

BRITISH RAILWAYS (WESTERN REGION)

THE STANDARD REGULATIONS FOR BLOCK WORKING ARE SHOWN IN THE BOOK OF REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE AND SINGLE LINES

Additional Instructions for East Junction Signal Box, Taunton

SPECIAL BELL SIGNALS

		No. of beats.	How to be given.
"Is Line Clear?" for:—			
Down passenger train not booked to stop at Taunton ...	via Durston...	7 beats	3—3—1
	via Somerton	9 "	3—3—3
Up express passenger train not booked to stop at Taunton	via Durston...	7 "	3—3—1
	via Somerton	9 "	3—3—3
Barnstaple Branch passenger train ...		6 "	1—4—1
Barnstaple Branch freight train ...		7 "	4—2—1
Chard Branch passenger train ...		9 "	2—3—4
Chard Branch Freight train ...		9 "	4—3—2
Light engine between East Junction and West Station Boxes ...		7 "	2—3—2
Engine with vehicles attached between East Junction and West Station Boxes ...		8 "	2—2—4
The Branch "Is Line Clear?" signals must be used for Minehead Branch trains, and for trains to Athelney and beyond via Durston.			

ROUTING OF UP TRAINS

All trains for the Somerton line (except Up Express Passenger trains not stopping at Taunton and which are signalled by the special bell code shown above) must be signalled forward from this box by a special routing signal, 3—3—3. After the "Train Entering Section" signal has been acknowledged by Creech Junction, the Signaller at this box must immediately send the "Call Attention" signal, followed by the special routing signal, 3—3—3, which must be acknowledged by one beat.

Enginemmen of all Up trains for the Somerton line will give 1 long and 2 short whistles when passing this signal box, but this will not relieve the Signaller from satisfying himself as to the route of these trains.

When Creech Junction is out of circuit, trains for the Somerton Line must leave Taunton on the Up Main line and trains for the Bristol Line on the Up Relief Line.

Regulation 3.

"Is Line Clear?" must be forwarded:—

For trains not booked to stop at Taunton, as soon as "Is Line Clear?" is received.

For Up trains booked to stop at Taunton, just before the train is ready to leave.

For Down trains booked to stop at Taunton, as soon as "Train Entering Section" is received.

The "Train Approaching" signal for Up trains not booked to call at Taunton must be forwarded immediately it is received.

Regulation 4.

The clearing point for Up trains booked to stop at Taunton on the Main and Relief lines is the disc leading to the engine Siding.

Regulation 4A.

When it is necessary to divert an Up train not booked to stop at Taunton from the Main to Relief line or Relief to Main line such train must be accepted under the "Line Clear to Clearing Point only" Signal even though "Line Clear" may have been obtained from the Signal Box in advance.

Regulation 10.

The "Train out of Section" signal must not be given for a Down Freight train diverted to the Down Goods Line until the facing points have been re-set for the Relief Line.

WORKING OF FIXED SIGNALS

The Home signals for the Main and Relief lines must not be lowered unless the line on which the approaching train has to run is clear to the Starting signal and the facing points are set for that line.

A train must not be allowed to leave No. 1 or No. 2 Chard Departure Bays whilst a Down train is running between the Down Inner Home and Starting Signals.

Trains must not be stopped at the Down Relief Advanced Starting Signal except for the purpose of carrying out the provisions of Rule 44.

Trains must not be allowed to stand at the Up Main Inner Home Signal.

Should a Down train which is usually dealt with at the Main or Relief platforms be diverted to either Bay Arrival Line, without due notice having been given the Enginemmen, the Bay Line signal must not be lowered until the train has been brought nearly to a stand.

No. 2 Bay Line.

No movement from No. 2 Bay line towards No. 71 points must be permitted until a definite request is received from the Shunter.

Signal Department Siding.

Permission must not be given for the Signal Department's siding to be used when an engine is standing in the Up Departure Bay line.

