



Southern

ALTERATIONS TO SIGNALLING AND PERMANENT WAY

between

CLAPHAM JUNCTION (excl.)

and

RAYNES PARK (excl.)

SATURDAY 14 APRIL 1990

to

MONDAY 16 APRIL 1990

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

New signalling and permanent way will be introduced as shown on the diagram overleaf. Attention is drawn to the new signalled routes in the Down direction from the Up Fast platform line, and along and from the Up Slow platform line.

The new Wimbledon (W) signal box will open and will take over control, from Wimbledon "A" (WH) signal box, of points and signals on the Down and Up Local and Thro lines. These lines will be renamed the Down and Up Slow and Fast lines. Points and signals on the Down and Up Putney lines will continue to be controlled from Wimbledon "A" (WH) signal box.

In addition to those shown on the diagram, the following signals will be renumbered:

DOWN DIRECTION, BETWEEN CLAPHAM JUNCTION AND SIGNALS W 183/W 185

Old number (Down Local/Down Thro)	New number (Down Slow/Down Fast)
WH 155/WH 157	W 155/W 157
WH 163/WH 165	W 163/W 165
WH 167/WH 169	W 167/W 169
WH 171/WH 173	W 171/W 173
WH 175/WH 177	W 175/W 177
WH 179/WH 38	W 179/W 181

UP DIRECTION, BETWEEN RAYNES PARK AND SIGNALS W 174/W 176

Old number (Up Thro/Up Local)	New number (Up Fast/Up Slow)
WH 112/WH 182	W 180/W 182

POSITION LIGHT SIGNALS

Old Number	New Number	Application	Indication
WH 51	1105	Up Slow to Up Fast	Nil
WH 57	1107	Up Fast to Top yard	Nil
WH 59	1108	{Top Yard to Up Fast {Top Yard to sidings	F (formerly T) S (unchanged)
WH 80	1101	Up Fast to East yard	Nil
WH 82	1102	{East yard to Up Fast {East yard to Up siding {(formerly signal with yellow aspect)	U (new indication) S (new indication)

Telephones, giving communication with Wimbledon (W) signal box, will be provided at all running signals in its area of control.

