

BRITISH RAILWAYS

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

Notice to Trainmen, etc.

SALISBURY—EXETER, SINGLING OF LINE

(STAGE 2—TEMPLECOMBE TO CHARD JUNCTION)

**SATURDAY AND SUNDAY
6th AND 7th MAY 1967**

Between the hours of 22.00 on Saturday, 6th May, and 18.00 on Sunday, 7th May, 1967 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 2 of the above scheme consisting of the singling of the existing double line between Sherborne and Chard Junction in accordance with the attached diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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I. Alterations to Permanent Way and Existing Signalling

AT TEMPLECOMBE

The existing Up Main line between Templecombe and Sherborne will become the "Up and Down" Main.

The Down Main Home signal with Junction Indicator will now also read to "Up and Down" Main. The Junction Indicator will not be displayed for this route.

AT SHERBORNE

The following new signals will be provided as shown on the attached diagram:—

- H — Up Main Home.
- J — Down Main Starting and Down from "Up and Down" Main Starting.
- K — Up Main Inner Home.
- L — Down Main Home and Down from "Up and Down" Main Home.
- M — Down Main Distant and Down from "Up and Down" Main Distant.

The following signals will be recovered:—

- | | |
|---------------------|---------------------|
| Up Main Home. | Down Main Distant. |
| Up Main Inner Home. | Down Main Home. |
| Up Main Starting. | Down Main Starting. |

A new facing connection will be provided in the Single line as shown on the attached diagram.

The existing connection from Up Sidings West (Civil Engineer's) to Up Main will be spiked, clipped and padlocked out of use.

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

AT YEOVIL JUNCTION "A"

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

- Up Through Facing to Branch.
- Branch Facing to Up Main.
- Up Main to Up Siding.
- Slip portion of compound in Up Through.

The associated Disc signals will be recovered.

The existing Down Main line will become a Siding and the following existing connections will be converted to hand operation:—

- Down Main Facing to Down Local.
- Down Siding to Down Local.

The associated Disc signals will be recovered.

A new Ground Frame to be known as **Yeovil Junction East Ground Frame** will be provided to work the connection from former Up Main to Down Main and will be fitted with a facing point lock as shown on the attached diagram.

A new Ground Frame to be known as **Yeovil Junction West Ground Frame** will be provided to work the facing end of the connection from the former Up Local to Up Main, which will be reset. The trailing end of the connection will be spiked, clipped and padlocked in the reverse position. The Ground Frame will be released from Yeovil Junction "A" signal box in addition to the Tokenless Block method of release.

Telephones will be provided at both new Ground Frames connected to Sherborne and Chard Junction. A second telephone will be provided at Yeovil Junction West Ground Frame connected to Yeovil Junction "A" signal box.

The following signals will be recovered:—

- | | |
|----------------------------|-----------------------------------|
| Down Main Distant. | Up Local Home. |
| Down Main Homes bracket. | Up Local Home to Branch. |
| Up Main Distant. | Bay Starting to Up Main. |
| Up Through Home. | Down Branch Home to Down Through. |
| Up Through Home to Branch. | Down Branch Home to Down Local. |

A new Disc signal (G) will be provided as shown on the attached diagram.

The Disc signal reading from Up Sidings to Up Main or Up Branch will be repositioned 65 yards nearer to the signal box and will read to Up Branch only.

Yeovil Junction "A" signal box will remain in use but will cease to have any control over the Salisbury/Exeter Main line (other than the release of the West Ground Frame) and will be associated only with the Branch line to Yeovil Pen Mill.

AT YEOVIL JUNCTION "B"

The signal box together with all associated signals and signalling equipment was recovered on Sunday, 30th April. (Signal Notice S.2510.)

A "Stop and await instructions" illuminated stop board will be provided at the crossover between the Bay line and Bay Siding at the Chard Junction end.

AT CREWKERNE GATES

See following item headed "2. Level Crossings".

