

LONDON & SOUTH WESTERN RAILWAY.

INSTRUCTION
No. 10, 1921.

Instructions to all concerned as to the
**Substitution of Mechanical Signals for the Low Pressure
Pneumatic Signals
AT GRATELEY**
and Removal of
MADDAFORD MOOR SIGNAL BOX,
between Meldon Junction and Ashbury.

GRATELEY.

Commencing at 10.30 p.m. on Saturday, 16th April, the low pressure pneumatic signal installation at Grateley will be removed and in future all signals, points, etc., at that station will be operated mechanically.

The following are the new Signals, etc. :—

A new down inner home signal, on the down line side, 229 yards East of the signal box.

A new down outer home signal, on the down line side, 500 yards the Andover Junction side of the down inner home signal.

A new down distant signal, on the down line side, 1,000 yards the Andover Junction side of the down outer home signal.

A new up advanced starting signal 612 yards the Andover Junction side of the up starting signal.

The undermentioned Signals will be removed :—

The existing down inner and outer home and down distant signals.

The existing up advanced starting signal.

Alteration of Ground Signals, East End of Station :—

The ground signals, situate at the East end of the station and controlling movements as shewn below, will in each case be moved to the opposite side of the line and apply as hitherto :—

From the up siding eastward or to the up main line.

From the down main to the down siding, up main or up siding.

From the down siding to the down main.

From the loop siding.

The ground signal, controlling movements from the loop (East end), will be moved to a new position opposite the loop-to-up-main starting signal and will apply as hitherto.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

Alteration of Ground Signals, West End of Station:—

The ground signals, situate at the West end of the Station and controlling the movements shewn below, will in each case be moved to the opposite side of the line and apply as hitherto :—

From up main to down main or up main to Amesbury Line.

From down main to up main, up loop or down siding.

The ground signal, controlling movements from the loop (West end) to the down main or Amesbury Line, will be removed.

Replacing of Signals to Danger (Rule No. 61).

Enginemmen and guards are instructed to note that the Grateley down outer home signal is so arranged that it is replaced to danger when the engine of a train has passed a point 10 yards beyond the signal.

A new ground frame has been provided outside the Amesbury Line from which the Amesbury Line to up and down main points will be worked.

The work will be in progress from 10.30 p.m. on Saturday, 16th, until completed on Friday, 22nd April.

Mr. Tate to provide flagmen, as required.

When the abovementioned alterations have been completed a down train from the direction of Red Post Junction will be allowed to run to the Grateley down outer home signal provided the line is clear to the down inner home signal whilst the line inside the inner home signal is obstructed.

RULE 55.—The provisions of this rule will not apply to trains detained at Grateley down outer and inner home signals except that the engine whistle must be sounded in accordance with the rule. (V. 30,780).

MADDAFORD MOOR SIGNAL BOX BETWEEN MELDON JUNCTION AND ASHBURY.

Referring to Yellow Instruction No. 8, 1919, the Maddaford Moor Signal Box, together with the down loop, now out of service, as well as the posts which carried the undermentioned signals, has been removed :—

The up and down distant, home and starting signals at Maddaford Moor and the branch starting signal at Meldon Junction.

(V. 31,812).

During the time the work is in progress drivers must look out for hand signals.

The District Inspector to be present when the new signals, &c., are brought into use, and report to the District Superintendent on the working.

WATERLOO STATION,

14th April, 1921.

(W. 5,339).

GEO. F. WEST,

Superintendent of the Line.
