

*C. J. Bullock Esq*



Signal Instruction  
No. 44 S.W.D.

SOUTHERN REGION - SOUTH WESTERN DIVISION

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**Instructions to all concerned as to the  
ABOLITION OF ANDOVER  
'A' AND 'B' SIGNAL BOXES  
AND EXTENSION OF  
BASINGSTOKE PANEL BOX AREA ON  
SUNDAY, 2nd DECEMBER, 1973**

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DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

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On Sunday, 2nd December, Andover "A" and "B" signal boxes will be abolished and the area controlled by Basingstoke panel box extended to Salisbury Tunnel Junction (exclusive). Track circuit block working will be introduced between Basingstoke and Salisbury Tunnel Junction signal boxes.

A new down line automatic colour light signal (WA.282) will be introduced between Andover and Grateley.

Attention is drawn to down main line signal YWF.278 (formerly WFN.40) and up main line signal YWF.299 (formerly WFO.37) which will become semi-automatic signals, for which the provisions of the Rule Book, Section "K", Clause 3.3.2 apply. The alterations to these and various other signals in the Andover area are shown on the enclosed diagram.

An advanced warning indicator, as described in clause 9 of the instruction shown on page 72 of the General Appendix under the heading "Permanent Speed Restrictions, Indicator Signs", will be installed 1,910 yards before the commencement of the 15 m.p.h. speed restriction on the up main line at Andover.

At Andover, a new 10-lever ground frame, electrically released from Basingstoke panel box, will be provided adjacent to the up main line to work certain points and shunt signals previously worked from Andover "B" box. An independent telephone communicating with Basingstoke panel box will be provided adjacent to the ground frame.

The existing 2-lever ground frame "A" at Andover adjacent to the down siding will in future be electrically released from Basingstoke panel box and will continue to control the down siding points.

A stop board will be provided adjacent to the single branch line at Andover applicable to movements proceeding towards Ludgershall. A movement beyond this board must not be made unless the driver is in possession of the single line Annett's Key token. (See Local Instruction on page 142 of the South Western Division Sectional Appendix.)

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All signal post telephones in the area shown on the enclosed diagram (except that associated with signal WFQ.7) are not individual telephones, but grouped in several circuits. They are not equipped with call back facilities from the signal box and the Instructions shown on page 78 of the General Appendix under the heading "Telephones at stop signals" must be fully observed. The telephones associated with the ground frames at Overton and Andover down siding (2-lever frame), are also of this type.

All existing telephones which formerly communicated with Andover "A" or "B" signal boxes will in future communicate with Basingstoke panel box.

A "Limit of Shunt" board will be provided at the Basingstoke end of the down platform applicable to movements back along the down main line.

New catch points in the down main line at Andover will be brought into use.

Lamps which flash with a white light to call the attention of the Technician will be fixed to certain additional apparatus cases in the area.

Full details of the new signalling are shown on the enclosed diagram.

WIMBLEDON.  
DECEMBER, 1973

L. S. EDWARDS  
*Divisional Manager*

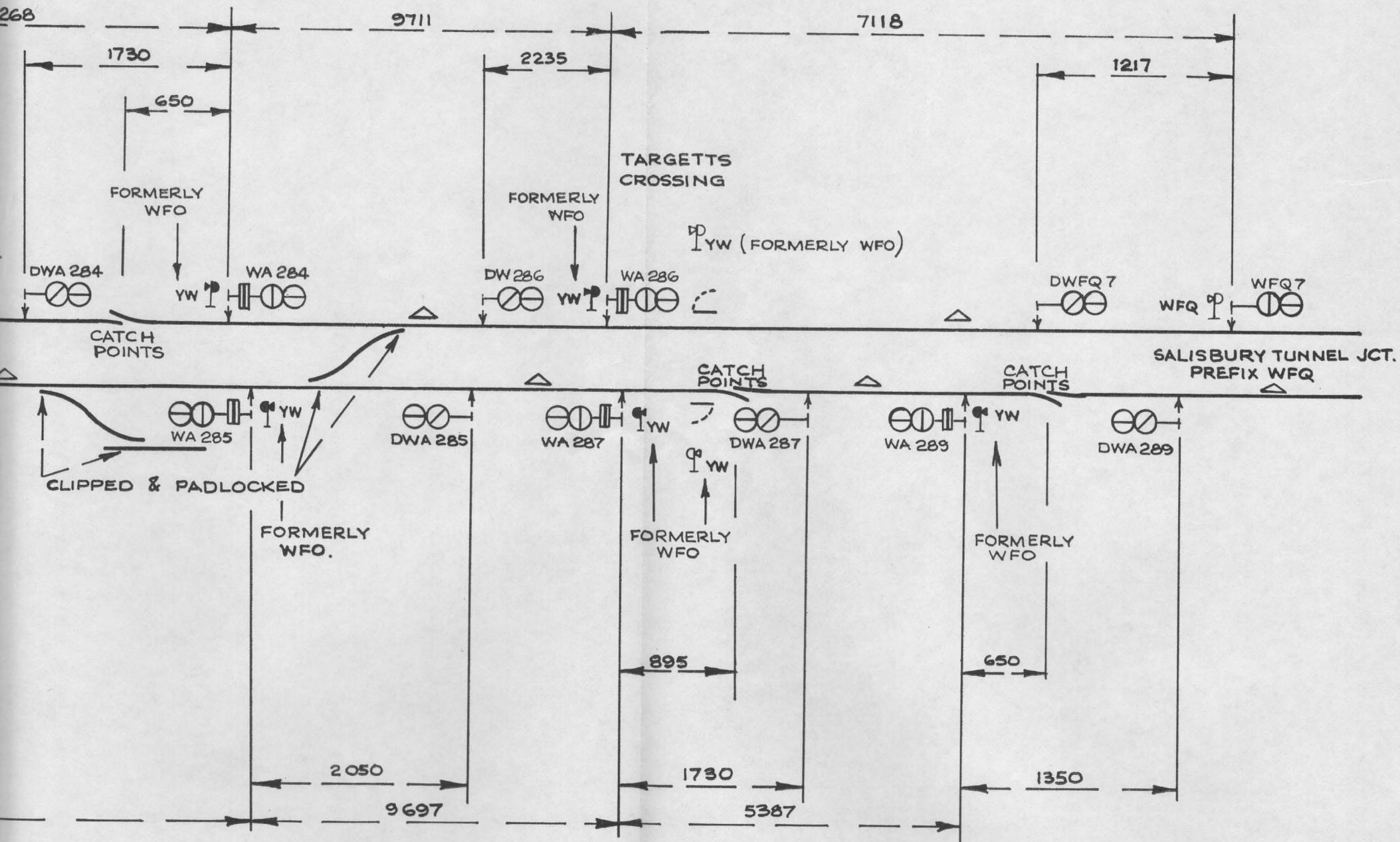
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ALL DISTANCES IN YARDS.

-  = JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.
-  = GREEN ASPECT
-  = YELLOW ASPECT
-  = RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
-  = 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.
-  = 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.

NOTE:-  = TELEPHONE ON SELECTIVE CIRCUIT.







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