

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of the Employees only)

Notice to Trainmen, etc.

WESTBURY RESIGNALLING STAGE 4 CASTLE CARY/SOMERTON AREA)

**Friday, 1st February
to Monday, 4th February, 1985**

SIGNALLING RECORD SOCIETY

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WESTBURY RESIGNALLING—STAGE 4

Castle Cary (Inc.) to Athelney (Exc.) & Yeovil Pen Mill (Exc.)

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 22.15 hours Friday 1.2.85 to 06.00 hours Monday 4.2.85. On completion, the following arrangements will come into use between Castle Cary (inc.) and Athelney (exc.) & Yeovil Pen Mill (exc.).

1. SIGNALLING

- (a) Castle Cary and Somerton signal boxes will be taken out of use.
- (b) Signal CC1 at present a 3 aspect signal will become a 4 aspect, the top yellow aspect coming into use. The signal will be renumbered W152 and will be operated from Westbury signal box.
- (c) Signal DW127 at present a 3 aspect signal will become a 4 aspect, the top yellow aspect coming into use.
- (d) Athelney's existing Down Main Distant signal will be taken out of use and be replaced by a 2 aspect (G/Y) signal, AY37, situated on the same side of the line but at 133 m. 22 ch.
- (e) Yeovil Pen Mill Down Distant signal will be recovered and replaced by new signalling as shown on the attached diagram. When signal W262R is displaying a yellow aspect signal W262 will be at Danger; when signal W262R is displaying green, W262 will display a single yellow and the line will be clear to Yeovil Pen Mill Down Home signals (YP64/YP62).
- (f) All signals shown within the area of "New Signalling" will be under the control of Westbury signal box.
- (g) Athelney's existing Up Section signal will be numbered AY8.
- (h) Signal AY36 is Athelney Down Outer Home signal (existing).
- (i) The new passenger loop at Castle Cary will be signalled for bi-directional working. Castle Cary Down line will also be bi-directional for Weymouth line services.
- (j) Where a signal is provided with more than one route, the routes are identified in Appendix A.

2. PERMANENT WAY

New permanent way as shown in heavy type on the attached diagram will be brought into use.

3. SYSTEM OF SIGNALLING

- (a) Track circuit block working will apply between Westbury and Athelney, and between Westbury and Yeovil Pen Mill.
- (b) The existing token system between Castle Cary and Yeovil Pen Mill will be withdrawn.

4. TELEPHONES

All stop signals capable of displaying a 'Main' aspect in the area of new signalling will have direct telephone communication with Westbury Signal Box with the exception of signal YP7 where direct telephone communication will be provided to Yeovil Pen Mill Signal Box.

5. GROUND FRAMES

- (a) A new power operated ground frame will be provided to operate the connections at Somerton.
- (b) The ground frame will be situated on the Up side of the lines controlled by and in direct telephone communication with Westbury signal box.

6. A.W.S.

A.W.S. will be provided additionally on the Castle Cary/Yeovil Pen Mill single line.

All arrangements for the safe working of the line, together with the appointment of any Handsignalmen required in accordance with Section E of the Rule Book will be made by the Regional Operations Manager.

125 House
SWINDON

R. J. POYNTER
Regional Operations Manager
SWINDON
Ref. 95/TS/1116

February 1985

WESTBURY STAGE 4

47	A	Up Westbury	49	M		
	B	Up Athelney	789	PL		

147	A	Dn Westbury	149	M/PL	Jl	1
	B	Loop	249	M	Jl	4
	C	Loop	787	PL	-	-

149	A	Up Westbury	UW	M	Jl	1
249	B	Dn Westbury	LOS	PL	-	-

154	A	Loop	256	M/PL	Jl	1
	B	Dn Westbury	156	PL	ST	W

156	A	Weymouth Line	258	M	Jl	1
	B	Dn Athelney	DA 116	M	-	-

782	A	Loop	256			
	B	Dn Westbury	156			
	C	Up Westbury	788			

787	A	Loop	249			
	B	Dn Sidings				

788	A	Up Athelney	LOS			
	B	Dn Siding				

791	A	Up Siding				
	B	Up Westbury	49			

Routes of Controlled Signals Shown Thus :-