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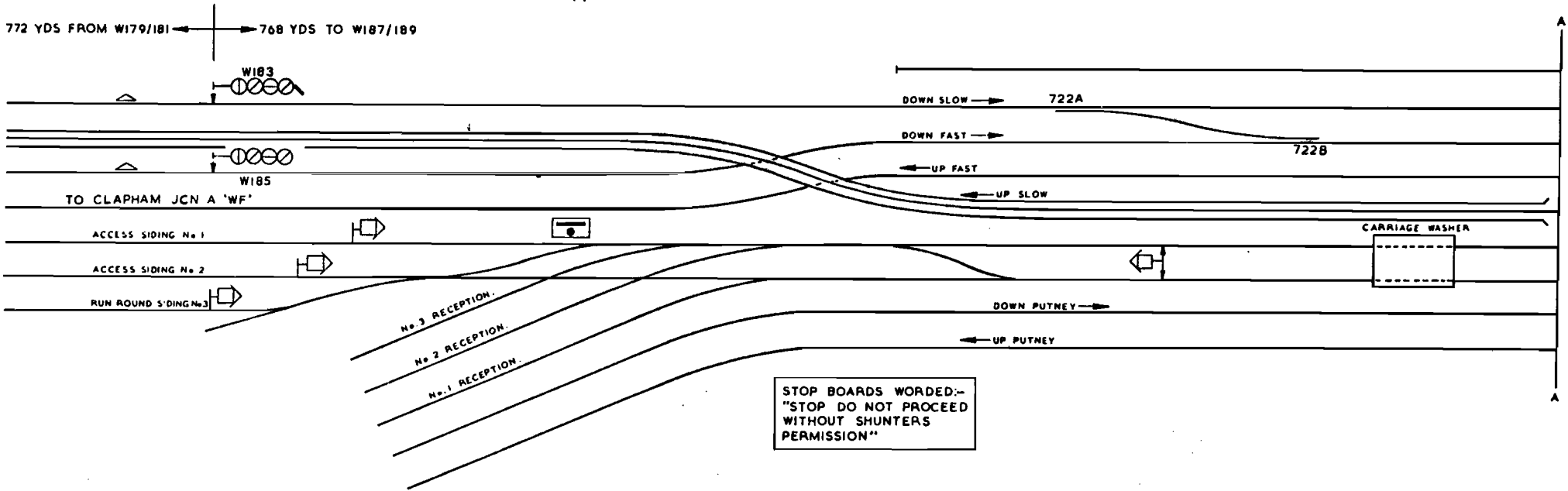
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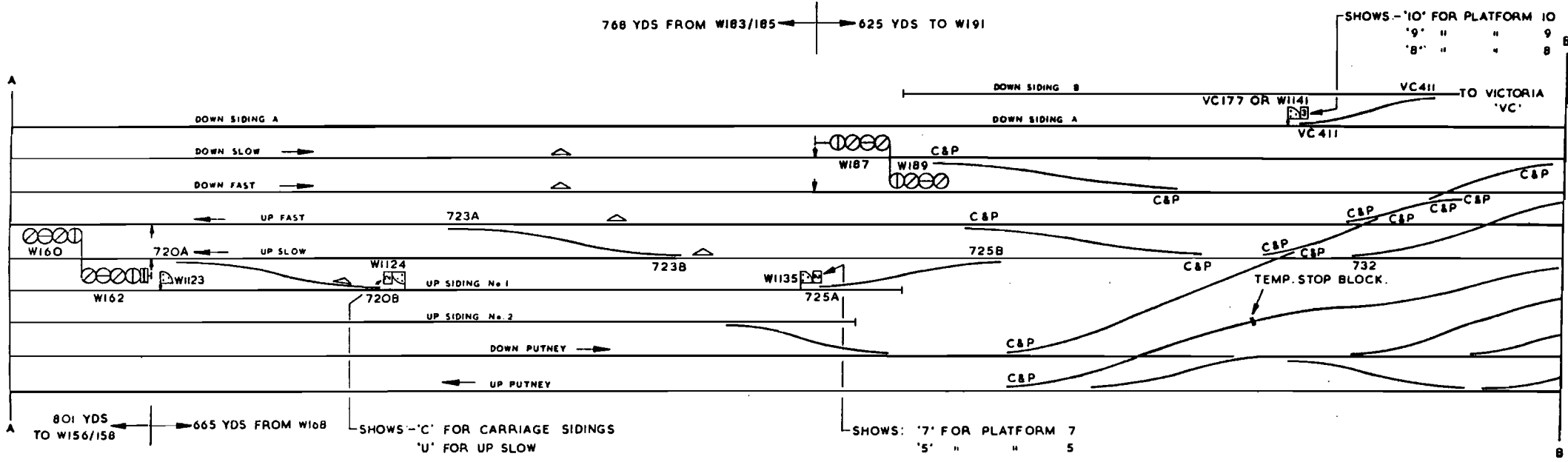
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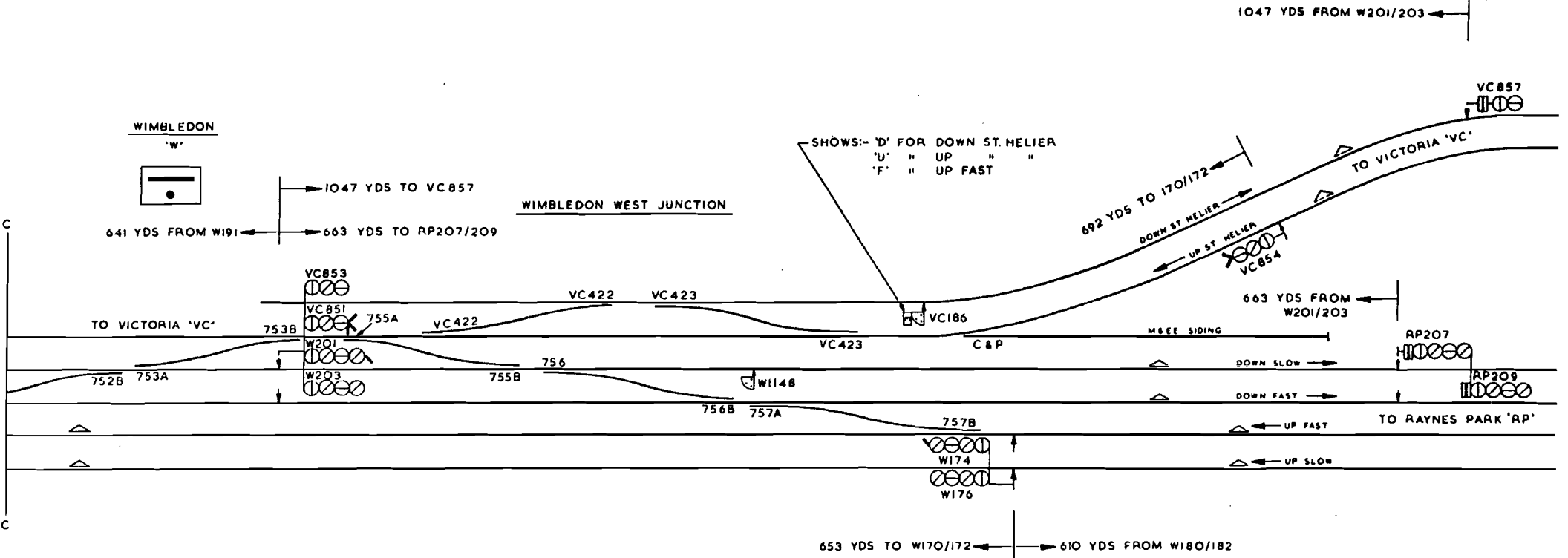
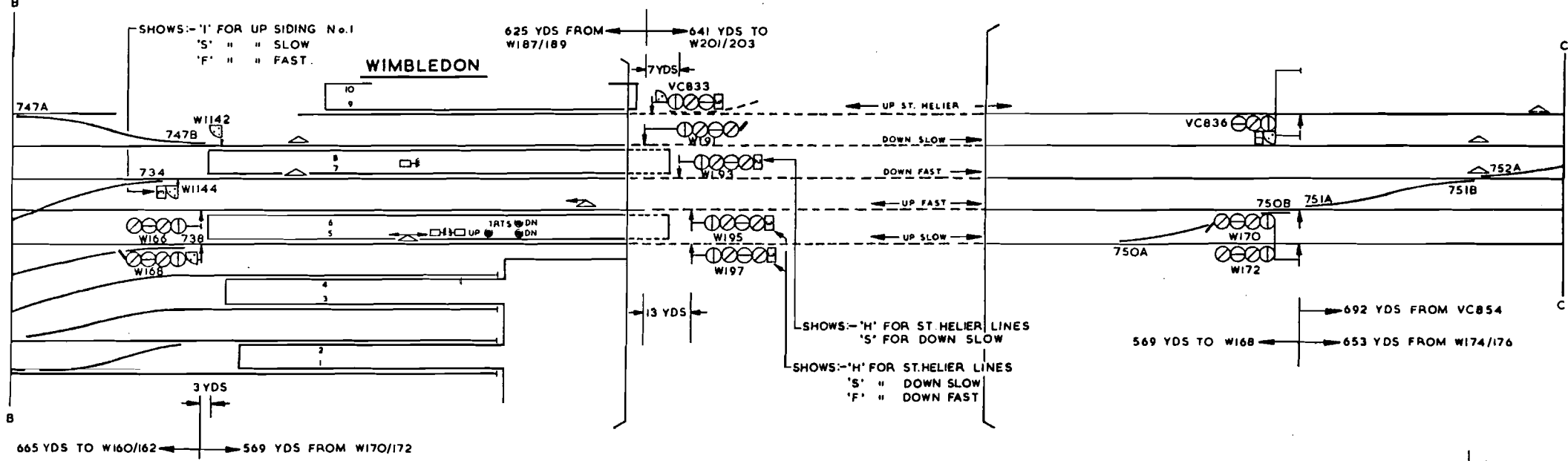
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WIMBLEDON TOP YARD
SHUNT PANEL
'TY'
























768 YDS FROM W183/185 ← → 625 YDS TO W191





NOTE:— EXISTING SIGNALLING CONTROLLED FROM VICTORIA 'VC' (ST.HELIER LINES) AND WIMBLEDON 'A' (PUTNEY LINES ONLY) IS UNALTERED

- ⊕ — GREEN ASPECT
 - ⊖ — YELLOW ASPECT
 - ⊗ — RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
-
-  — 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.
 -  — 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.