INSTRUCTIONS FOR ADMITTING TWO OR MORE TRAINS COMPOSED OF COACHING STOCK TO DOWN AND UP, MAIN AND RELIEF PLATFORM LINES, ONE BEHIND THE OTHER, BETWEEN TAUNTON WEST STATION AND EAST JUNCTION SIGNAL BOXES

The first train admitted must be allowed to enter the Section in accordance with the Standard Block Regulations.

Just before the second train has come to a stand at the East Junction Down Advanced Starting Signal or the West Station Inner Home Signal as the case may be, the Signalman must send to the box in advance the special bell code (2—4—2) indicating "May train enter Section already occupied?" and when the Signalman in advance has acknowledged that signal by repetition, the Signalman at the rear must, after the train has come to a stand at that signal, lower the "Calling On" arm.

The Signalman at the box in advance must not give "Train out of Section" until both trains have passed his box or been shunted clear of the running line, or, after the first train has passed his box, he has received the special bell signal (8 consecutive beats) indicating that the second train has been drawn back clear of the running line at the signal box in the rear.

This working is prohibited during Fog or Falling Snow.

SHUNTING INTO FORWARD SECTION ON DOWN AND UP, MAIN AND RELIEF LINES AT TAUNTON EAST JUNCTION AND WEST STATION SIGNAL BOXES

When it is necessary for an engine, or an engine and vehicles, to occupy the section in advance for shunting purposes, the bell signal (3—3—2) "May train shunt towards your Home Signal?" must be sent to the Signal Box in advance and in clear weather if the line is clear to the Home Signal and permission can be given the Signalman at that Box must acknowledge it by repetition and place the block indicator to "Line Clear". During Fog or Falling Snow, the 3—3—2 bell signal must not be acknowledged unless the line is clear to the clearing point.

The Signalman at the Signal Box in the rear after he has satisfied himself that the Driver has been instructed as to what has to be done, may then lower the signal controlling the entrance to the section ahead and send the "Train entering Section" signal. The Signalman at the Signal Box in advance must then place the block indicator to "Train on Line".

When the work is completed and the section again clear the "Shunt Withdrawn" signal (8 consecutive beats) must be sent and the block indicator replaced to the normal position.

If however, the train has to go forward the Signalman at the Signal Box in the rear must advise the Signalman at the Signal Box in advance on the telephone in due course the description of the train and the latter must then deal with the train as though it had been signalled to him in accordance with the Standard Block Regulations.

ENGINE OR ENGINE AND VEHICLES (NOT CONTAINING PASSENGERS) RUNNING IN THE WRONG DIRECTION ON THE DOWN AND UP MAIN AND RELIEF LINES BETWEEN TAUNTON EAST JUNCTION AND WEST STATION SIGNAL BOXES

The Signalman who finds it necessary to send the engine or engine and vehicles in the wrong direction must, if the line is not already occupied, send to the other Signal Box concerned, the proper one of the following Bell signals preceded by the "Call Attention" signal:—

"May engine or engine and vehicles run up the Down Line?" 6 beats thus 4—2.

"May engine or engine and vehicles run down the Up Line?" 7 beats thus 1—6.

If permission can be given the bell signal must be acknowledged by repetition and in addition the reply "Yes, Engine or engine and vehicles may come", must be sent on the telephone. If permission cannot be given the bell signal must not be acknowledged but the reply "No" must be given on the telephone.

If permission is obtained, the Block Indicator for the line affected must be placed at "Train on Line" by the Signalman who sends the engine or engine and vehicles and must remain in that position until the words "Train Arrived" are received on the telephone from the Signalman who has given permission for the movement in the wrong direction.

Permission must never be given for an engine or engine and vehicles to run in the wrong direction if the Signalman who is asked to give such authority has given permission for a train to approach on the same line of rails from the Signal Box in the rear, either by giving "Line Clear" or "Line Clear to Clearing Point only" or "Section Clear but Station or Junction blocked."

This working is prohibited during Fog or Falling Snow.

