

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of the Employees only)

Notice to Trainmen, etc.

**EXETER
RESIGNALLING
STAGE 7**

**DAINTON TUNNEL (exclusive) —
TOTNES (inclusive)**

**Saturday, 7th November to
Monday, 9th November, 1987**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

EXETER M.A.S.—STAGE 7

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 08.00 hours, Saturday, 7th November until 07.30 hours Monday, 9th November, 1987. On completion, the following arrangements will come into use between Dainton Tunnel (exclusive) and Totnes (inclusive). Reference should be made to the accompanying diagram.

1. Signalling

Totnes signal box will be taken out of use. The area will become controlled by Exeter signal box.

New signalling will be brought into use and signals currently controlled by Totnes signal box will be altered as shown in heavy type on the diagram. Unaltered signalling (including Totnes signals which will only be renumbered) are shown in light type. All other existing signalling equipment at Totnes will be recovered.

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

The yellow aspect of signal DM.219 will be brought into use.

Signal T.100 on the Down Main line will be recovered. A new 2-aspect (R/G) signal, E.100, will be provided on the Down Main line approximately 350 yards nearer Plymouth.

Signal T.298 will be provided with a position light signal and stencil indicator 'US' for the route to the Up Siding, and be renumbered E.298.

The 2-aspect (Y/G) signal T.1 will be replaced by a 3-aspect signal. The signal will be renumbered E.1R and will be capable of displaying single yellow, double yellow, green, or flashing single yellow aspects.

The following existing Totnes signals will be renumbered:—

T.203/6	becomes E.203
T.3/4	becomes E.3
T.58	becomes E.734
T.2/5	becomes E.1

The following signals will be capable of displaying flashing yellow aspects in accordance with Rule Book, Section C:—

E.94 (flashing single yellow)—for route to Down Platform Loop (signal E.198), beyond signal E.96.

E.1R (flashing single yellow)—for route to Up Platform Loop (signal E.203), beyond signal E.1.

Supervision of the release instrument at Totnes for the Dart Valley line train staff will be transferred to Exeter signal box.

2. Permanent Way

New connections previously provided will be brought into use as shown in heavy line on the diagram. The Up and Down Main trailing crossover in the station will be secured out of use pending recovery.

3. System of Signalling

Track Circuit Block working, Exeter—Totnes—Plymouth will be amended to apply directly between Exeter and Plymouth signal boxes.

4. Telephones

All stop signals will have direct communication with Exeter (E) signal box.

Other telephones will be provided as shown on the diagram.

5. A.W.S.

A.W.S. will be provided at all signals capable of displaying a main aspect, except for E.296.

125 House
SWINDON

October 1987

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

EXETER M.A.S. STAGE 7 (Appendix 'A')

