

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of the Employees only)

Notice to Trainmen, etc.

EXETER RESIGNALLING STAGE 6

**NEWTON ABBOT EAST (inclusive)—
PAIGNTON NORTH (exclusive) and
TOTNES (exclusive)**

**Friday, 1st May to
Monday, 4th May, 1987**

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

EXETER M.A.S.—STAGE 6

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 22.00 hours, Friday 01.05.87 until 06.00 hours, Monday 04.05.87. On completion, the following arrangements will come into use between Newton Abbot East (inclusive), Paignton North (exclusive) and Totnes (exclusive).

1. Signalling

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

Newton Abbot East
Newton Abbot West
Dainton Tunnel

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

Where a signal has more than one route, the routes are identified on the accompanying appendix.

Totnes Up Main Advance Starting signal, T.8, will be converted to a 2-aspect (red/green) colour-light signal and will be provided with an AWS inductor 200 yards in rear.

The yellow aspect of signal DM.209 will be brought into use.

The red aspect of signal UM.210R will be brought into use and the signal renumbered UM.211.

The yellow aspects of the new 3-aspect signals DM.219 and DT.220 will remain out of use until further notice.

The red aspect of the new 3-aspect signal UT.219R will remain out of use until further notice.

A green aspect displayed at signal DM.219 indicates that the line is clear to Totnes Down Home signal (T.108/T.103.)

A green aspect displayed at signal DT.220 indicates that the line is clear to Paignton North Down Home signal.

The "Limit of Shunt" board on the Down Main line at Totnes applicable to movements in the Up direction, will be repositioned approximately 140 yards nearer Totnes.

The following signals will be capable of showing flashing yellow aspects:—

DM.211 (flashing single yellow)—for route to Up Main line

E.84 (flashing double yellow) }
E.86 (flashing single yellow) } —for route to Down Torbay line

UM.215 (flashing single yellow)—for routes to Down Main line and Down Relief line.

2. Permanent Way

All new connections previously provided will be brought into use.

Those connections shown clipped and padlocked on the attached diagram will remain until further notice pending removal.

3. System of Signalling

The existing Absolute Block working between Newton Abbot East, Newton Abbot West, Dainton Tunnel, Totnes and Paignton North will be replaced by Track Circuit Block working between the area of new signalling (controlled from Exeter) and Paignton North and Totnes signal boxes.

4. Telephones

All stop signals, except signal T.8, will have direct communication with Exeter (E) signal box.

Signal T.8 will have direct communication with Totnes (T) signal box.

Other telephones will be provided as shown on the attached diagram.

5. A.W.S.

A.W.S. will be provided at all signals capable of displaying a main aspect.

6. Barrow Crossings

The barrow crossing at the Newton Abbot end of Torquay station will be provided with white light indicators.

