Sidings 'B' (either via No. 4 points or washing machine) or Carriage Sidings 'C'. |
| 24         | S                                     | Nil        | Shunting along Back Road towards signal No. 23.  |

**SIGNAL APPLICATIONS FROM 21st APRIL 1968  
(PORTSMOUTH HARBOUR)**

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication   | Application   |
|------------|---------------------------------------|--|---|
| 1          | R<br>S                                | Nil<br>Nil   | Along No. 5 platform.<br>Shunting along No. 5 platform.   |
| 3          | R<br>S                                | Nil<br>Nil   | From No. 5 platform to Up Main.<br>Shunting from No. 5 platform to Down Main.   |
| 5          | R<br>S                                | Nil<br>Nil   | From No. 4 platform to Up Main.<br>Shunting from No. 4 platform to Down Main.   |
| 7          | R<br>S                                | Nil<br>Nil   | From No. 3 platform to Up Main.<br>Shunting from No. 3 platform to Down Main.   |
| 9          | R<br>S                                | Nil<br>Nil   | From No. 2 platform to Up Main.<br>Shunting from No. 2 platform to Down Main.   |
| 90         | R                                     | Nil  | Along Down Main.  |
|            | R                                     | I  | From Down Main to No. 1 platform.   |
|            | S<br>S                                | I<br>Nil   | From Down Main to No. 1 platform 'Draw Ahead'.<br>Shunting from Down Main to Up Main.   |
| 92         | R                                     | 5  | From Down Main to No. 5 platform.   |
|            | R                                     | 4  | From Down Main to No. 4 platform.   |
|            | R                                     | 3  | From Down Main to No. 3 platform.   |
|            | R                                     | 2  | From Down Main to No. 2 platform.   |
|            | S                                     | D  | From Down Main to Down Siding.  |
|            | S                                     | 5  | From Down Main to No. 5 platform 'Draw Ahead'.  |
|            | S                                     | 4  | From Down Main to No. 4 platform 'Draw Ahead'.  |
|            | S                                     | 3  | From Down Main to No. 3 platform 'Draw Ahead'.  |
|            | S                                     | 2  | From Down Main to No. 2 platform 'Draw Ahead'.  |
| S          | Nil                                   | Shunting from Down Main to No. 5 platform, or No. 4 platform, or No. 3 platform or No. 2 platform. |   |
| 166        | S                                     | Nil  | Shunting from Up Main to Down Siding or No. 5 platform or No. 4 platform or No. 3 platform or No. 2 platform or No. 1 platform. |
| 167        | S                                     | Nil  | Shunting from Down Siding to No. 5 platform.  |

**SIGNAL APPLICATIONS FROM 5th MAY 1968  
PORTSMOUTH (FARLINGTON)**

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication | Application                  |
|------------|---------------------------------------|------------|------------------------------|
| 40         | R                                     | Nil        | Along Down Main              |
|            | R                                     | I          | From Down Main to Down Spur. |
| 43         | R                                     | I          | From Up Main to Up Branch    |
|            | R                                     | Nil        | Along Up Main.               |
| 60         | R                                     | Nil        | From Down Branch to Up Spur. |
|            | R                                     | I          | Along Down Branch.           |

**PORTSMOUTH GROUND FRAME 'D'**

| Signal No. | Type<br>R = Running<br>S = Subsidiary | Indication | Application                         |
|------------|---------------------------------------|------------|-------------------------------------|
| 3          | S                                     | Nil        | Shunting from Up Main to Up Siding. |
| 4          | S                                     | Nil        | Shunting from Up Siding to Up Main. |

**F. P. B. TAYLOR**  
Divisional Manager.

Wimbledon,  
March, 1968.

(B.R. 31330)

(ELEC/R/SA.16/20/3)

-  = JUNCTION INDICATOR - Rule 35(e)
  -  = GREEN ASPECT
  -  = YELLOW ASPECT
  -  = RED ASPECT
- } Rule 35(b)(i) and Rule 43
-  = ROUTE INDICATOR (Numeral indicates total number of routes)
  -  = POSITION LIGHT SUBSIDIARY SIGNAL (Draw ahead) - Rule 35(b)(iii) and Rule 44A.  
(Normally out-proceed aspect is two white lights at 45°)
  -  = BANNER REPEATING SIGNAL - Rule 42
  -  Denotes AUTOMATIC SIGNAL - Rule 35(c)(i)
  -  Denotes SEMI-AUTOMATIC SIGNAL - Rule 35(c)(ii)
  -  = A.W.S. INDUCTOR
  -  = TELEPHONE
  -  = POSITION LIGHT SHUNTING SIGNAL - Rule 35(b)(iii) and Rule 47  
(Normal indication - one red light on left and one white light on right in horizontal position.  
Proceed indication - Two white lights at 45°)
  -  Y = As above but with YELLOW light instead of red light
  -  = LIMIT OF SHUNT INDICATOR
  -  = 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 - Rule 55
  -  = NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS.

ALL DISTANCES IN YARDS.

SIGNAL INSTRUCTION  
No. 23 S.W.D.

