

SECTION C.

SIGNALLING AND PERMANENT WAY ALTERATIONS.

* * Items marked thus will not appear in future and a note must be taken of them.

DETAILS OF WORK REFERRED TO IN SECTION B.**NEW CROSS GATE YARD BOX.**

To be carried out on Wednesday, 14th June, commencing at 10.0 a.m.

Referring to Signal Instruction No. 9, 1949.

The "Engine Road" will not, in future, be used for engines to proceed to and from the Motive Power Depot and engines requiring to make use of the Depot will travel via the "Table Road."

The Warning notice board worded "Stop—Do not proceed without permission" fixed on the South buttress of the middle shed, 148 yards Station side of signal box, will be abolished.

A telephone is located in the annexe of Shunter's Messroom, adjacent to the turntable, for the use of enginemen as and when necessary to communicate with the East London Up Junction signalman, before leaving the "Table Road."

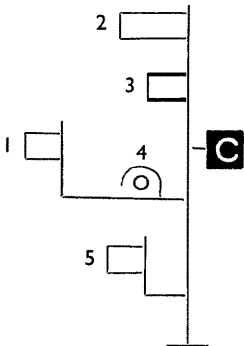
(P/EW. 24, L.C.D. 1950)

(R. Folio 213/11)
(C. 2450/129). (1)

BOGNOR REGIS.

To be carried out on Sunday, 11th June, commencing at 8.0 a.m.

The arms of the Goods Yard down home (ringed arm) signal and down calling-on signal situated on the half bracket post carrying down home signal and route indicator, 433 yards Barnham Junction side of signal box, will be altered as under. See diagram :—



1. Goods Yard Down Home signal.
This signal will be fitted with a 3 feet 6 inch plain semaphore arm and will exhibit a small red light for the "normal" position and a small green light for the "clear" position.
2. Down Home signal.
3. Down calling-on signal.
The arm of this signal will be painted white with two horizontal red stripes. At night the signal will show a small white light when in the "on" position and a small green light when in the "off" position. The indicator on the right hand side of this signal will display the letter "C" when the signal is in the "off" position. When the signal is in the "on" position the letter will be obscured.
4. Route indicator working in conjunction with the Down Home and Down Calling-on signals.
5. From Down line Shunting signal.

(P/EW. 24, L.C.D. 1950)

(R.83213)
(C. 2450/20) (1)

DETAILS OF WORK ALREADY CARRIED OUT.**BOPEEP TUNNEL.**

The lines through Bopeep Tunnel were re-opened for normal traffic from 5.0 a.m. on Monday, 5th June.

Referring to the alterations shown in Special Notices P/EW.43 and 44 L.C.D. 1949 and P/EW.9 L.C.D. 1950, normal signalling arrangements have been restored at St. Leonards (West Marina) and Bopeep Junction as follows :—

ST. LEONARDS (West Marina).

The temporary scotch blocks across the down and up lines, approximately 265 and 580 yards respectively Bopeep Junction side of signal box have been removed.

The facing points in the down line, 125 yards Bexhill Central side of signal box, leading to Up line, have been disconnected from the signal box and clipped and padlocked in the normal position.

374972—2—Central.

SECTION C—continued.

The slip points, 107 yards Bexhill Central side of signal box, leading from up line to down sidings have been disconnected from the signal box and clipped and padlocked in the reverse position.

The existing connection between Down line and Down siding, situated 57 yards Bopeep Junction side of signal box, is again operated from the signal box.

The existing connection between Down line and Down sidings, situated 283 yards Bopeep Junction side of signal box is again operated from the signal box. The Spring hand lever fitted to the points in the down siding has been put out of service.

The shunting signal, 47 yards Bexhill Central side of signal box, controlling movements from Up line to Down siding, Down line, Up siding or back on Up line, will now only apply from Up line to Down siding, Down line or Up siding.

The undermentioned signals which were temporarily out of service, have again been brought into use :—

Down starting signal, 260 yards Bopeep Junction side of signal box.

Shunting signal, 311 yards Bopeep Junction side of signal box, controlling movements back on Down line or from Down line to Down siding.

Shunting signal, 256 yards Bopeep Junction side of signal box, controlling movements from down siding to Down line.

The undermentioned temporary signals have been put out of service :—

Down line to Up Platform Inner Home signal, situated beneath the Down Inner Home signal, 245 yards Bexhill Central side of signal box.

Down Platform to Up line starting signal, 87 yards Bopeep Junction side of signal box.

BOPEEP JUNCTION BOX.

The crossover road between the Down and Up lines at West St. Leonards, 302 yards west of the signal box, have been disconnected from signal box, and clipped and padlocked in the normal position.

The undermentioned signals, which were temporarily out of service, or fixed in the " on " position, have again been brought into use :—

" From Crowhurst " Down Inner Home (platform starting) signal.

" From West Marina " Outer and Inner Distant signals, situated beneath St. Leonards (West Marina) Down Inner Home and Down starting signals respectively.

" From West Marina " Down Home signal.

" To West Marina " Up Home signal.

The undermentioned temporary signals and indicator have been put out of service :—

Down platform to Crowhurst Up Starting signal, 263 yards west of signal box.

Limit of shunt indicator situated between Up and Down lines under West St. Leonards platform overbridge.

Shunting signal, 337 yards west of signal box controlling movements back on Up line as far as Limit of shunt indicator referred to above.

(R.82050) (2)

BILLINGSHURST.

The shunting signal, 134 yards west of signal box, controlling movements from Up to Down line, has been moved 7 yards nearer signal box and applies as hitherto.

(R. 78516)

(C. 2450/250. R.). (2)

CHILWORTH.

A new Down Distant signal, 20 feet high, has been provided, 265 yards farther from signal box than existing signal, which has been removed.

The distance between Down Distant and Down Home signals is now 1,000 yards.

A new Up Home signal, 15 feet high, has been provided close to former signal, which has been removed.

(R. 69940)

(C.2450/120.R.) (2)