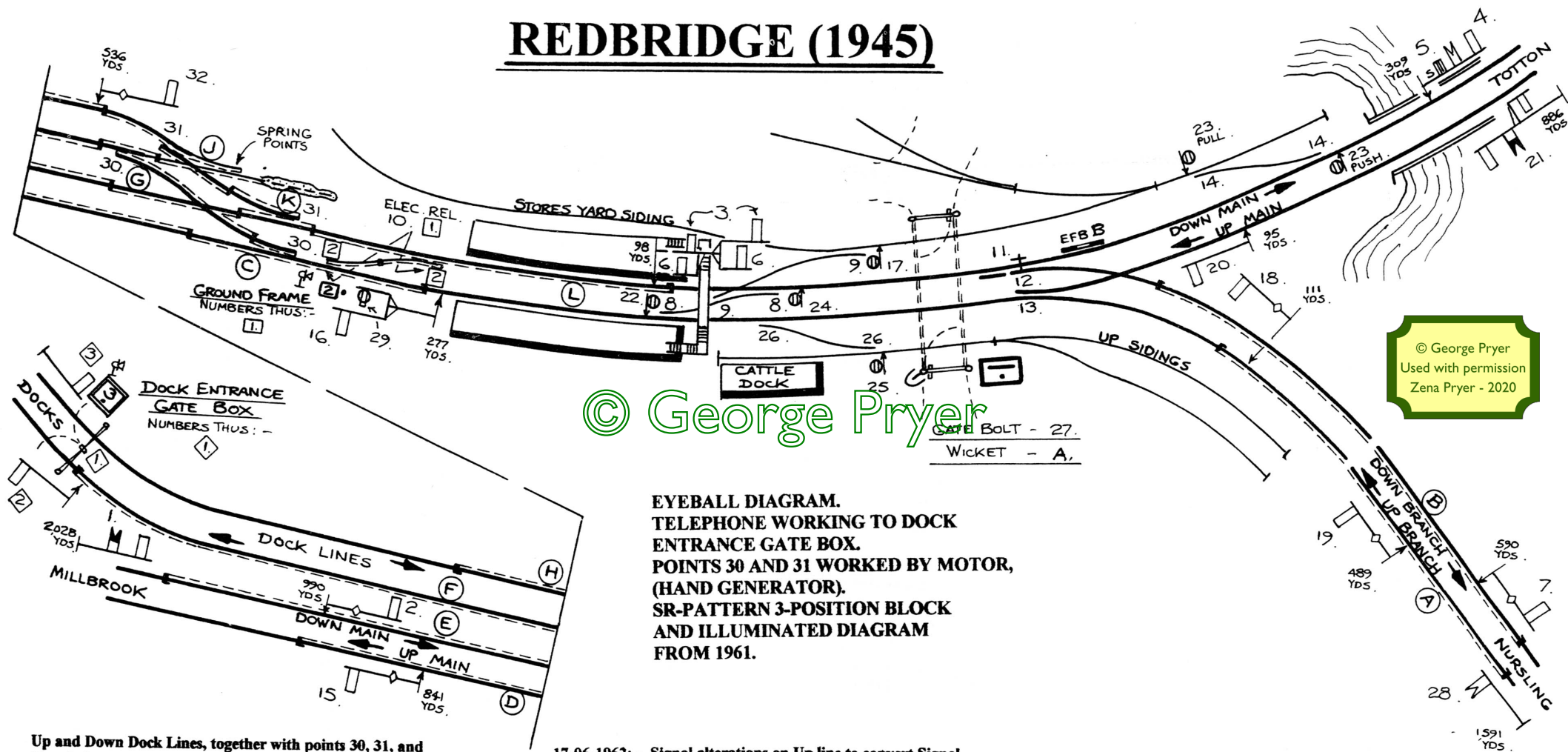


REDBRIDGE (1945)



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**EYEBALL DIAGRAM.
TELEPHONE WORKING TO DOCK
ENTRANCE GATE BOX.
POINTS 30 AND 31 WORKED BY MOTOR,
(HAND GENERATOR).
SR-PATTERN 3-POSITION BLOCK
AND ILLUMINATED DIAGRAM
FROM 1961.**

Up and Down Dock Lines, together with points 30, 31, and Signals 29 and 31 brought into use 28-03-1943. Sand drag at Dock Line exit added 01-06-1943.

10-03-1946: - Slip points 9 and disc 17 abolished.

08-02-1953: - Up and Down Dock Lines abolished as running lines, being connected to Stores Yard by hand points. Points 30, 31, and Signals 29 and 32 taken out of use. Hand generators removed.

04-08-1954: - Cattle Dock spur removed, and "A" end of 26 points converted to trap.

17-06-1962: - Signal alterations on Up line to convert Signal 15 into "Tanner's Brook Intermediate". No.15 renewed at 843 yds from box, with lower splitting distants for Millbrook. Signal 16 renewed as a straight post signal with lower distant arm (15R) for Tanner's Brook Intermediate. Banner repeaters provided for 16 and 15R - see next page.

30-05-1964: - Main Lines to Totton slued onto new viaduct. No.5 signal renewed as 3-aspect colour light controlled red to yellow by Redbridge and yellow to green by Totton. No. 4 shunt-ahead renewed as position-light signal on same post.

20-02-1965: - East crossover (worked by ground frame) abolished and lever 10 made temp. spare.

10-11-1966: - Up Sidings taken out of use. Levers 25 and 26 made temp. spare.

**NEW LAYOUT IN CONNECTION
WITH MARITIME CONTAINER
TERMINAL INTO USE 13-02-1972**