

SOUTH WESTERN DIVISION

Instructions to all concerned as to

INTRODUCTION OF NEW AND ALTERED SIGNALLING ARRANGEMENTS

BETWEEN

RYDE PIER HEAD AND SHANKLIN

ON

FRIDAY, 10th MARCH, 1967

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

Altered signalling arrangements including some new colour light signals will be in use from 23 00 on Friday, 10th March. The Down Line between Ryde St. John's Road and the former Smallbrook Junction will be restored to use, and platform lines at Ryde Pier Head will be renumbered. Full details are shown on the enclosed diagram.

The electric token working between Ryde St. John's Road and Brading and between Sandown and Shanklin will be replaced by a tokenless block system, and Drivers will not be required to be in possession of a staff or token when making movements on to the single lines. Movements on to the single lines will normally be authorised by the following signals:—

Signal Box	Signal No.	Description of Signal
Ryde St. John's Road	WFP 28	Smallbrook Intermediate Down Home.
Brading	17	Up Home (Platform Starting).
Sandown	19	Down Shunt Ahead.
	20	Down Home (Platform Starting).
	32	Shanklin Down Platform to Up Line Starting.
Shanklin	18	Up Starting.

When Shanklin signal box is closed Up trains will start from the Down platform line. When this signal box is open Up trains will start from the Up platform line.

A telephone will be provided at or adjacent to certain signals as shown on the diagram and also indicated is the signal box to which it is connected.

Wimbledon,
March, 1967

F. P. B. TAYLOR,
Divisional Manager.

(ELEC/R/SA886/20)

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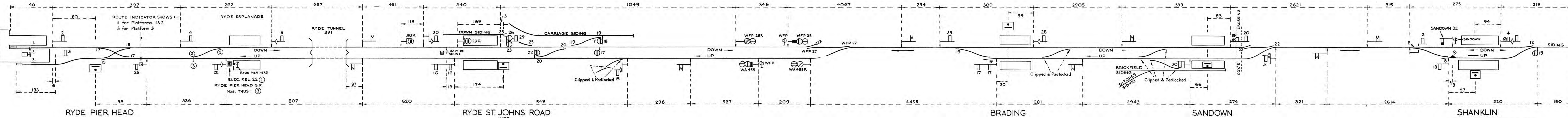
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SIGNAL INSTRUCTION
No. 20 S.W.D.



- ALL DISTANCES ARE SHOWN IN YARDS.
- ☎ — TELEPHONE.
 - ⊕ — YELLOW ARM SHUNTING SIGNAL.
 - ⊞ — GROUND FRAME (COVERED).
 - ⊞ — PLATFORM "OFF" INDICATOR.
 - ⊞ — BANNER REPEATING SIGNAL.

* HAND OPERATED SCOTCH BLOCK
ON LINE WHEN UP LINE USED
FOR BERTHING