

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

**(For the use of the Employees only)**

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**Notice to Trainmen, etc.**

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**EXETER**

**RESIGNALLING**

**STAGE 4B**

**COGLOAD JUNCTION (exclusive) —**

**WELLINGTON (exclusive)**

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**Friday, 9th May to  
Monday, 12th May,  
1986**

# SIGNALLING RECORD SOCIETY

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## EXETER M.A.S. — STAGE 4B

The staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 20.40 hours, Friday 09.05.86 until 07.00 hours, Monday 12.05.86. On completion the following arrangements will come into use between Cogload Junction (excl.) and Wellington (excl.).

### 1. Signalling

Taunton West Station signal box and associated equipment will be taken out of use.

All existing signalling equipment (except that provided under previous MAS stages) will be taken out of use at the following signal boxes:—

Silk Mill Crossing  
Taunton East Junction

New Signalmans control panels will be provided at Silk Mill Crossing signal box (SM) and Taunton East Junction signal box (T).

New signalling will be brought into use and existing signalling will be altered as shown on the attached diagram.

Where a signal has more than one route, the routes are identified on the accompanying appendix.

#### (a) Existing signals will be altered as follows:—

The second yellow aspect at signal UM.168 will be brought into use.

Both yellow aspects at signal E.73 will be brought into use.

The red aspect at signal E.30R will be brought into use and the signal renumbered E.28.

The red aspect at signal SM.49RR will be brought into use and the signal renumbered SM.75.

The red and second yellow aspects at signal SM.49R will be brought into use and the signal renumbered SM.77.

The position light signal and position 4 junction indicator at signal SM.49 will be brought into use and the signal renumbered SM.79.

Both yellow aspects at signal DM.159 will be brought into use.

The red aspect at signal TE.147R will be brought into use and the signal renumbered T.116.

The red and second yellow aspects at signal TE.147 will be brought into use and the signal converted to an automatic signal, renumbered DM.161.

The red aspect at signal UM.160R will be brought into use and the signal renumbered T.191.

#### (b) A new 3-aspect signal will be provided on the Down Main line at Victory level crossing, numbered SM.26.

A new "Limit of Shunt" indicator will be provided on the Up Main line to the rear of signal SM.79 for movements signalled from position light signal 630 along the Up Main line.

#### (c) The following signals will be capable of showing flashing yellow aspects:—

SM.77 (flashing double yellow)—For route to Up Relief line.

SM.79 (flashing single yellow)—For route to Up Relief line.

T.116 (flashing double yellow)—For route to Down Relief line.

DM.161 (flashing single yellow)—For route to Down Relief line.

### 2. Permanent Way

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

The handpoint connection in the Down Siding at Taunton, leading to the Engineer's Siding, is secured by clip and padlocked for movements over the Down Siding.

### 3. System of Signalling

The existing Absolute Block Working between Taunton East Junction, Taunton West Station and Silk Mill Crossing will be replaced by Track Circuit Block between Taunton East Junction (T) and Silk Mill Crossing (SM).

**4. Telephones**

All stop signals will have direct telephone communication with their controlling signal box, i.e. Exeter (E), Silk Mill Crossing (SM) or Taunton East Junction (T).

Hyde level crossing will have direct telephone communications with Exeter signal box and Broomhay level crossing will have direct telephone communication with Taunton East Junction signal box.

**5. A.W.S.**

A.W.S. will be provided on all signals capable of displaying a main aspect, except signal T.485, Taunton Up Bay Platform.

**6. Level Crossings**

Bradford automatic half-barrier (AHB) crossing (at present monitored by Silk Mill) will be monitored by Exeter signal box.

Victory automatic half-barrier (AHB) crossing will continue to be monitored by Silk Mill Crossing signal box.

Silk Mill manned barrier crossing will continue to be controlled by Silk Mill Crossing signal box.

