

LONDON & SOUTH WESTERN RAILWAY.

INSTRUCTION
No. 14, 1921.

Instructions to all concerned as to the bringing into use of a NEW CONNECTION BETWEEN THE UP AND DOWN MAIN AND MEON VALLEY LINES AT KNOWLE SIGNAL BOX (NEAR FAREHAM), and New and Altered Signals in connection therewith.

The undermentioned new and altered works and signals will be brought into use on Friday, 24th June.

A cross-over road laid in between the up and down main lines, immediately opposite Knowle signal box, which will in future be known as Knowle Junction signal box.

A connection provided between the down main and Meon Valley single line, the facing points in the former being situate about 30 yards, and in the latter (for trains proceeding from the direction of Fareham) about 110 yards, the Fareham side of the signal box.

These new connections will enable trains to run from the down main to the Meon Valley single line or from the Meon Valley single line to the up main line, and during the time Knowle Junction signal box is open all goods trains working between Botley and Fareham must be diverted to and from the Meon Valley line at that point.

No. 6 tablet instruments have been provided and the tablet sections on the Meon Valley line will in future be between Wickham and Knowle Junction and Knowle Junction and Fareham East.

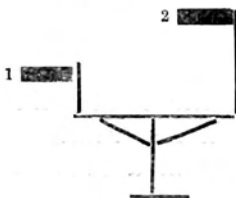
The following are the New and Altered Signals:—

A new up main starting signal has been provided on the up line side, 440 yards the Botley side of the signal box.

The existing up main home and up main distant signals will remain, and apply as hitherto.

A new post, carrying the down main home signals, has been provided on the down line side, 51 yards the Botley side of the signal box. See diagram No. 1.

DIAGRAM No. 1.



No. 1. Down main to Meon Valley line home signal.

No. 2. Down main home signal.

The existing down main distant signal, situate on the down line side 933 yards the Botley side of the down home signals, will remain and apply to the down main line only.

A new down branch home signal, situate outside the Meon Valley line, and applying to trains proceeding from the direction of Wickham, has been provided 13 yards the Fareham side of the signal box.

A new down branch distant signal, applying to trains proceeding from the direction of Wickham, has been provided 1,000 yards the Wickham side of the new down branch home signal.

[P.T.O.]

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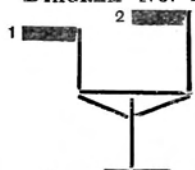
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A new post, carrying the up branch home signals, has been provided outside the Meon Valley line, 126 yards the Fareham side of the signal box. See diagram No. 2.

DIAGRAM No. 2.



No. 1 Meon Valley line to up main home signal.

No. 2 Meon Valley line up home signal.

A new up branch distant signal, situate outside the Meon Valley line, has been provided 1,122 yards the Fareham side of the up branch home signals, and will apply to trains proceeding in the direction of Wickham only.

The existing down main home signal will be removed.

"SETTING DOWN" POSTS FOR ELECTRIC TRAIN TABLETS.

Two posts, with projecting arms, which will be known as "Setting Down" posts, have been provided between the Meon Valley line and the down main line, one about 25 yards the Wickham side of the signal box for trains proceeding from the direction of Wickham, and the other about 13 yards the Fareham side of the signal box for trains proceeding in the direction of Wickham.

A similar "Setting Down" post has been provided near the facing points in the down main line for trains running from the Meon Valley line to the up main line.

The firemen of down and up Meon Valley line trains, or of trains crossing from the Meon Valley line to the up main line, must be careful to hang the tablet on the projecting arm when passing, the signaller afterwards fetching the tablet from the post.

On arriving at the "Setting Down" post, the fireman should be careful to release his hold of the tablet immediately it passes on to the arm. The tablet must not on any account be thrown on to the arm.

Stages have been provided between the down main and Meon Valley lines, from which the firemen of trains crossing from the down main to the Meon Valley line, and up and down branch trains, will receive the tablet from the signaller.

Lamps are provided to illuminate the "Setting Down" posts at night.

The Engineer will have possession of the electric train tablet circuit between Wickham and Fareham after the passage of the first train through the section; until the work in connection with the bringing into use of the above-mentioned Junction has been completed.

Mr. Fay, Fareham, to arrange for pilot working to be carried out in accordance with Regulation No. 27 of the standard block regulations for single lines worked on the electric train tablet system.

The work will be in progress from 9.0 a.m., until completed, on Friday, 24th June.

Mr. Fay to provide flagman as required.

KNOWLE ASYLUM SIDING.

Referring to the instructions contained on page 85 of the Appendix to the Book of Rules and Regulations and to the Working Time Tables, relating to the working of the above siding, the points, which are operated from a ground frame, will in future be controlled by the tablet for the Knowle Junction and Fareham East section, instead of by that for the Wickham and Fareham East section as hitherto, in accordance with the regulations for controlling sidings by means of the electric train tablet.

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

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

WATERLOO STATION,
22nd June, 1921.

(W. 1,918).

GEO. F. WEST,

Superintendent of the Line.