



Southern

ALTERATIONS TO SIGNALLING AND PERMANENT WAY

between

VAUXHALL/LATCHMERE JCT.

and

EARLSFIELD/WANDSWORTH TOWN

FRIDAY 25 MAY 1990

to

MONDAY 28 MAY 1990

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

New signalling and permanent way will be introduced, as shown on the enclosed diagram.

Queens Road, West London Junction and Clapham Junction "A" signal boxes will be abolished, and control of points and signals will be from Wimbledon (W) signal box.

A telephone, giving communication with Wimbledon (W) signal box, will be provided at each stop signal except as otherwise shown on the diagram.

SIGNALLING RECORD SOCIETY

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SIGNAL APPLICATIONS

SIGNAL No.	ASPECT	INDICATION	APPLICATION	
W 86	Main	NIL	Up Windsor Fast	
		Position 4	Up Main Fast	
W 90	Main	NIL	Up Main Slow	
		Position 1	Up Main Fast	
		Position 2	Up Windsor Fast	
W 92	Main	NIL	Up Main Fast	
		Position 1	Up Windsor Fast	
W 103	Main	NIL	Down Main Fast	
		Position 4	Down Windsor	
W 113	Main	NIL	Down Main Fast	
		Position 1	Down Main Slow	
W 117	Main	NIL	Down Windsor Slow	
		Position 1	Down Main Fast	
		Position 2	Down Main Slow	
		Position 4	Down Windsor Fast	
W 120	Main	NIL	Up Main Slow	
		Position 1	Up Main Fast	
	Position Light	NIL	Siding No.1	
W 122	Main	NIL	Up Main Fast	
		Position Light	Siding No.1	
W 123	Main	NIL	Down Main Fast	
		Position Light	Clapham Yard	
W 124	Main	NIL	Up Main Fast	
		Position Light	Clapham Yard via points 681; OR 682 and 632	
W 127	Main	NIL	Down Windsor Slow	
		Position Light	Clapham Yard	
W 132	Main	NIL	Up Main Fast	
		Position 1	Up Loop	
W 141	Main	NIL	Down Windsor Slow	
		Position Light	X	Up Loop LOS
			Y	Clapham Yard
W 143	Main	NIL	Down Windsor Fast	
		Position 1	Down Windsor Slow	
		Position Light	X	Up Loop LOS
Y	Clapham Yard			
W 145	Main	F	Down Windsor Fast	
		S	Down Windsor Slow	
	Main, OR Position Light	B	Kensington Bay	
		Position Light	M	Middle siding
	X		Up Loop LOS	
	Y		Clapham Yard	
W 149	Main	F	Down Windsor Fast	
		S	Down Windsor Slow	
	Main, OR Position Light	B	Kensington Bay via points 642 and 666; OR 629	
		Position Light	M	Middle siding via points 642 and 668; OR 629, 661 and 667; OR 629 and 668
	X		Up Loop LOS	
	Y		Clapham Yard	
		Z	Up Windsor Slow LOS	
W 153	Main	NIL	Down Main Fast	
		Position 1	Down Main Slow	
W 300	Main	NIL	Up Windsor Fast	
		L	Up Ludgate	
		R	Latchmere Reversible	
		S	Up Windsor Slow	
W 302	Main	L	Up Ludgate	
		R	Latchmere Reversible	
		S	Up Windsor Slow	

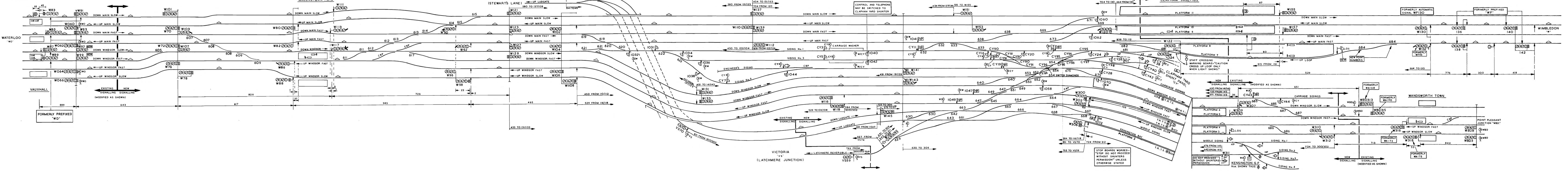
SIGNAL APPLICATIONS (Continued)