1	A	UP PLATFORM LOOP	203	J	1
	B	UP MAIN	3	-	-

3	A	DART VALLEY LINE	-	PL	ST	DV
	B	REFUGE SIDING	-	PL	ST	RS
	C	UP MAIN	5	M	-	-
	D	DOWN MAIN	LOS	PL	-	-

96	A	DN PLATFORM LOOP	198	J	1
	B	DOWN MAIN	98	-	-
	C	UP PLATFORM LOOP	298	J	4

203	A	DART VALLEY LINE	-	M	ST	DV
	B	REFUGE SIDINGS	-	PL	ST	RS
	C	UP MAIN	5	M	ST	UM
	D	DOWN MAIN	LOS	PL	-	-

296	A	UP MAIN	734	PL	
	B	UP PLATFORM LOOP	298	M	PRECEDED BY 734

298	A	UP MAIN	LOS	-	-
	B	UP SIDING	-	ST	US

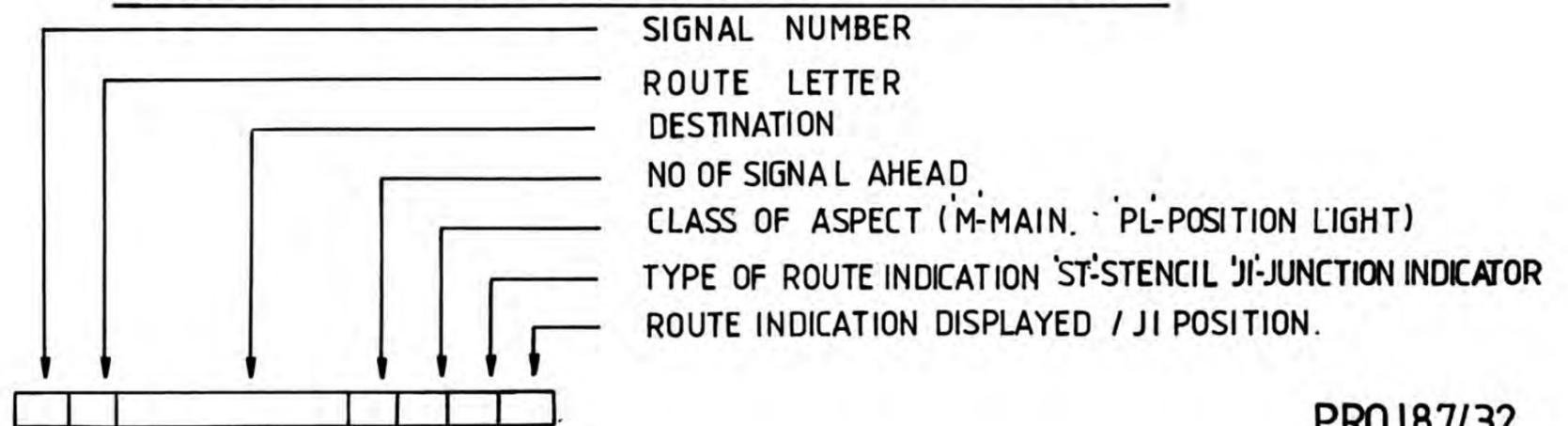
734	A	UP MAIN	LOS		
	B	UP PLATFORM LINE	298		

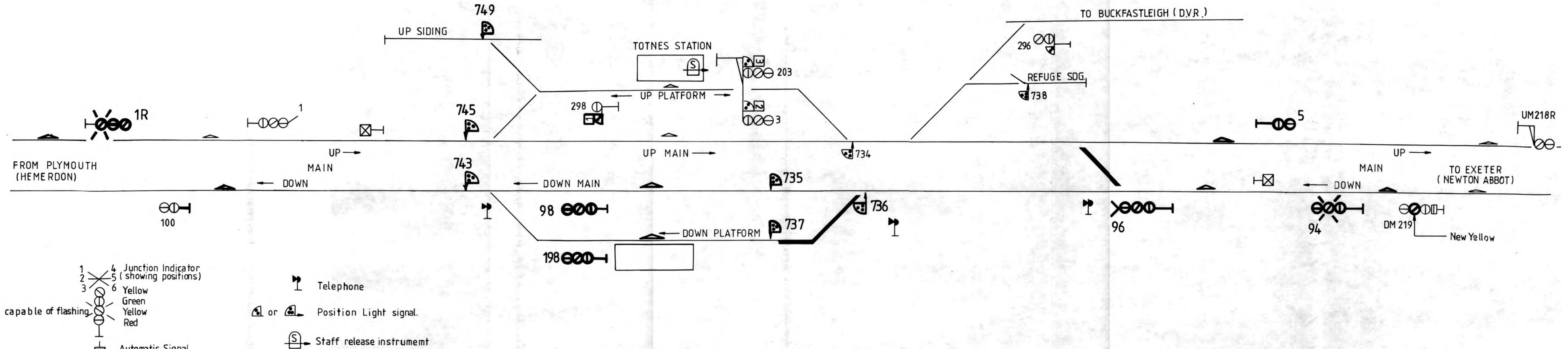
736	A	DN PLATFORM LOOP	198		
	B	DOWN MAIN	98		

743	A	DOWN MAIN	735		
	B	DN PLATFORM LOOP	737		

745	A	UP PLATFORM LOOP	203		
	B	UP MAIN	3		

ROUTES OF CONTROLLED SIGNALS SHOWN THUS:-





EXETER M.A.S. STAGE 7

- 1 2 3 4 5 6 Junction Indicator (showing positions)
- capable of flashing
- Automatic Signal
- AWS. Inductor
- Limit of shunt
- Route Indicator (1 Route)
- Telephone
- Position Light signal.
- Staff release instrument