

Additional Instructions for West Station 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 ...	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.			

Regulation 3.

"Is Line Clear?" must be asked:—

For Up trains, as soon as "Is Line Clear?" is received.

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

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

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 and Down trains booked to stop at Taunton is the signal box.

A Down train must not be permitted to leave the Down Relief line for the Down Main line until a train accepted over the Down Main line has come to a stand.

Regulation 4A.

When "Line Clear to Clearing Point only" is received for an Up train not booked to stop at Taunton, this signal must be repeated to West Junction Signal Box.

When it is necessary to divert an Up train from the Main to Relief line or vice versa, such train must be accepted under the "Line Clear to Clearing Point only" signal even though "Line Clear" or "Line Clear to Clearing Point only" may have been obtained from the signal box in advance.

When the West Junction Signal Box is out of circuit, the Up Distant signals for that signal box are maintained at caution and this regulation will not then apply to the acceptance of Up trains.

WORKING OF FIXED SIGNALS

Should an Up train which is usually dealt with at the Main or Relief platforms be diverted to the 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.

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 Up 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 consecutively) 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, MAIN AND DOWN RELIEF LINES AT TAUNTON EAST JUNCTION SIGNAL BOX AND ON DOWN AND UP MAIN AND RELIEF LINES AT WEST STATION SIGNAL BOX

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 if the line is clear to the Home Signal and permission can be given the Signalman at that Signal Box must acknowledge it by repetition and place the block indicators 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 AND ON THE DOWN MAIN AND DOWN RELIEF LINES BETWEEN WEST JUNCTION AND WEST STATION

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.

ILLUMINATED DIAGRAM

The use of the Illuminated Diagram is intended as an aid to Signalmen, 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.

WORKING DURING FOG OR FALLING SNOW

The special clearing point for Up and Down trains stopping at Taunton, (i.e. the Signal Box) will not apply.

"Train out of Section" may be given for an Up train as soon as the train with tail lamp attached has passed the signal box. When the "Line Clear to Clearing Point only" signal is received it must be repeated to the signal box in the rear.

26th May 1960
LK4/1170

.....
District-Traffic Superintendent.