

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

CASTLE CARY— DORCHESTER

SINGLING OF LINE

Stage 1 (Castle Cary—Yeovil Pen Mill)
Sunday, 12th May 1968

Stage 2 (Yeovil Pen Mill—Yeovil Junction and Maiden Newton)
Sunday, 26th May 1968

Stage 3 (Maiden Newton—Dorchester Junction)
Sunday, 9th June 1968

Between the hours of 06.00 and 18.00, or until completion, on each of the above dates the Chief Signal and Telecommunications Engineer will be engaged in singling the existing double line between Castle Cary and Dorchester Junction in accordance with the enclosed diagram.

SIGNALLING RECORD SOCIETY

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STAGE I—CASTLE CARY TO YEOVIL PEN MILL

The existing double line between Castle Cary and Yeovil Pen Mill will be singled in accordance with Stage I on the enclosed diagram.

I. Alterations to Permanent Way and existing signalling At Castle Cary

The following existing connections will be disconnected from the signal box and spiked, clipped and padlocked in the normal position pending recovery:—

- Main lines trailing crossover West.
- Compound points in Up Sidings and associated slip connection to Down Main.
- Catch point in Down Main.
- Elbows in Down Main and associated trailing connection in Up Main.
- Slip connection from Goods Shed to Up Main.

The facing connection from Down Main to Branch will be renewed. The connection from Down Spur to Down Sidings will be reset as shown on the enclosed diagram and the catch point at the exit from the Down Sidings spiked, clipped and padlocked in the reverse position pending recovery.

The spring point in the Up Main leading from Up Goods Loop will be motor operated and work in conjunction with the facing connection Up Goods to Up Main.

Facing point locks will be provided as shown on the enclosed diagram and the Down Goods Loop will be renamed Down Passenger Loop.

The following new signals will be provided as shown on the enclosed diagram:—

- N—Up Main Home.
- P—Disc from Spur to Down Passenger Loop, fitted with a yellow arm and light.
- Q—Down Passenger Loop Starting to Down Main.
- R—Disc from Down Passenger Loop to Spur.
- S—Disc backing Up Main to Up Goods Loop or along Up Main.

The arm of the Down Main Home to Down Passenger Loop will be 4 ft. The Disc signal from Up Siding to Up Main will be fitted with a yellow arm and light.

The following existing signals and Discs will be recovered:—

- Up Main Home.
- Up Main Intermediate Home.
- Up Main Inner Home with lower Calling-on arm.
- Down Goods Loop Starting bracket.
- Down Branch Starting and associated banner repeater.
- Up Branch Inner Home.
- Discs associated with Main lines trailing crossover West and exits from Up Sidings to Down Main.
- Disc at catch point in Down Main.
- Double Disc in Down Main at East crossover.
- Double Disc from Spur.

A telephone connected to the signal box will be provided at the Up Branch Home signal. The Up Branch A.W.S. ramp will be recovered.

At Yeovil Pen Mill

The following connections will be disconnected from the signal box and spiked, clipped and padlocked in the normal position pending recovery:—

- Up Main to Hendford Goods Siding.
- Down Main to Down Sidings (opposite signal box).
- Up Main to Bay.
- Main lines crossover North.

The existing Up Main will be renamed Up and Down Loop and the existing Down Main renamed Up and Down Main (signalled for two-way working in Stage 2).

A new facing connection from Single line to Loop and a new facing connection from Down Main to Down Sidings will be provided as shown on the enclosed diagram.

Facing point locks will be provided as shown on the enclosed diagram.

The following new signals and Discs will be provided as shown on the enclosed diagram:—

- F—Disc, Down Sidings to Up Main, fitted with yellow arm and light.
- J—Disc, Loop to Engine Shed.
- K—Up Loop Starting to Main and Up Main Starting.
- L—Down Main Home and Down Main Home to Loop.
- M—Double Disc, Down Main to Down Siding (top Disc) and Down Main to Up Sidings (bottom Disc).

The following existing signals and Discs will be recovered:—

- Up Main Inner Home with lower Calling-on arm.
- Up Main Starting.
- Up Main Advanced Starting.
- Down Main Home.
- Down Main Inner Home with lower Calling-on arm.
- Disc, Up Main to Engine Shed.
- Hendford Goods Siding Starting.
- Disc, Down Main to Up Main South.
- Disc, Down Main to Down Sidings South.
- Discs associated with connection Down Main to Down Sidings (opposite signal box).
- Discs associated with connection Up Main to Bay.
- Discs associated with Main crossover North.
- Discs, Up Main to Up Sidings or back Up Main.

