



British Rail

Southern

SOUTH WESTERN DIVISION

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ALTERATIONS TO SIGNALLING  
AND PERMANENT WAY  
BETWEEN  
REDBRIDGE AND TOTTON  
AND BETWEEN  
REDBRIDGE AND ROMSEY  
ON  
**SUNDAY, 28th FEBRUARY, 1982**

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DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

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Redbridge and Totton signal boxes will be abolished and Track Circuit Block working with colour light signalling will be introduced, controlled from Eastleigh signal box. The level crossing at Totton will be supervised from Eastleigh signal box by closed circuit television. The level crossing at Redbridge will be released from Eastleigh signal box and controlled by the crossing keeper at Redbridge. The lines between Redbridge and Romsey will be redesignated Down and Up Test Valley lines. Full details of the signalling alterations are shown on the enclosed diagram.

A.W.S. track equipment will be installed a nominal 200 yards on the approach side of each running signal. All signal post telephones will communicate with Eastleigh signal box.

Wimbledon  
February 1982

F. B. Whitehall  
Divisional Manager

(R/SA1406/33/14)

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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. TRACK EQUIPMENT



= 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.



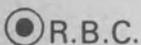
= LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.



= SIGNAL BOX.



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



= RETURN BELL COMMUNICATION PLUNGER.



= 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.



= PERMANENT SPEED RESTRICTION ADVANCE WARNING INDICATOR

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.	Aspect	Indication	Application
774	Subsidiary	X	Back Along Down Main
		H	Down Main to Arrival and Departure Road
		R	Down Main to Depot Reception Sidings
779	Running	D	Arrival and Departure Road to Down Main
		R	Arrival and Departure Road to Down Test Valley
780	Running	U	Goods Loop to Up Main
		D	Goods Loop to Down Main
	Subsidiary	T	Goods Loop to Eling Tramway
		N	Goods Loop to Shunting Neck
		S	Along Goods Loop to Down Sidings
781	Running	Nil	Along Down Main
		Position 4	Down Main to Down Test Valley
782	Running	U	Up Fawley to Up Main
		D	Up Fawley to Down Main
	Subsidiary	T	Up Fawley to Eling Tramway
		N	Up Fawley to Shunting Neck
784	Running	Nil	Along Up Main
		Position 4	Up Main to Down Main
787	Running	Position 2	Down Main to Goods Loop
	Subsidiary	Position 2	Draw Ahead from Down Main to Goods Loop
	Running	Position 1	Down Main to Down Fawley
	Subsidiary	Position 1	Draw Ahead from Down Main to Down Fawley
	Running	Nil	Along Down Main
789	Running	Nil	Goods Loop to Down Fawley
	Subsidiary	Nil	Draw Ahead from Goods Loop to Down Fawley
	Running	Position 4	Goods Loop to Down Main
791	Running	Nil	Along Down Fawley
	Subsidiary	Nil	Draw Ahead along Down Fawley
	Running	Position 4	Down Fawley to Down Main
862	Running	Nil	Up Test Valley to Up Main
	Subsidiary	X	Up Test Valley to Down Main
		H	Up Test Valley to Arrival and Departure Road
		R	Up Test Valley to Depot Reception Sidings

### SIGNAL APPLICATIONS

Signal No.	Aspect	Indication	Application
872	Running	Nil	Along Up Fawley
		Position 4	Up Fawley to Goods Loop
	Subsidiary	Position 4	Draw Ahead from Up Fawley to Goods Loop
961	Shunting	R	Maritime Freightliner Terminal to Depot Reception Sidings
		H	Maritime Freightliner Terminal to Arrival and Departure Road
963	Shunting	R	Arrival and Departure Road to Depot Reception Sidings
		H	Along Arrival and Departure Road
965	Shunting	R	Cripple Siding to Depot Reception Sidings
		H	Cripple Siding to Arrival and Departure Road
966	Shunting	H	Depot Reception Sidings to Arrival and Departure Road
		L	Depot Reception Sidings to Maritime Freightliner Terminal
		C	Depot Reception Sidings to Cripple Siding
968	Shunting	H	Along Arrival and Departure Road
		L	Arrival and Departure Road to Maritime Freightliner Terminal
		C	Arrival and Departure Road to Cripple Siding
971	Shunting	Nil	Arrival and Departure Road to Depot Reception Sidings
		Nil	Along Arrival and Departure Road
973	Shunting	Nil	Up Main to Down Main
		Nil	Along Up Main to Limit of Shunt
981	Shunting	Nil	Eling Tramway to Goods Loop
		Nil	Eling Tramway to Down Fawley
		Nil	Eling Tramway to Down Main
983	Shunting	Nil	Up Main to Goods Loop
		Nil	Up Main to Down Fawley
		Nil	Up Main to Down Main
985	Shunting	Nil	Shunting Neck to Goods Loop
		Nil	Shunting Neck to Down Fawley
988	Shunting	Nil	Along Up Fawley
		Nil	Up Fawley to Goods Loop

SIGNAL INSTRUCTION  
No. 66 SWD.

