

# **BRITISH RAILWAYS**

(WESTERN REGION)  
(For the use of employees only)

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**Notice to Trainmen, etc.**

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## **SALISBURY—EXETER, SINGLING OF LINE**

(STAGE I—WILTON SOUTH TO TEMPLECOMBE)

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**SATURDAY AND SUNDAY  
1st AND 2nd APRIL 1967**

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Between the hours of 22.00 on Saturday, 1st April, and 23.00 on Sunday, 2nd April, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage I of the above scheme consisting of the singling of the existing double line between Wilton South and Templecombe in accordance with the attached diagram.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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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.



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[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## I. Alterations to Permanent Way and Existing Signalling

### AT WILTON SOUTH

The following new signals will be provided:—

Form	Description	Position	Distance from Signal Box	Height of signal
	Down Main Starting ..	Down side of Down Main ..	200 yards	12 feet
	Down Main Home .. ..	Down side of Down Main ..	353 yards	12 feet

The existing Down Main Home and Down Main Starting signals will be recovered.

A new facing connection from Down Main to Single line will be brought into use as shown on the attached diagram. A Sand Drag will be provided at the end of the Down Main line. Facing point locks will be provided on both ends of the new connection.

### AT DINTON

The signal box together with all signals and associated signalling equipment will be recovered.

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

- Down Main Facing to Down Loop.
- Down Loop Facing to Down Main.
- Down Loop to Down Siding East.
- East Main lines Crossover.

The following existing connections will be converted to hand points:—

- Up Main to Up Siding.
- Up Main Facing to Reception Road.
- Reception Road to Up Main.

The existing Dinton Ground Frame will be recovered.

A new Ground Frame to be known as Dinton East Ground Frame will be provided to work the existing West Main lines crossover and will be released by key from Key Release Instrument.

A new Ground Frame to be known as Dinton West Ground Frame will be provided to work the existing connection from Down Main to Down Siding West and will be released by key from Key Release Instrument.

Facing point locks will be fitted to both connections, as shown on the attached diagram and telephone communication to Wilton South signal box will be provided.

### AT CHILMARK



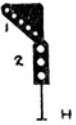
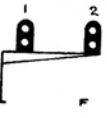
The signal box together with all signals and associated signalling equipment will be recovered.

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

The connection from Up Main to Up Sidings will be spiked, clipped and padlocked in the reverse position and the Up Main line will become a siding to Dinton.

AT GILLINGHAM

The following new signals will be brought into use:—

Form	Description	Position	Distance from Signal Box	Height of signal
	Up Main Home .. ..	Up side of Single line ..	305 yards	12 feet
	Up Main Starting .. ..	Up side of Single line ..	184 yards	12 feet
	1. Down Main Home to Loop 2. Down Main Home ..	Down Side of Single line	305 yards	12 feet
	1. Down Loop to Main Starting 2. Down Main Starting ..	Down side of Down Loop	179 yards	16 feet

New connections will be provided as shown in heavy type on the attached diagram.

The existing connection from Down Loop to Down Siding will be spiked, clipped and padlocked out of use.

The following existing signals will be recovered:—



- |                              |  |
|------------------------------|--|
| Down Main Home.              | Up Main Home.                              |
| Down Main Starting.          | Up Main Starting.                          |
| Down Main Advanced Starting. | Disc signals used as temporary Stop Lamps. |

The existing Main lines crossover, associated Disc signals and the detonator placing machines will be recovered.

A "Train Arrival" plunger (X) will be provided as shown on attached diagram.

AT TEMPLECOMBE

The following new signals will be brought into use:—

Form	Description	Position	Distance from Signal Box	Height of signal
	Up Main Home .. ..	Up side of Up Main line ..	727 yards	12 feet
	Down Main Home .. ..	Down side of Single line ..	20 yards	12 feet

New Ground signals (B and C) will be brought into use as shown on the attached diagram.

The following existing semaphore signals will be recovered:—

Up Main Home.  
Up Main Starting.  
Down Main Home.  
Down Main Starting.

New connections will be provided as shown in heavy type on the attached diagram. A facing point lock will be provided at the Single line end of the new connection from Double to Single line.

The following existing Absolute Block sections will be recovered:—

Wilton South	—	Dinton.
Dinton	—	Chilmark.
Chilmark	—	Gillingham.
Gillingham	—	Templecombe.

Block Indicators at all intermediate Level Crossings will be recovered.

## 2. Level Crossings

The existing Signalling apparatus and Level Crossing gates at Ashford, and Teffont Mill Crossings will be taken out of use. Miniature RED/GREEN road traffic lights with field type gates opening away from the Railway will be provided at the above level crossings and at Tisbury Quarry Crossing. The aspects of the road traffic lights will be automatically controlled by the trains from either direction occupying approach track circuits.

“Sound Whistle” Boards will be provided 291 yards on the approach to each of the three crossings.

Telephones connected to Wilton South signal box will be provided at Tisbury Quarry Crossing and Teffont Mill Crossing.

Tisbury Gates Level Crossing will continue to be worked by a Crossing Keeper as at present. The existing Ground Frame and Running signals will be retained. The Up Main line signals will now apply to the Single line.

## 3. 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 Sections:—

Wilton South	—	Gillingham.
Gillingham	—	Templecombe.

Box to Box telephones will be provided.

## 4. A.W.S. Ramps

As from the commencement of the occupation and until further notice all A.W.S. ramps between Wilton South and Exmouth Junction inclusive will be made inoperative.

## 5. Occupation Arrangements

Occupation of the locking frames at Wilton South, Gillingham and Templecombe will be required for alterations and testing purposes.

During the occupation all Distant signals will be disconnected from the signal boxes and maintained at Caution.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, to be made by **District Inspector Bettridge (Taunton) and Area Inspector Howell (Salisbury)**.

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

**D. S. HART,**  
Divisional Manager.

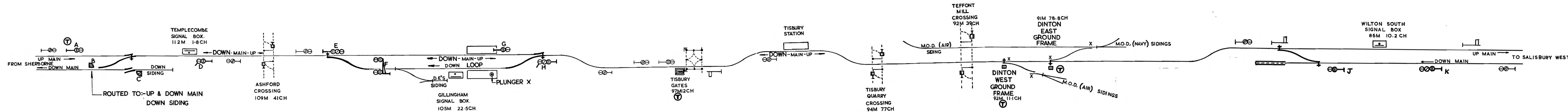
Transom House,  
Victoria Street,  
Bristol.  
April, 1967.

**BR.31401/5**

Received Notice No. S.2507 re Introduction of Stage I of Salisbury-Exeter Singling of Line Scheme—  
Wilton South to Templecombe.

.....Date .....Department  
.....Station .....Signature

Divisional Manager,  
Transom House,  
Victoria Street,  
Bristol.  
Ref.—WW/N93/1.



KEY

Ⓣ TELEPHONE

X CONNECTION WORKED BY GROUND FRAME

KEY

⓪ GREEN  
 ⊙ YELLOW  
 ⊖ RED

⓪ GREEN  
 ⊙ RED

⓪ GREEN  
 ⊙ YELLOW

ⓧ GROUND POSITION LIGHT

## SALISBURY/EXETER SINGLING-STAGE I

WILTON SOUTH-TEMPLECOMBE