The Disc at the slotted spring point in the Down Main will be routed to all available routes.

The Disc from Up Sidings to Up Main will be fitted with a yellow arm and light.

The Down Main A.W.S. ramp will be recovered.

The Up Main Home will no longer be slotted by Yeovil South Junction as the Up Main Starting for Yeovil South Junction.

The Down Main Homes for Yeovil South Junction will no longer be slotted by Yeovil Pen Mill.

The existing Absolute Block section Castle Cary—Yeovil Pen Mill will be recovered.

The block switch at Castle Cary will be used for the Main lines.

2. Electric Train Token Working

E.T.T. working will be introduced for the section:—

Castle Cary—Yeovil Pen Mill.

An auxiliary E.T.T. instrument will be provided at Castle Cary on the Down Platform. A telephone will be provided connected to the signal box.

3. Occupation Arrangements

Occupation of the locking frames at Castle Cary and Yeovil Pen Mill will be required for the purpose of altering and testing the locking.

STAGE 2—YEOVIL PEN MILL TO YEOVIL JUNCTION AND MAIDEN NEWTON

The existing double line between Yeovil Pen Mill and Yeovil Junction and between Yeovil Pen Mill and Maiden Newton will be singled in accordance with Stage 2 on the enclosed diagram.

1. Alterations to Permanent Way and existing signalling

At Yeovil Pen Mill

The Up Main from Yeovil Junction to Yeovil Pen Mill will be renamed Up and Down Branch.

The Down Main to Maiden Newton will be renamed Up and Down Main.

The following new signal and Disc will be provided as shown on the enclosed diagram:—

G—Up Main Home and Up Main Home to Loop.

H—Disc, Up Main Home to Down Sidings.

A telephone connected to the signal box will be provided at this signal.

The Down Loop Starting route indicating signal will be provided with a route to the Branch.

The Up Distant signals will be recovered together with the Up Main A.W.S. ramp.

At Yeovil South Junction

The signal box will be closed and all signals (except the Up Distant signals which will now apply to Yeovil Pen Mill) and associated signalling apparatus recovered.

The Down Main junction points will be spiked, clipped and padlocked set for the Down Main. The Up Branch to Up Main junction points will be spiked, clipped and padlocked set for the Branch.

At Yeovil Junction

The facing connection in the Branch leading from Down Branch will be disconnected from the signal box and spiked, clipped and padlocked in the reverse position pending recovery.

The Down Branch will be slued into the Up Branch between the Down Branch Homes and the Up Branch Starting signal.

The Disc backing from Up Branch will be recovered.

The Down Branch A.W.S. ramp will be recovered.

At Yetminster

The signal box will be closed and all signals and associated signalling apparatus recovered.

The trailing Main lines crossover will be spiked, clipped and padlocked in the normal position pending recovery.

At Maiden Newton

The Main lines trailing crossover will be disconnected from the signal box and spiked, clipped and padlocked in the normal position pending recovery.

The following new connections will be provided as shown on the attached diagram:—

Facing in the single line from Yeovil Pen Mill to Down Main.

Slotted spring Catch point in Up Main.

Facing from Bay to Up Main.

The latter connection will be operated from a new ground frame which will be released from the signal box by a key release instrument.

Facing point locks will be provided as shown on the enclosed diagram.

The following new signals will be provided as shown on the enclosed diagram:—

A—Up Main Home.

C—Up Main Starting.

D—Down Main Home.

E—Disc, Down Main Home to Bay (slotted by ground frame).

B—Down Main Starting.

The following existing signals will be recovered:—

Up Main Home.

Up Main Inner Home.

Up Main Starting.

Down Main Home.

Down Main Inner Home.

Down Main Starting.

Down Main Advanced Starting.

Backing, from Down Main to Up Main.

Bay Starting.

Down Branch Starting.

Up Branch Home.

Up Branch Inner Home.

Disc, backing from Up Main to Down Main.

The Down Main A.W.S. ramp will be recovered.

The existing absolute block sections:—

Yeovil Pen Mill—Yeovil South Junction.

Yeovil South Junction—Yeovil Junction.

Yeovil South Junction—Yetminster.

Yetminster—Maiden Newton.

will be recovered.

2. Electric Train Token Working

E.T.T. working will be introduced for the sections:—

Yeovil Pen Mill—Yeovil Junction.

