

BRITISH RAILWAYS

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

Notice to Trainmen, etc.

SALISBURY—EXETER, SINGLING OF LINE

(STAGE 3—CHARD JUNCTION TO PINHOE)

**SATURDAY AND SUNDAY
10th AND 11th JUNE 1967**

Between the hours of 22 00 on Saturday, 10th June, and 23 00 on Sunday, 11th June 1967 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3 (Final) of the above scheme consisting of the singling of the existing double line between Chard Junction and Pinhoe, 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 CHARD JUNCTION

The existing main line trailing cross-over will be recovered.

The existing Down Main line will be renamed "Down and Up" Loop and the existing Up Main line will be renamed the "Up and Down" Main.

A new motor worked facing connection will be provided in the Single line as shown on the attached diagram. The hand crank will be kept in the signal box.

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.

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

G—Position Light Up Main to Loop.

H—Down Main Starting.

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

AT BROOM GATES

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

The signal box will be reduced in status to a Ground Frame.

A telephone connected to Chard Junction signal box will be provided.

The existing level crossing gates will be worked by a Crossing Keeper.

AT AXE GATES

The existing Down Main 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.

AT AXMINSTER GATES

The existing signals will apply to the Single line.

The signal box will be reduced in status to a Ground Frame.

A telephone connected to Chard Junction signal box will be provided.

The existing level crossing gates will be worked by a Crossing Keeper.

AT SEATON JUNCTION

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

A new Ground Frame to be known as **Seaton Junction Ground Frame** will be provided to work the existing West crossover which will be fitted with a facing point lock as shown on the attached diagram.

All remaining points will be spiked, clipped and padlocked in the normal position or converted to hand points as required.

A telephone connected to Chard Junction and Honiton signal boxes will be provided.

AT HONITON

The existing Down Main line will be renamed "Up and Down" Main and the existing Up Main line will be renamed Up Loop.

Two new Single to Double line connections will be provided as shown on the attached diagram.

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

C—Up Main Home and Up Main Home to Up Loop

D—Down Main Starting

E—Up Loop Starting and Up Main Starting

F—Down Main Home

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

The following existing signals will be recovered:—

Up Main Home

Up Main Starting

Down Main Home

Down Main Inner Home

Down Main Starting

All existing ground signals and detonator placing machines will also be recovered.

The trailing connection from the former Up Main to Up Siding (Civil Engineer's) will be converted to hand operation and will be spiked, clipped and padlocked in the normal position.

AT SIDMOUTH JUNCTION GROUND FRAME

The former Distant signals for Sidmouth Junction will be brought back into use but will be worked from Sidmouth Junction Ground Frame.

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

J —Up Main Home

K —Down Main Home

The Block Indicators will be recovered and a telephone connected to Pinhoe signal box will be provided.

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

The existing level crossing gates will be worked by a Crossing Keeper as at present.

AT SIDMOUTH JUNCTION

The signal box together with all associated signals and signalling equipment was taken out of use on Sunday, 21st May (Signal Notice S.2514).

AT WHIMPLE

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

The connection from the former Up Main to Sidings will be converted to a hand point.

A new Ground Frame to be known as **Whimble East Ground Frame** will be provided to work the former East Main lines crossover and will be fitted with a facing point lock as shown on the attached diagram.

A new Ground Frame to be known as **Whimble West Ground Frame** will be provided to work the former West Main lines crossover and will be fitted with a facing point lock as shown on the attached diagram.

Telephones connected to Pinhoe and Honiton signal boxes will be provided at both Ground Frames.

AT CRANNAFORD GATES

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

The Block Indicators will be recovered and a telephone connected to Pinhoe Signal Box will be provided.

The existing level crossing gates will be worked by a Crossing Keeper as at present.

AT PINHOE

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

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

A —Up Main Home

B —Up Main Inner Home

The following existing signals will be recovered:—

Down Main Starting

Up Main Home

Up Main Inner Home

Up Main Starting

Disc Down Main to Up Main over West Crossover.

The existing Down Main Advanced Starting signal will be renamed Down Main Starting.

The Disc signal reading from Up Main to Down Main or Up Siding West will be repositioned on the same side of the line 84 yards further from the signal box and will read to Up Siding West.

The following Absolute Block sections will be recovered:—

Chard Junction	—Broom Gates
Broom Gates	—Axminster Gates
Axminster Gates	—Seaton Junction
Seaton Junction	—Honiton
Honiton	—Whimble
Whimble	—Pinhoe

2. 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:—

Chard Junction	—Honiton
Honiton	—Pinhoe

Box to Box telephones will be provided.

3. A.W.S. Ramps

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

4. Occupation Arrangements

Occupation of the locking frames at Chard Junction, Honiton, Sidmouth Junction Ground Frame and Pinhoe 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 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.
June, 1967.

BR. 31401/5

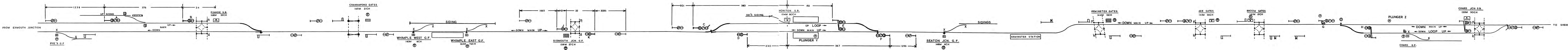
Received Notice No. S.2515 re Introduction of Stage 3 of Salisbury-Exeter Singling of Line Scheme—Chard Junction to Pinhoe.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref.:—WW/N93/1.



KEY

- CONNECTION WORKED BY GROUND FRAME
- TELEPHONE
- GREEN
- YELLOW
- RED
- GREEN
- RED
- GREEN
- YELLOW
- POSITION LIGHT
- GROUND DISC

SALISBURY/EXETER SINGLING STAGE III
PINHOE - CHARD JCN.