

C. J. Woolstenholmes,

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of the Employees only)

Notice to Trainmen, etc.

EXETER RESIGNALLING STAGE 1B (EXETER ST. DAVID'S/EXETER CITY BASIN/EXMOUTH JUNCTION)

**Friday, 3rd May
to Monday, 6th May, 1985**

SIGNALLING RECORD SOCIETY

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EXETER AREA

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 21.30 hours, Friday 3.5.85 until 08.00 hours, Monday 6.5.85. On completion, the following arrangements will come into use between Exeter Panel, Exeter City Basin and Exmouth Junction signal boxes.

1. Signalling

The following signal boxes will be taken out of use:—

Exeter West

Exeter Central (E.C.)

New signalling will be brought into use as shown on the attached diagram.

All signals having more than one route, have those routes identified in Appendix 'A'. Additional routes of signals E.56, E.256 and E.664 will be brought into use as shown in Appendix 'A'.

Signals previously provided, or aspects of existing signals, shown in **heavy** type on the attached diagram, will be brought into use.

At Exeter City Basin, the Down Main Distant signal will be taken out of use. Signal E.62 will also function as Exeter City Basin Down Main Distant signal. A green aspect at signal E.62 indicates that the line is clear to Exminster or the next open signal box.

Exeter West former Up Main Distant signal will become a repeater for signal E.33 and will be identified as signal E.33R. When signal E.33R is cleared, signal E.33 will display either a double yellow or green aspect.

The yellow aspect of signal E.312 at Exeter Central will become a green aspect. A green aspect at this signal indicates that signal E.335 is displaying a yellow or green aspect.

Colour light signals E.460, E.360, E.60, E.260 and E.160, at the West end of Exeter St. David's Platforms, previously capable of only displaying a red aspect, will now be capable of displaying red, yellow or green aspects.

All colour light signals (except signal DM.193) shown on the attached diagram will have the prefix 'E' and will be controlled from Exeter signal box.

2. Permanent Way

New Permanent Way as shown in **heavy** type on the attached diagram will be brought into use.

Bi-directional working will be introduced through each platform at Exeter St. David's and over the Down Waterloo line from Exeter St. David's to Exeter Central.

At Exeter St. David's:—

The Up Relief will become the Up Platform Loop (No. 6 Platform)

The Up Middle will become the Down Main (No. 4 Platform)

The Down Middle will become the Up Relief (No. 3 Platform)

The Down Main will become the Down Relief (No. 1 Platform)

3. Telephones

All signals capable of displaying a 'Main' aspect, will have direct telephone communication with Exeter Signal Box.

4. System of Signalling

The existing Absolute Block working between Exeter City Basin and Exeter West, will be replaced by Track Circuit Block.

5. R.A. Indicators

Right Away (R.A.) indicators will be provided in respect of train departures in a Westerly direction from platforms 6, 5, 4, 3 & 1, and will be positioned in each case on the structures of signals E.460, E.360, E.60, E.260 and E.160 respectively.

At Exeter Central, an R.A. indicator will be provided on signal E.315.

6. A.W.S.

A.W.S. will be provided on all new signals capable of displaying a Main aspect, with the exception of E.558 and E.560. The existing A.W.S. Test inductor for movements from the Engine Sidings and West Yard will remain.

7. Off Indicators

The Down direction 'off' indicators already installed will be brought into use at Exeter St. David's platforms.

An 'off' indicator will be provided at Exeter Central on the Down Waterloo line platform and will relate to signal E.315.

125 House
SWINDON

R. J. POYNTER
Regional Operations Manager
SWINDON

May 1985

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EXETER
EXETER ST. DAVID'S
BASIN/EXMOUTH JUNCTION

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