



British Rail

Signal Instruction
No. 21 S.W.D.

SOUTHERN REGION—SOUTH WESTERN DIVISION

C. J. Woodsterholmes

Instructions to all concerned as to

**ALTERATIONS TO COLOUR LIGHT SIGNALS
AND INTRODUCTION OF TRACK CIRCUIT
BLOCK WORKING BETWEEN HAVANT AND
FARLINGTON JUNCTION, TOGETHER WITH
CONVERSION OF BEDHAMPTON CROSSING
SIGNAL BOX TO A GATE BOX**

On SUNDAY, 28th JANUARY, 1968

Rules 77, 78, 79 and 80 to be observed. Drivers to keep a good look-out for hand signals.

Commencing at 23.35 on Saturday, 27th January, 1968, alterations to signalling will be carried out, as shown on the attached diagram.

The existing Havant 4-aspect down local and down through starting signals (KW.25 and KW.27) will become 3-aspect signals, the top aspect of each signal being obliterated.

The existing Havant 4-aspect down main advanced starting signal (KW.28) will be renewed as a 3-aspect (red, yellow, green) signal controlled by Bedhampton Crossing gate box and renumbered LW.8.

Bedhampton Crossing signal box will become a gate box and the existing 3-aspect down main home signal (LW.8) will be removed.

The existing controlled signals between Bedhampton Crossing and Farlington Junction on both lines, with the exception of signal (LW.3), will become automatic signals controlled by track circuits only, and they will be renumbered as shown on the diagram.

Telephones provided at or adjacent to signals LW.8, LW.3 and LW.4 will in future be in communication with Havant signal box. The telephones provided at or adjacent to signals WA.436, WA.438, WA.440, WA.439 and WA.437 will be in communication with Farlington Junction signal box.

Wimbledon,
January, 1968.

F. P. B. TAYLOR,
Divisional Manager.

B.R. 31330

(ELEC/R/SA.16/20/1)

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