

P. G. BARLOW Esq.

CL. 53

Signal Instruction
70 S.W.D.

BRITISH RAILWAYS - SOUTHERN REGION

SOUTH WESTERN DIVISION

TEMPORARY ALTERATIONS TO SIGNALLING AND PERMANENT WAY

BETWEEN

HINTON ADMIRAL AND CHRISTCHURCH

ON

SUNDAY 24 OCTOBER 1982

Normal
signalling
restored
5.12.82

In connection with repairs to bridge No. 39, the Up Main line will be slued towards and interlaced with the Down Main line for a distance of 264 yards, as shown on the diagram overleaf. The interlaced lines must be regarded as a single line worked in accordance with the Track Circuit Block Regulations.

Down Main line signal WFB 374, together with its signal post telephone, will be put out of use and the associated A.W.S. track equipment will be removed.

Down Main line signal WFB 374R will be converted to a three aspect stop signal, controlled from Bournemouth signal box and will be renumbered WFB 374. A signal post telephone giving communication with Bournemouth signal box will be provided.

A fixed distant signal (WFB 374R) will be provided 2513 yards in rear of new signal WFB 374. The height of the yellow aspect will be 12 feet above rail level. A.W.S. track equipment will be provided 200 yards in rear of the fixed distant signal.

Up Main line signal WFB 375 will be converted to a controlled signal.

F B WHITEHALL
DIVISIONAL MANAGER

WIMBLEDON
OCTOBER 1982

(R/N1/535)

SIGNALLING RECORD SOCIETY

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