WORKING OF TIME RELEASE INSTRUMENTS

Approach locking of signals and discs controlling movements over electrically operated points has been provided and Time Release Instruments have been installed in connection with the following signals and discs to enable the approach locking to be released when required:—

SIGNALS

- Lever 128—Down Main to Goods Line Inner Home.
- " 138—Down Main to Relief Line Inner Home.
- " 145—Down Main Inner Home.
- " 127—Down Relief to Goods Line Inner Home.
- " 137—Down Relief Inner Home.
- " 142—Down Relief to Main Inner Home.
- " 129—Down Relief to No. 2 Bay Calling On.
- " 130—Down Relief to No. 2 Bay Advanced Starting.
- " 131—Down Relief to No. 1 Bay Calling On.
- " 132—Down Relief to No. 1 Bay Advanced Starting.
- " 7—No. 2 Bay Line Starting.
- " 87—No. 2 Bay to Down Relief.
- " 22—Up Main Advanced Starting.
- " 24—Up Main to Relief Advanced Starting.
- " 70—No. 2 Bay to Shunting Spurs. (See below.)

DISCS

- Lever 113—Up Relief to Down Main or Down Relief or Down Goods Line.
- " 110—Up Main to Down Goods Line.
- " 111—Up Main to Down Relief.
- " 112—Up Main to Down Main.
- " 79—Sidings to No. 1 or 2 Bays.
- " 80—Sidings to Down Main or Relief.
- " 75—Backing Signal Down Relief Platform to Up Relief or Up Main or Sidings.
- " 73—Down Main to Up Main or Up Relief or Siding.

(See below)

See the General Appendix to the Rule Book for instruction for working Time Release instruments in connection with Approach Locking of Signals and Ground Discs.

In the case of the approach locking applied to the independent discs and backing signal No. 75, the Signaller should wait for the track circuit section next in advance of the discs or backing signal concerned to show "Occupied" and the lever should then be replaced to the normal position before that track circuit again shows "Clear". If this is not done it will be necessary to operate the Time Release Instruments.

The approach locking connected with signal No. 70 No. 2 Bay to Shunting Spurs, is provided with an Automatic timing device with a $\frac{1}{2}$ minute release, operated by the signal lever instead of the Time Release Instrument. The approach locking for this signal is released by the train occupying the track circuit next in advance of the signal.

ENGINE OR ENGINE AND VEHICLES RUNNING IN WRONG DIRECTION OVER THE UP LOOP LINE BETWEEN TAUNTON EAST JUNCTION AND TAUNTON WEST JUNCTION (OR TAUNTON EAST LOOP OR TAUNTON WEST LOOP IF IN SWITCH)

If the Signaller at this box finds it necessary to send an engine or engine and vehicles down the Up Loop Line he must, if the line is not already occupied, send to the Signalbox concerned the following special bell signal preceded by the "Call Attention" signal:—

"May engine or engine and vehicles run down Up Line?" 1—6

If permission can be given the bell signal will be acknowledged by repetition, and in addition, the reply "Yes, engine or engine and vehicles may come" will be sent on the telephone. If permission cannot be given, the bell signal will not be acknowledged but the reply "No", will be sent on the telephone.

If permission is obtained, the block indicator for the Up Loop Line must be placed at "Train on Line", and the tell-tale instruments must be altered accordingly, and so remain until the words "Train Arrived" are received on the telephone from the Signalbox concerned.

This working is prohibited during fog or falling snow.

ILLUMINATED DIAGRAM

The use of the illuminated diagram is intended as an aid to Signallers, but does not relieve them of the duty of observing as far as practicable the movements of points and signals as laid down in the Rules, and watching trains in accordance with the Block Regulations.

COLOUR LIGHT DISTANT SIGNALS

TES 4

A needle type 3 position indicator engraved

ON/LIGHT OUT/OFF

is provided for each signal, the ON indication being applicable to the YELLOW aspect, and the OFF to the GREEN aspect. The ON or OFF indication is given by either the main or the standby lamp filament.

