

# Additional Instructions for Silkmill Crossing Signal Box, Norton Fitzwarren Station.

## SPECIAL BELL CODES.

"Is Line Clear?" for :—

|  |              |     |     |     |       |
|--|--------------|-----|-----|-----|-------|
| Down Express Passenger Train not booked to stop at Taunton | Via Durston  | ... | ... | ... | 3—3—1 |
|  | Via Somerton | ... | ... | ... | 3—3—3 |
| Up Express Passenger Train not booked to stop at Taunton   | Via Durston  | ... | ... | ... | 3—3—1 |
|  | Via Somerton | ... | ... | ... | 3—3—3 |
| Barnstaple Branch Passenger Train                          | ...          | ... | ... | ... | 1—3—1 |
| Barnstaple Branch Freight Train                            | ...          | ... | ... | ... | 4—2—1 |
| Minehead Branch Trains must be signalled as Branch Trains. | ...          | ... | ... | ... |       |
| "Release Interlocking Lever"                               | ...          | ... | ... | ... | 4—3   |

The "Is Line Clear?" Signal must be sent for Down Trains as soon as received.

The "Is Line Clear?" Signal for Up Trains not booked to stop at Norton Fitzwarren must be sent as soon as received.

The "Train Approaching" Signal (1—2—1) for Up Trains must be sent forward as soon as received.

The "Train Approaching" Signal (1—2—1) must be sent for Down Express Passenger Trains as soon as the "Train entering Section" Signal is received.

No Passenger Train must be permitted to use the Connection Up Relief to Up Main. A Freight Train diverted from the Up Relief Line to the Up Main Line must first be brought to a stand at the Up Relief Line Home Signal.

## SIGNALLING TRAINS AND ENGINES OVER THE UP AND DOWN GOODS RUNNING LOOP BETWEEN SILKMILL CROSSING AND TAUNTON WEST JUNCTION.

The Up and Down Goods Running Loop between Silkmill Crossing Box and Taunton West Junction Box is worked in accordance with the Standard Regulations for Signalling Trains and Engines by permissive Block System over Goods Running Loop Lines as shown in Section VII of the Book of Regulations for Train Signalling on Double and Single Lines with the following additions :—

- (1) The working over the Up and Down Goods Running Loop is controlled by Interlocking Lever No. 18 in Silkmill Crossing Box and Interlocking Lever No. 54 in Taunton West Junction Box.

When Lever No. 18 in Silkmill Crossing Box is reversed it releases the signal for trains to enter the Loop at the Silkmill Crossing end, and similarly when Lever No. 54 is reversed in Taunton West Junction Box it releases the signal for trains to enter the Loop at the Taunton West Junction end.

- (2) Before a Train can be admitted to the Loop, the Signaller must send the special Bell Signal 4—3 "Release Interlocking Lever" to the Box in advance. If permission can be given, the respective interlocking lever must be placed or maintained in the normal position by the Signaller giving permission and the Bell Signal acknowledged. If permission cannot be given, no reply must be sent.

A train not conveying passengers may be permitted to enter the Down Sidings provided permission has been given the Signaller at this Box by either the Foreman or the Shunter in Charge. If the train is being propelled into the Sidings, or if the Siding on which the train is required to run is occupied, a Shunter must pilot the train in from the Down Relief to Down Sidings Starting signal.

## INSTRUCTIONS TO BE OBSERVED DURING FOG OR FALLING SNOW.

### DOWN TRAINS.

Clause 25 of the Instructions for signalling trains during Fog or Falling Snow will apply to all trains.

### UP TRAINS.

Regulation 4 (e), Clause 3 will apply to all trains.

Personal Signature of Divisional Superintendent \_\_\_\_\_

1948.