

BRITISH RAILWAYS

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

Notice to Trainmen, etc.

SALISBURY—EXETER, RESIGNALLING

(SHERBORNE TO YEOVIL JUNCTION)

**SATURDAY AND SUNDAY
30th SEPTEMBER AND 1st OCTOBER
1967**

Between the hours of 22 00 on Saturday, 30th September, and 16 00 on Sunday, 1st October 1967 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in the reinstatement of Yeovil Junction signal box for Salisbury — Exeter line signalling also the doubling of the existing single line between Sherborne and Yeovil Junction in accordance with the attached diagram.

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

I. Alterations to Permanent Way and Existing Signalling

The Down Main line between Sherborne and Yeovil Junction will be reinstated as shown on the attached diagram.

AT SHERBORNE

The existing Double to Single line connection will be recovered and the Down Main Starting to "Up and Down" line will now read along the Down Main.

AT YEOVIL JUNCTION (previously Yeovil Junction "A")

The temporary signal box provided on Sunday, 10th September, will be recovered and the main signal box re-introduced to operate the points and signals as shown on the attached diagram.

Two new facing connections from "Up and Down" Main to Branch and "Up and Down" Main to Down Sidings will be provided, as shown on the attached diagram.

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

- A — Down Main Distant and Down "Up and Down" Main Distant.
- B — Down Main Home, Down "Up and Down" Main Home and Down "Up and Down" Main Home to Bay.
- C — Up Main Starting.
- E — Disc, Down Branch to Down Sidings.
- F — Down Branch Home to Down Main.
- G — Ground signal, Down Main to Down Sidings or Down Main.
- H — Disc, Down Sidings to Up Branch or Up Main or Down Main.
- J — Ground signal, to Down Main or Bay or Up Sidings.
- K — Ground signal to Up Branch or Up Main or Down Main.
- L — Bay Starting to Up Branch and Bay Starting to Up Main.
- M — Down Main Starting.
- N — Up Main Home and Up Main Home to Up Branch with lower shunt signal.
- P — Up Main Distant.

A Down Main "Limit of Shunt" board (D) and "Train Arrival" plunger (Y) will be provided as shown on the attached diagram.

The existing Bay Starting Disc signal to Up Branch and Disc Branch to Bay or Up Sidings will be recovered.

A new facing connection from "Up and Down" Main to Bay will be provided worked by a new Ground Frame as shown on the attached diagram. The new Ground Frame will be known as Yeovil Junction Ground Frame and will be positioned at 122 m. 52.1 ch.

The existing Yeovil Junction East and Yeovil Junction West Ground Frames will be recovered.

2. Tokenless Block Working

The existing Tokenless Block Section: Sherborne — Chard Junction will be superseded by the new Tokenless Block Sections:—

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

3. Occupation Arrangements

Occupation of the locking frame at Yeovil Junction will be required for alterations and testing purposes.

During the occupation all Distant signals affected 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)**.

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

Divisional Manager.

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

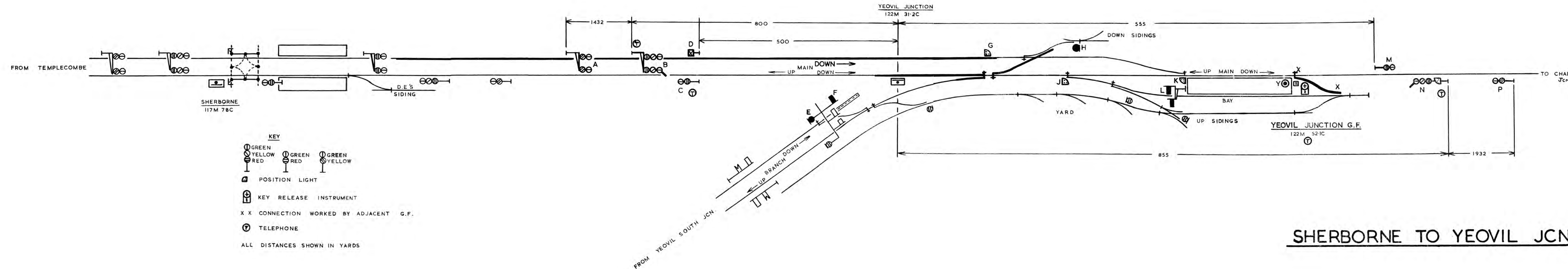
BR. 31401/5

Received Notice No. S.2528 in connection with the reinstatement of Yeovil Junction signal box and Double line to Sherborne.

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

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref.—WW/N93/1.



- KEY**
- ⊕ GREEN
 - ⊕ YELLOW
 - ⊕ RED
 - ⊕ GREEN
 - ⊕ RED
 - ⊕ GREEN
 - ⊕ YELLOW
 - ⊕ POSITION LIGHT
 - ⊕ KEY RELEASE INSTRUMENT
 - X X CONNECTION WORKED BY ADJACENT G.F.
 - ⊕ TELEPHONE
- ALL DISTANCES SHOWN IN YARDS

SHERBORNE TO YEOVIL JCN