



British Rail

Southern

SOUTH WESTERN DIVISION

ALTERATIONS TO SIGNALLING
AND PERMANENT WAY
AT
SALISBURY
BETWEEN
**MONDAY 17th AND
FRIDAY 28th AUGUST, 1981**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Salisbury Tunnel Junction, Salisbury East and Salisbury West signal boxes will be abolished and colour light signalling, together with Track Circuit Block working, will be introduced controlled from a new signalling panel at Salisbury station.

New signals will be fitted with a plate bearing the prefix letters 'SY'. B.R.A.W.S. equipment will be installed a nominal 200 yards on the approach side of each running signal. All signal post telephones will communicate with Salisbury panel.

The work will be carried out in Stages as follows:

Monday, 17th August – Stage 2A

Salisbury Tunnel Junction signal box abolished and control of area transferred to Salisbury panel.

Wednesday, 19th August – Stage 2B

Salisbury East signal box abolished and control of area transferred to Salisbury panel.

Two normally lit warning lights will be provided on the up side of the line Fisherton Tunnel side of the station. The lights will be extinguished on the approach of a train on the Up Main line also for movements from the Up Main line to Fisherton Yard and for movements back along the Up Main line.

The existing Salisbury East Up Local Starting signal will be fixed at danger and remain until Stage 2C. A hand signalman will be provided for movements as necessary.

Friday, 21st August – Stage 2C

Salisbury West signal box abolished and control of area transferred to Salisbury panel.

Reversible working will be introduced over Down Main and Platform Loop lines.

Up Local line will become a Reception siding.

No. 137 points will be brought into use.

Friday, 28th August – Stage 2D

Bringing into use Laverstock Loop line and control of connections from Salisbury panel.

Full details are shown on the enclosed diagram.

WIMBLEDON,
JULY 1981

F. B. WHITEHALL
Divisional Manager

(R/SA 1494/9/2)

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ALL DISTANCES IN YARDS.



= JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.



= GREEN ASPECT



= YELLOW ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= RED ASPECT



= ROUTE INDICATOR (Numeral indicates total number of routes).



= POSITION LIGHT SIGNAL – The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 3.1.4. and 5.1.1.



= BANNER REPEATING SIGNAL – The Rule Book, Section C, Clauses 3.3.1 and 5.5.



= Denotes AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.3 and 3.3.4.



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



= A.W.S. INDUCTOR.



= TELEPHONE.



= POSITION LIGHT SHUNTING SIGNAL – The Rule Book, Section C, Clauses 3.1.5 and 5.2.



= As above but with YELLOW light instead of red light.



= LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.



= SIGNAL BOX.



= GROUND FRAME (Numeral indicates total number of levers).

● 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.

Where the suffix letter 'R' is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

SIGNAL APPLICATIONS

Signal No.	Type	Indication	Application
SY 29	Running	Position 1	From Down Main to Laverstock Loop
		Nil	Along Down Main
SY 35	Running	Nil	From Down Dean to Down Main
		Position 4	From Down Dean to Laverstock Loop
SY 40	Running	Nil	Along Up Main
		Position 4	From Up Main to Up Dean
SY 43	Running	Position 1	From Down Main to East Bay
	Subsidiary	Position 1	From Down Main to East Bay
	Running	Nil	Along Down Main
	Subsidiary	D	Along Down Main
	Running	Position 4	From Down Main to Platform Loop
	Subsidiary	Position 4	From Down Main to Platform Loop
SY 44	Running	Nil	From East Bay to Up Main
	Subsidiary	T	From East Bay to Through Siding
	Subsidiary	S	From East Bay to Down Siding
SY 46	Running	Nil	Along Up Main
	Subsidiary	Nil	From Up Main to Through Siding
SY 48	Running	Nil	From Platform Loop to Up Main
	Subsidiary	T	From Platform Loop to Through Siding
	Subsidiary	S	From Platform Loop to Down Siding
SY 50	Running	Nil	From Down Main to Up Main
	Subsidiary	T	From Down Main to Through Siding
	Subsidiary	S	From Down Main to Down Siding
SY 52	Running	Nil	Along Up Main
	Subsidiary	U	Along Up Main
	Running	Position 4	From Up Main to Platform Loop
	Subsidiary	Position 4	From Up Main to Platform Loop
	Running	Position 5	From Up Main to Down Main
	Subsidiary	Position 5	From Up Main to Down Main
	Subsidiary	R	From Up Main to Reception Siding
	Subsidiary	B	From Up Main to West Bay
Subsidiary	E	From Up Main to Engine Line	
201	Shunting	Nil	Back Along Up Main to Laverstock Loop
	Shunting	Nil	Back Along Up Main to Down Main

SIGNAL APPLICATIONS

Signal No.	Type	Indication	Application
212	Shunting	Nil	From Through Siding to Shunting Neck
	Shunting	Nil	From Through Siding to Up Main
213	Shunting	Nil	Back Along Up Main
	Shunting	Nil	From Up Main to Through Siding
215	Shunting	Nil	From Through Siding to East Bay
	Shunting	Nil	From Through Siding to Down Main
	Shunting	Nil	From Through Siding to Platform Loop
	Shunting	Nil	From Through Siding to Back Along Up Main
	Shunting	Nil	Along Through Siding
217	Shunting	Nil	Back Along Up Main to East Bay
	Shunting	Nil	Back Along Up Main to Down Main
	Shunting	Nil	Back Along Up Main to Platform Loop
	Shunting	Nil	Back Along Up Main
219	Shunting	Nil	From Down Siding No. 1 to East Bay
	Shunting	Nil	From Down Siding No. 1 to Down Main
	Shunting	Nil	From Down Siding No. 1 to Platform Loop
224	Shunting	Nil	From Reception Siding to Through Siding
	Shunting	Nil	From Reception Siding to Through Siding via Up Main
	Shunting	Nil	From Reception Siding to Up Main
225	Shunting	Nil	Back Along Up Main
	Shunting	Nil	From Up Main to Reception Siding
231	Shunting	Nil	From Reception Siding to Down Main
	Shunting	Nil	Along Reception Siding
237	Shunting	Nil	From Engine Line to West Carriage Siding
	Shunting	Nil	From Engine Line to Down Main
240	Shunting	Nil	From Down Main to Reception Siding
	Shunting	Nil	From Down Main to Up Main
	Shunting	Nil	Along Down Main to Platform Loop
	Shunting	Nil	Along Down Main
	Shunting	Nil	From Down Main to West Bay
	Shunting	Nil	From Down Main to Engine Line
	Shunting	Nil	From Down Main to West Carriage Siding

SIGNAL INSTRUCTION
No. 63 SWD