AT HEWISH GATES

See following item headed "2. Level Crossings".

AT CHARD JUNCTION

The East crossover and the connection from Up Main to Up Siding will be spiked, clipped and padlocked in the normal position pending recovery.

The following existing signals will be recovered:—

- Down Main Home.
- Down Main Starting.
- Down Main Advanced Starting.
- Up Main Distant.
- Up Main Home.
- Up Main Starting.
- Up Main Advanced Starting.

The following new signals will be provided as shown on the attached diagram:—

- A — Up Main Distant.
- B — Up Main Home.
- C — Down Main Starting.
- E — Up Main Starting and Down to Up Main Starting.
- F — Down Main Home.
- D — Ground signal controlled by Ground Frame when routed to Down Siding.

A new Single to Double line connection will be provided as shown on the attached diagram.

The existing Ground Frame will be released by Key Release Instrument controlled from the signal box.

The following Absolute Block sections will be recovered:—

Templecombe	—	Sherborne.
Sherborne	—	Yeovil Junction "A".
Yeovil Junction "A"	—	Chard Junction.

2. Level Crossings

AT CREWKERNE GATES

The existing Down Main line signals will apply to the Single line.

The Block Indicators will be recovered and a telephone connected to Chard Junction signal box will be provided. The existing level crossing gates will be worked by a Crossing Keeper as at present.

AT HEWISH GATES

The signal box was reduced in status to a Ground Frame on Sunday, 30th April, the existing level crossing gates and Up and Down Distant and Home signals being retained (Signal Notice S.2510). The level crossing gates will be worked by a Crossing Keeper as at present.

The existing Down Main line signals will 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 Block Sections:—

Templecombe	—	Sherborne (on " Up and Down " Main).
Templecombe	—	Sherborne (one-way only on Down Main).
Sherborne	—	Chard Junction.

Box to Box telephones will be provided.

4. A.W.S. Ramps

All A.W.S. ramps between Wilton South and Exmouth Junction inclusive have been made inoperative.

5. Occupation Arrangements

Occupation of the locking frames at Sherborne and Chard Junction 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 Inspectors Bettridge (Taunton) and Allen (Exeter Central)**.

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

D. S. HART,
Divisional Manager.

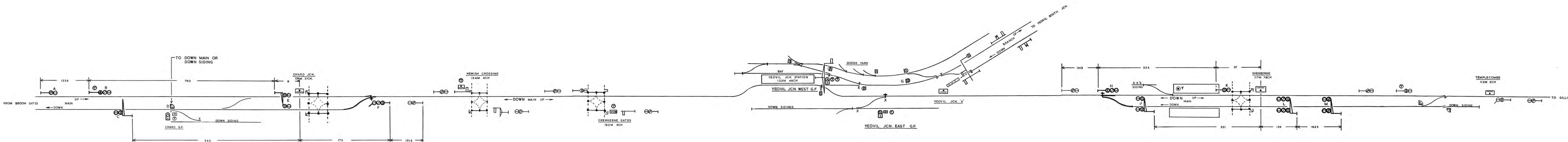
Transom House,
Victoria Street,
Bristol.
May, 1967.

BR.31401/5

Received Notice No. S.2511 re Introduction of Stage 2 of Salisbury-Exeter Singling of Line Scheme—
Templecombe to Chard Junction.

.....DateDepartment
.....StationSignature

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



- KEY**
- ⊙ GREEN
 - ⊙ YELLOW
 - ⊙ RED
 - ⊙ GREEN
 - ⊙ RED
 - ⊙ GREEN
 - ⊙ YELLOW
 - ⊙ GROUND POSITION LIGHT
 - Ⓚ KEY RELEASE INSTRUMENT
 - XX CONNECTION WORKED BY ADJACENT G.F.
 - ALL DISTANCES SHOWN IN YARDS
 - ☎ TELEPHONE

SALISBURY—EXETER. STAGE 2

CHARD TO TEMPLECOMBE