125 House
SWINDON

April 1987

R. J. POYNTER
Regional Operations Manager
SWINDON
Ref. 95/TS/1116

T3	A	D.V.L.R	-	F	ST	DV
	B	REFUGE SIDING	-	PL	ST	RS
T4	-	UP MAIN	8	M	-	-

T203	A	D.V.L.R	-	M	ST	DV
	B	REFUGE SIDING	-	PL	ST	RS
T5	-	UP MAIN	8	M	ST	UM

9	A	UP MAIN	11	M	-	-
			11	PL	ST	UM
	B	DOWN MAIN	211	M/PL	Jl	4
C	RELIEF LINE	111	M/PL	Jl	5	

11	A	HEATHFIELD	-	PL	ST	HB
	B	UP MAIN	13	M	-	-
	C	DOWN MAIN	703	PL	-	-

84	A	DOWN MAIN	86	M	-	-
	B	UP MAIN	386	M	Jl	4

86	A	RELIEF LINE	188	M/PL	Jl	1
	B	DOWN MAIN	88	M	-	-
			88	PL	ST	DM

88	A	DOWN TORBAY	190	M	Jl	1
	B	DOWN MAIN	90	M	-	-

109	A	UP MAIN	11	M/PL	Jl	2
	B	DOWN MAIN	211	M/PL	Jl	1
	C	RELIEF LINE	111	M	-	-
			111	PL	ST	R

111	A	UP MAIN	13	M	Jl	1
	B	DOWN MAIN	703	PL	-	-

188	A	DN TORBAY	190	M	Jl	1
	B	DN MAIN	90	M	Jl	4

211	A	UP MAIN	13	M	Jl	1
	B	DN MAIN	703	PL	-	-

T296	A	UP MAIN	58	PL	-	-
	B	UP PLATFORM	298	M	-	-

386	A	UP MAIN	388	M	-	-
				PL	ST	UM

388	A	DN TORBAY	190	M	Jl	2
	B	DN MAIN	90	M	Jl	1

702	A	DOWN MAIN	86	-	-	-
	B	UP MAIN	386	-	-	-

703	A	UP MAIN	13	-	-	-
	B	ENGINEERS SDG.	-	-	-	-

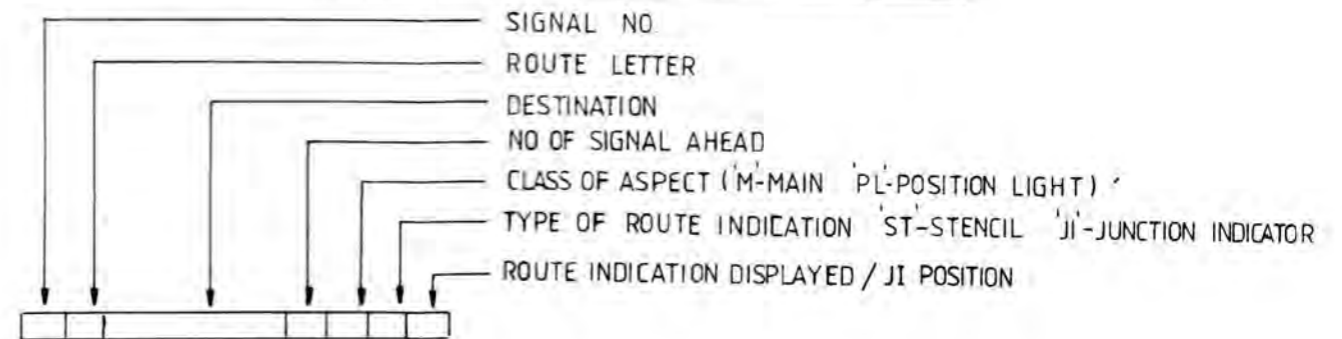
704	A	SPUR	-	-	-	-
	B	DOWN MAIN	86	-	-	-
	C	UP MAIN	386	-	-	-

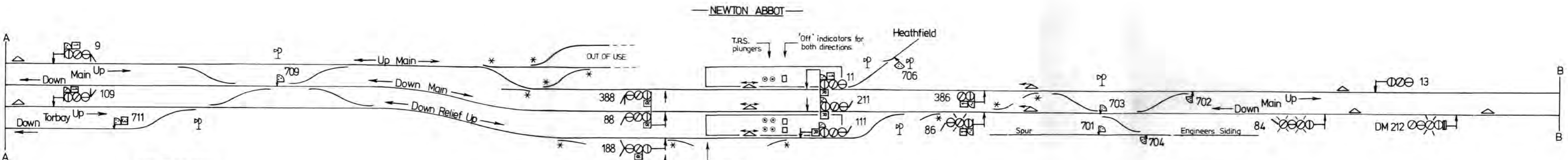
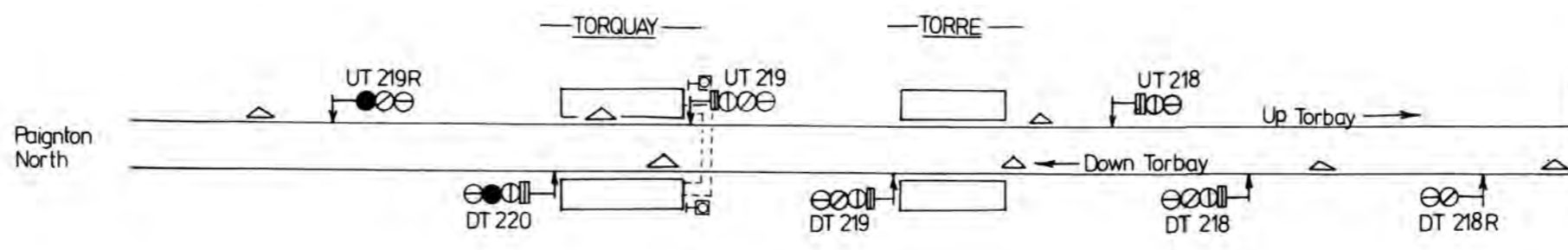
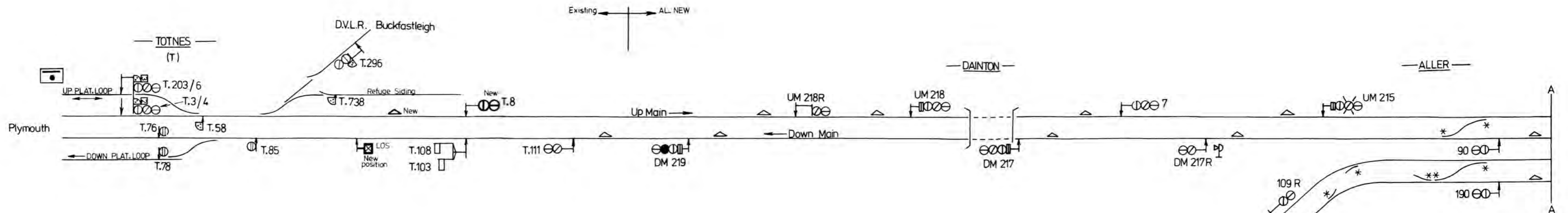
709	A	UP MAIN	11	-	-	-
	B	DOWN MAIN	211	-	-	-
	C	RELIEF LINE	111	-	-	-

711	A	DOWN MAIN	709	-	ST	UM
			709	-	ST	DM
B	RELIEF LINE	111	-	ST	R	

EXETER STAGE 6

ROUTES OF CONTROLLED SIGNALS SHOWN THUS:-





KEY TO SYMBOLS

- | | | |
|--------------------------------------|--|--|
| Not In Use
Green
Yellow
Red | <p>Junction Indicators (showing positions)</p> | <p>AWS inductor (an arrow shows for which direction effective)</p> |
| <p>Capable of flashing</p> | <p>'Right Away' indicator (displays RA)</p> | <p>Limit Of Shunt</p> |
| <p>Semaphore Stop signal</p> | <p>Telephone</p> | <p>Barrow Crossing indicator light</p> |
| <p>Automatic signal</p> | <p>Points secured out of use (clipped & padlocked)</p> | |
| <p>Position-Light signals</p> | | |
| <p>Ground disc</p> | | |
| <p>Route indicator (2 routes)</p> | | |

EXETER M.A.S. STAGE 6