SIGNAL No.	ASPECT	INDICATION	APPLICATION
W 306	Main	L	Up Ludgate via points 643; OR 666 and 630
		R	Latchmere Reversible via points 642; OR 643
W 307	Main	NIL	Down Windsor Slow
		Position 4	Down Windsor Fast
W 312	Main	NIL	Up Windsor Slow
		Position 4	Up Windsor Fast
1031	Position Light	NIL	Siding No.1, OR No.3, OR No.6
1041	Position Light	D	Down Main Slow, OR Down Main Fast
		S	Down Windsor Slow
		X	Up Loop LOS via points 682; OR 633, CY 90, CY 95 and 681
		Y	Clapham Yard
1047	Position Light	F	Down Windsor Fast
		S	Down Windsor Slow
		X	Up Loop LOS
		Y	Clapham Yard
1049	Position Light	F	Down Windsor Fast
		M	Middle siding
		S	Down Windsor Slow
		X	Up Loop LOS
		Y	Clapham Yard
1058	Position Light	Z	Up Windsor Slow LOS
		NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast
1060	Position Light	NIL	Siding No.1, OR Up Main Fast
1062	Position Light	NIL	Siding No.1, OR Up Main Fast
1070	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
1072	Position Light	L	Up Ludgate via points 668 and 643; OR 668, 666 and 630; OR 667, 663 and 643
		R	Latchmere Reversible via points 668 and 643; OR 668, 666 and 642; OR 667, 663 and 643
		S	Up Windsor Slow
CY 11	Position Light	D	Down Main Slow, OR Down Main Fast
		S	Down Windsor Slow
		X	Up Loop LOS via points 632 and 682; OR CY 90, CY 95 and 681
		Y	Yard
CY 16	Position Light	NIL	Siding No.1, OR Up Main Fast
		S	Down Windsor Slow
CY 17	Position Light	X	Up Loop LOS
		Y	Yard
		S	Down Windsor Slow
CY 19	Position Light	X	Up Loop LOS
		Y	Yard
		NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 24	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 26	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 28	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 35	Position Light	X	Up Loop LOS
		Y	Yard
CY 40	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 42	Position light	NIL	Latchmere Reversible, OR Up Ludgate, OR Up Windsor Slow, OR Up Windsor Fast, OR Yard
CY 43	Position light	C	Carriage sidings
		D	Down Windsor Slow
		F	Down Windsor Fast

- ① — GREEN ASPECT
 - ⊖ — YELLOW ASPECT
 - ⊕ — RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1
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-  — JUNCTION INDICATORS
 -  — ROUTE INDICATOR (Number 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. 3-1990



STOP BOARDS WORDED—
"STOP DO NOT PROCEED
WITHOUT SHUNTERS
PERMISSION" UNLESS
OTHERWISE STATED

DO NOT PROCEED
WITHOUT SHUNTERS
PERMISSION

CONTROL AND TELEPHONE
MAY BE SWITCHED TO
CLAPHAM YARD SHUNTER

NEW SIGNALLING
EXISTING SIGNALLING
(MODIFIED AS SHOWN)

NEW SIGNALLING
EXISTING SIGNALLING
(MODIFIED AS SHOWN)

EXISTING
NEW SIGNALLING
(MODIFIED AS SHOWN)

FORMERLY PREFIXED
"WD"

FORMERLY PREFIXED
"WF"

FORMERLY AUTOMATIC
SIGNAL WFI30

FORMERLY PREFIXED
"WF"

FORMERLY PREFIXED
"WD"