

BRITISH RAIL - WESTERN REGION

NOTICE TO TRAINMEN ETC. - SIGNALLING & PERMANENT WAY ALTERATIONS

BETWEEN CREDITON AND BARNSTAPLE

Staff of the RS & TE and RCE Departments will be engaged in the following resignalling works between 0800 hours and 1800 hours, or until completion, Sunday 1.11.87

1. SIGNALLING

Eggesford and Barnstaple signal boxes will be closed and all associated signalling recovered. New signalling will be brought into use as shown on the following diagram.

2. PERMANENT WAY

At Eggesford, the existing crossing loop will be retained and the points at each end will be converted to self-acting, hydro-pneumatic operation. An elevated points indicator will be provided 50 yards on the approach side to each connection. The indicators will display two white lights when the facing points to which they relate are correctly set.

At Barnstaple, connections and sidings will be secured out of use as shown on the following diagram and until further notice only the new Single line into the station will be available.

3. SYSTEM OF SIGNALLING

The existing Electric Token system of signalling between Crediton and Barnstaple will be withdrawn and "No Signalman Token on Single Lines with Remote Crossing Loops" will be introduced between Crediton and Eggesford and between Eggesford and Barnstaple. Both sections will be supervised by Crediton signal box.

The token instruments at Eggesford will be housed in huts located on the platforms. The huts are unlocked by a B.R. No. 1 key.

Locked boxes, containing coloured "Special Authority Cards" (see Clause 11.3 of the NSTR Instructions in the Weekly Operating Notice) and unlocked by a B.R. No. 1 key, will be provided in these token huts. The cards will be coloured as follows:-

for Crediton/Eggesford section - green
for Eggesford/Barnstaple section - yellow

The token instruments at Eggesford will be fitted with portable token magazines.

Telephones for direct communication with Crediton signal box will be provided in the new huts.

Continued...

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4. LEVEL CROSSINGS

Eggesford Level Crossing will be converted to a Trainmen-Operated Barrier crossing. Instructions relating to the operation of the level crossing are shown in the Weekly Operating Notice.

5. TELEPHONES

The lineside telephone at 183m. 71ch. (near former Coleford Jn.) will be removed. All other telephones will be retained as shown on the following diagram and will give direct communication with Crediton signal box. They will be housed in locked cupboards, opened by B.R. No. 1 key.

6. AWS

AWS will be provided as shown on the following diagram. "Cancel" indicators will be provided for movements in the opposite direction.

7. GROUND FRAMES

The intermediate token instrument at Lapford North ground frame will be removed. There will be no shut-in facility.

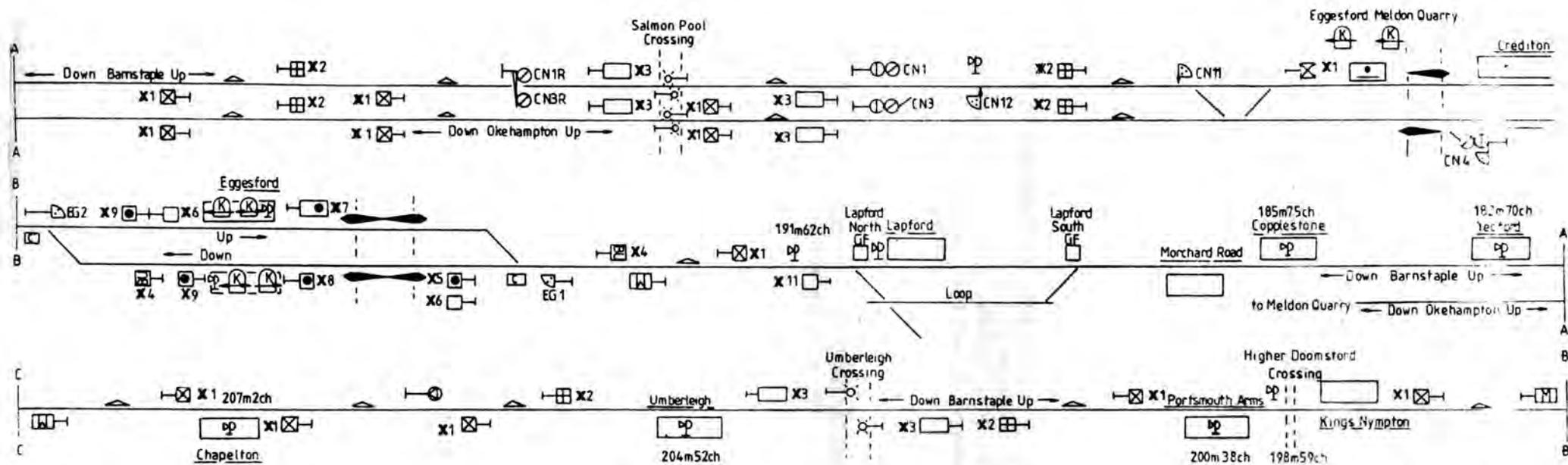
The telephone will be housed in a new cupboard, locked by BR 1 key. Both Lapford ground frames will continue to be released by the token.

125 House
SWINDON

R.J. POYNTER
Regional Operations Manager

October 1987

Ref: 95/TS/1455



- X1 AWS Cancelling Board
- X2 Advance Warning Board
- X3 Speed Whistle Board
- X4 Barriers Up Indicator
- X5 Stopboard combined with Drivers flashing white light and control unit
- X6 Notice board - "End of Section Proceed if Platform Line clear"
- X7 Stopboard combined with Drivers flashing white light, control unit and legend - "Start of Section obtain Token to Crediton"

- X8 Stopboard - "Start of Section Obtain Token to Crediton"
- X9 Stopboard - "Start of Section Obtain Token to Barnstaple"
- X10 Stopboard - "Light Engines only to pass"
- X11 Noticeboard - "Limit of Lapford Token"

Key to symbols

- Retro-reflective board
- Token Instrument
- Barrier
- Point clip cupboard
- Inductor
- Telephone Junction indicator
- Yellow aspect
- Red aspect
- Drivers flashing white light
- * Spiked clipped and padlocked out of use until further notice
- Permanent speed restriction warning indicator
- Position light
- hp. Hand point
- CR Crediton
- EG Eggesford

BARNSTAPLE - ALTERED LAYOUT
AS FROM 15 JULY 1990