Yeovil Pen Mill—Maiden Newton.

An auxiliary E.T.T. instrument will be provided at Yeovil Pen Mill on the South end of the Down Platform for the Maiden Newton section.

An auxiliary E.T.T. instrument will be provided at Maiden Newton on the North end of the Up Platform for the Yeovil Pen Mill Section.

Telephones will be provided at each instrument to the signal boxes.

3. Occupation Arrangements

Occupation of the locking frames at Yeovil Junction and Maiden Newton will be required for the purpose of altering and testing the locking.

STAGE 3—MAIDEN NEWTON TO DORCHESTER JUNCTION

The existing double line between Maiden Newton and Dorchester Junction will be singled in accordance with Stage 3 on the enclosed diagram.

1. Alterations to Permanent Way and Signalling

At Maiden Newton

A new facing connection from single line (Dorchester side) to Up Main will be provided together with facing point lock as shown on the enclosed diagram.

The Disc backing Up Main to Up Siding will now read additionally to single line. The Down Main Starting signal will read to single line via the new connection.

The Up Main A.W.S. ramp will be recovered.

The existing absolute block section:—

Maiden Newton—Dorchester Junction.

will be recovered.

At Dorchester Junction

The layout will be as shown on the enclosed diagram, the existing Up and Down lines being retained from Dorchester West station. The trailing connection in the Down line leading to the Down Main Siding, 198 yards on the Dorchester West Station side of the signal box, and the Down Main trap points outside the signal box will be clipped and padlocked out of use.

The following new colour light signals will be provided as shown on the enclosed diagram:—

Down Main Distant (No. 36).

Down Main Outer Home (No. 35).

Up Main Starting (No. 5).

Received from the Signalling Department
Date
Section

Divisional Manager,
Tisbury House,
Victoria Street,
BRISTOL.

Rel.—WJL

DORCHESTER—C/

The following existing signals will be recovered:—

- Down Main Outer Distant.
- Down Main Inner Distant.
- Up Main Starting (117 yards Dorchester West Station side of signal box).
- Discs associated with the Down Main Siding points.

A telephone will be provided at the Down Main Inner Home signal and " Train Arrived Complete " plungers will be provided at Dorchester West Down platform.

2. Tokenless Block Working

Tokenless Block Working in accordance with the ' Regulations for Train Signalling on Single lines by the Tokenless Block System ' will be instituted between the following new Single line block section:—

- Maiden Newton—Dorchester Junction.
- Box to box telephones will be provided.

3. Occupation Arrangements

Occupation of the locking frame at Maiden Newton will be required for the purpose of altering and testing the locking.

During the occupations the applicable Distant signals will be disconnected from the signal boxes and maintained at Caution.

District Inspector Bettridge (Taunton) to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary handsignalmen.

Station and Depot Supervisors please acknowledge by return of the attached slip.

Transom House,
Victoria Street,
BRISTOL.
April, 1968

H. C. SANDERSON,
Divisional Manager, Bristol
(W92/2)

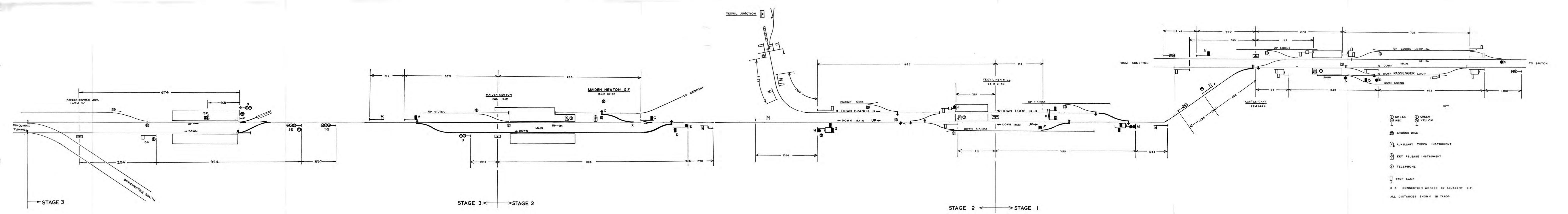
G. A. WEEDEN,
Divisional Manager, Wimbledon
(ELEC/R/SA1045)

Received Notice No. S.2566 re Castle Cary—Dorchester Singling scheme.

.....DateDepartment
StationSignature

Divisional Manager,
Transom House,
Victoria Street,
BRISTOL.

Ref.:—W92/2.



DORCHESTER—CASTLE CARY