125 House  
SWINDON

May 1986

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

Friday, 9th May to  
Monday, 12th May  
1986

## EXETER STAGE 4B

20	A	DOWN MAIN	22	M		
	B	UP MAIN	LOS	PL		

79	A	UP MAIN	83	M		
	B	DOWN RELIEF	481	M/PL	J1	4

83	A	UP RELIEF (PLAT)	185	M/PL	J1	1
	B	UP MAIN	85	M		
	C	UP MAIN	619	PL	ST	UM
	D	DOWN MAIN	285	M/PL	J1	4
	E	DOWN RELIEF (PLAT)	385	M/PL	J1	5

118	A	DOWN RELIEF	120	M/PL	J1	1
	B	DOWN MAIN	20	M		
				PL	ST	DM

120	A	GOODS RECEPTION	626	PL	ST	G
	B	DOWN RELIEF	322	M	J1	1
	C	DOWN RELIEF	610	PL		
	D	DOWN MAIN	22	M	J1	4
	E	UP MAIN	LOS	PL		

324	A	DOWN MAIN	26	M		
	B	UP MAIN	630	PL		

481	A	DOWN RELIEF	483	M		
	B	DOWN RELIEF	623	PL	ST	DR
	C	GOODS RECEPTION	613	PL	ST	G
	D	FAIRWATER YD	—	PL	ST	F

483	A	DOWN RELIEF (PLATFORM)	385	M		
	B	DOWN SIDING	—	PL	ST	DS

604	A	DOWN RELIEF	120			
	B	DOWN MAIN	20			
	C	UP MAIN	620			
	D	UP RELIEF	606			

605	A	SPUR	—			
	B	UP RELIEF	189			

606	A	UP RELIEF	608			
	B	CONCRETE WORKS	—			

608	A	UP RELIEF	618			
	B	UP BAY	—			

610	A	GOODS RECEPTION				
	B	DOWN RELIEF				

613	A	DOWN RELIEF				
	B	SIDING				

617	A	DOWN MAIN	285			
	B	DOWN RLF (PLAT)	385			

619	A	UP RELIEF	185			
	B	UP MAIN	85			
	C	DOWN MAIN	285			
	D	DOWN RLF (PLAT)	385			

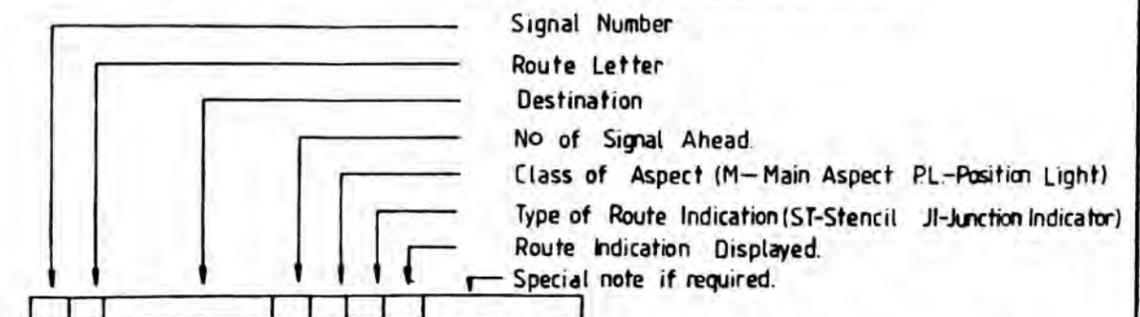
623	A	DOWN RELIEF	611			
	B	GOODS RECEPTION	613			
	C	FAIRWATER YARD	—			

627	A	UP MAIN	83			
	B	DOWN RELIEF	481			

628	A	SPUR	—			
	B	DOWN RELIEF	322			

630	A	UP MAIN	LOS			
	B	CIDER SIDING	—			

### Routes of Controlled Signals Shown Thus :-





## West of England Resignalling

Commissioning of stages 4A and 4B covering the section of line between Cogload Junction and Wellington was undertaken to programme over the weekend 9th to 12th May and the closure of Taunton West signal box achieved. However, due to the late delivery of remote control equipment, it was necessary to install temporary signalling panels in Taunton East Junction and Silkmill Crossing signal boxes with the eventual need to transfer control to Exeter panel signal box at a later date at which time Silkmill Crossing will be converted to CCTV operation.