

## BRITISH RAILWAYS (WESTERN REGION)

B.R. 29684

THE STANDARD REGULATIONS ARE SHOWN IN THE BOOK OF REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (B.R. 29960/2)

# Additional Instructions for Crowcombe Signal Box

### ELECTRIC TRAIN TOKEN REGULATIONS

#### WORKING OF FIXED SIGNALS

Clause (a) of this Regulation will not apply to the working of the respective Home Signals, but the provisions of Rule 39 (a) must be carried out.

### SPECIAL WORKING INSTRUCTIONS

#### WORKING OF ROEBUCK LEVEL CROSSING

The public road Level Crossing gates at ROEBUCK Level Crossing are left open to road traffic during the time the line is closed and before going off duty the Crossing Keeper at Roebuck Level Crossing will contact the Signaller at this Box with a view to ascertaining the time of the next train. The Crossing Keeper will also advise the Signaller at this Box when reporting for duty.

Unless an advice has been received that the Crossing Keeper is on duty when the line is opened for traffic, or when a special train, at short notice, cannot be advised by telephone or messenger to the Crossing Keeper, arrangements must be made for the train to be stopped and the driver cautioned as to the possibility of the Crossing gates being opened to road traffic, if necessary instructing the Signaller at Williton to take similar action in respect of trains travelling in the opposite direction.

#### WORKING AT LEIGHWOOD LEVEL CROSSING

The public road Level Crossing gates at LEIGHWOOD Level Crossing are left open to road traffic during the time the line is closed and before going off duty the Crossing Keeper will contact the Signaller at this Box with a view to ascertaining the time of the next train. The Crossing Keeper will also advise the Signaller at this Box when reporting for duty.

Unless an advice has been received that the Crossing Keeper is on duty when the line is opened for traffic, or when a special train, at short notice, cannot be advised by telephone or messenger, arrangements must be made for the train to be stopped and the Driver cautioned as to the possibility of the Crossing gates being open to road traffic, if necessary instructing the Signaller at Williton to take similar action in respect of trains travelling in the opposite direction.

#### WORKING DURING FOG OR FALLING SNOW

The Fog Marking Point is the Up Home Signal.

20 Oct

1964

*J. V. Spillars*

For Divisional Movements Manager.