An additional 2 position indicator engraved

NORMAL WORKING/STANDBY IN USE

with two-way switch and bell is provided. When the needle swings to "STANDBY IN USE" a bell is sounded which can be silenced by the operation of the switch. This indicates that either the main filament has failed and the standby filament is in use or that the main power supply has failed and the standby battery is being employed. When the lamp has been replaced or the power supply restored causing the needle to swing back to "NORMAL WORKING" the bell is sounded again and is silenced by placing the switch to its former position.

When the "STANDBY IN USE" indication is exhibited the Lineman must be asked to attend as soon as he reports for his next turn of duty, or in any case within 15 hours of the indication being exhibited. Even if the indication subsequently returns to "NORMAL WORKING" the Lineman should be advised and asked to attend when next on duty.

The signal need not be treated as defective so long as an "ON" or "OFF" indication is exhibited. The Lineman only to be called immediately if the "LIGHT OUT" indication is displayed.

Each time the signal aspect is changed a short ring will be heard proving the bell is functioning correctly.

3-ASPECT COLOUR LIGHT SIGNALS RED—YELLOW—GREEN IN SEMAPHORE TERRITORY. INDICATING ARRANGEMENTS

A needle type 3 position indicator engraved ON/LIGHT OUT/OFF is provided, the "ON" indication being applicable to the RED aspect and the "OFF" indication to the YELLOW or GREEN aspect. The "LIGHT OUT" indication is exhibited only when both main and standby filaments of the particular aspect displayed, have failed.

Where the signal is controlled from YELLOW to GREEN as a distant signal for the signal box in advance as in the case of a 3 aspect Combined Starting and Distant Signal an additional indicator will be provided in the signal box in advance.

This indicator will take the form of a SLOT indicator and will be a needle type engraved ON/LIGHT OUT/OFF. The "ON" indication proves that a release for the GREEN aspect has not been given and is exhibited when a RED or YELLOW aspect is displayed at the signal dependent upon the position of the lever in the rear signal box which controls the signal from RED to YELLOW. The "OFF" indication proves that a release for the GREEN aspect has been given and is exhibited when a RED or GREEN aspect is displayed at the signal dependent upon the position of the lever in the rear signal box which controls the signal from RED to YELLOW.

The LIGHT OUT indication is exhibited only when both main and standby filaments of the particular aspect displayed, have failed.

An additional 2 position indicator engraved NORMAL WORKING/STANDBY IN USE with two way switch and bell is provided. When the needle swings to "STANDBY IN USE" a bell is sounded which can be silenced by the operation of the switch. This indicates that either the main filament has failed and the standby filament is in use or that the main power supply has failed and the standby battery is being employed. When the lamp has been replaced or the power supply restored causing the needle to swing back to the "NORMAL WORKING" the bell is sounded again and is silenced by placing the switch to its former position.

When the "STANDBY IN USE" indication is exhibited, the lineman must be advised when next on duty, or in any case within 15 hours of the indication being exhibited. Even if the indication subsequently returns to "NORMAL WORKING" the lineman should be advised of the occurrence when next on duty.

The signal need not be treated as defective so long as an "ON" or "OFF" indication is exhibited. The lineman only to be called immediately if the "LIGHT OUT" indication is displayed in the signal or slot indicator. Each time the signal aspect is changed, a short ring will be heard proving the bell is functioning correctly.

Where a signal is dual controlled the NORMAL WORKING/STANDBY IN USE indicator will be provided in the signal box open continuously or in one or both signal boxes consequent upon switching out arrangements.

WORKING DURING FOG OR FALLING SNOW

The special clearing point at East Junction Box for Up trains booked to stop at Taunton, mentioned above, will not apply.

Before the arrival of the Fogsignalman at the Up Loop Home Signal, no train must be allowed to occupy the Section between the East Loop and East Junction Boxes.

The Down Main Distant and Down Relief Distant signals are colour light signals and Double Line Block Regulation 4(e) will not apply to Down Trains.

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1960

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M. J. Marshall

District Traffic Superintendent.