

Ref: 43/W/660
Ext: 074-2632

Divisional Manager's Office,
(West of England),
New Works Section,
BRISTOL

11 June, 1973

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.
SECTION 'C' OF THE K2/26/73 SPEED AND ENGINEERING NOTICE
BETWEEN SATURDAY 30 JUNE AND MONDAY 2 JULY. BETWEEN
PLYMOUTH AND ST. GERMANS. (PLYMOUTH M.A.S. STAGE 1C)

Between the hours of 22.00 on Saturday 30 June and 0600 on Monday 2 July, 1973 or until completion the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 1C of the Plymouth Multiple Aspect Signalling Extension scheme involving the provision of continuous track circuiting between Keyham and St. Germans. Multiple Aspect Colour Light Signalling will be introduced in accordance with the attached diagram.

1. Signalling

Keyham, St. Budeaux Ferry Road, Royal Albert Bridge and Saltash signal boxes will be closed and all associated signalling recovered with the exception of signals K7 and K57R at Keyham which will be re-numbered as UM249 and P62R respectively and Royal Albert Bridge IR which will be renumbered as P66R.

2. Permanent Way

The permanent way arrangements will be in accordance with the attached diagram.

The section of line between the West end of St Budeaux Ferry Road Station and Royal Albert Bridge will be singled, the present Up line being retained as the new Single line.

The trap points in the Gunnislake Branch at St Budeaux will be clipped out of use pending recovery.

3. Ground Frames

At Keyham a new ground frame to be known as Keyham West Ground Frame will be brought into use controlling the Main line trailing crossover, the Up Main to Up Sidings facing connection and the connection leading from H.M. Dockyard to Down Main. This ground frame will be released by Annetts Keys held in adjacent release instruments controlled from Plymouth signal box.

Control of the existing Keyham East Ground Frame will be transferred from Keyham Signal box to Plymouth Signal box.

At St Budeaux a new ground frame to be known as Bull Point Sidings Ground. Frame will be brought into use controlling the connection leading from Bull Point Sidings to Down Main. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Plymouth signal box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been created 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 the SRS Archive collection.

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

All Saltash a new ground frame to be known as Saltash Ground Frame will be brought into use controlling the connection leading from the Up Siding to Up Main. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Plymouth signal box.

4. Power Operated Points

All points shown on the diagram with the exception of those mentioned under "Ground Frames" and hand worked points will be worked from Plymouth signal box.

The points at St Budeaux will be operated by point machines of the electro hydraulic clamp lock type and the points at Saltash operated by W.B. & T. Co. style M3 machine.

Instructions for the emergency operation of Rail Clamp Locks and style M3 point machines have been issued separately.

A hand crank for the emergency operation of the point machine at Saltash will be kept in a release instrument at the East end of the Down Platform.

5. Block Working

Track Circuit Block Working will apply between Plymouth and St. Germans signal boxes.

Four digit train description will apply over this Section of line.

The line between St. Budeaux Victoria Road and Gunnislake will be worked under One Train Working regulations. A Train Staff for the section is held in a release instrument at Victoria Road Halt and released from Plymouth signal box.

An illuminated double-sided notice board will be provided on Victoria Road Halt, the Plymouth side inscribed "Stop for Train Staff" and the Gunnislake side inscribed "Stop-End of One Train Working."

6. S.S.C.

S.S.C. pattern S.S.C. will be provided as shown on the attached diagram.

7. Telephones

Telephones giving exclusive communication with the signaller at Plymouth signal box will be provided at :-

All colour light signals shown on the attached diagram.

Keyham East Ground Frame.

Keyham West Ground Frame.

Victoria Road Halt Train Staff Instrument.

Bull Point Sidings Ground Frame.

Saltash Ground Frame.

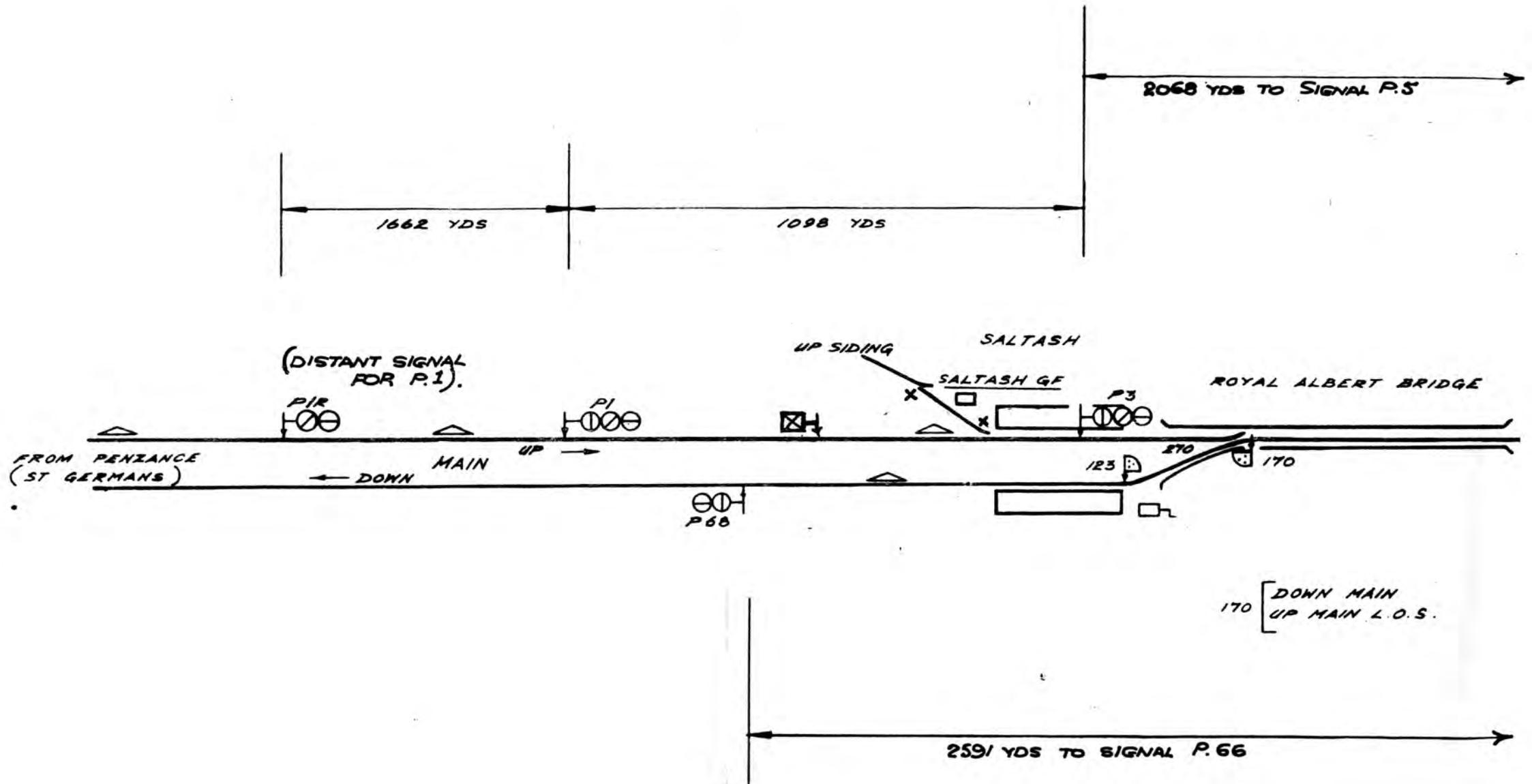
Saltash Motor Points (Hand Crank Instrument).

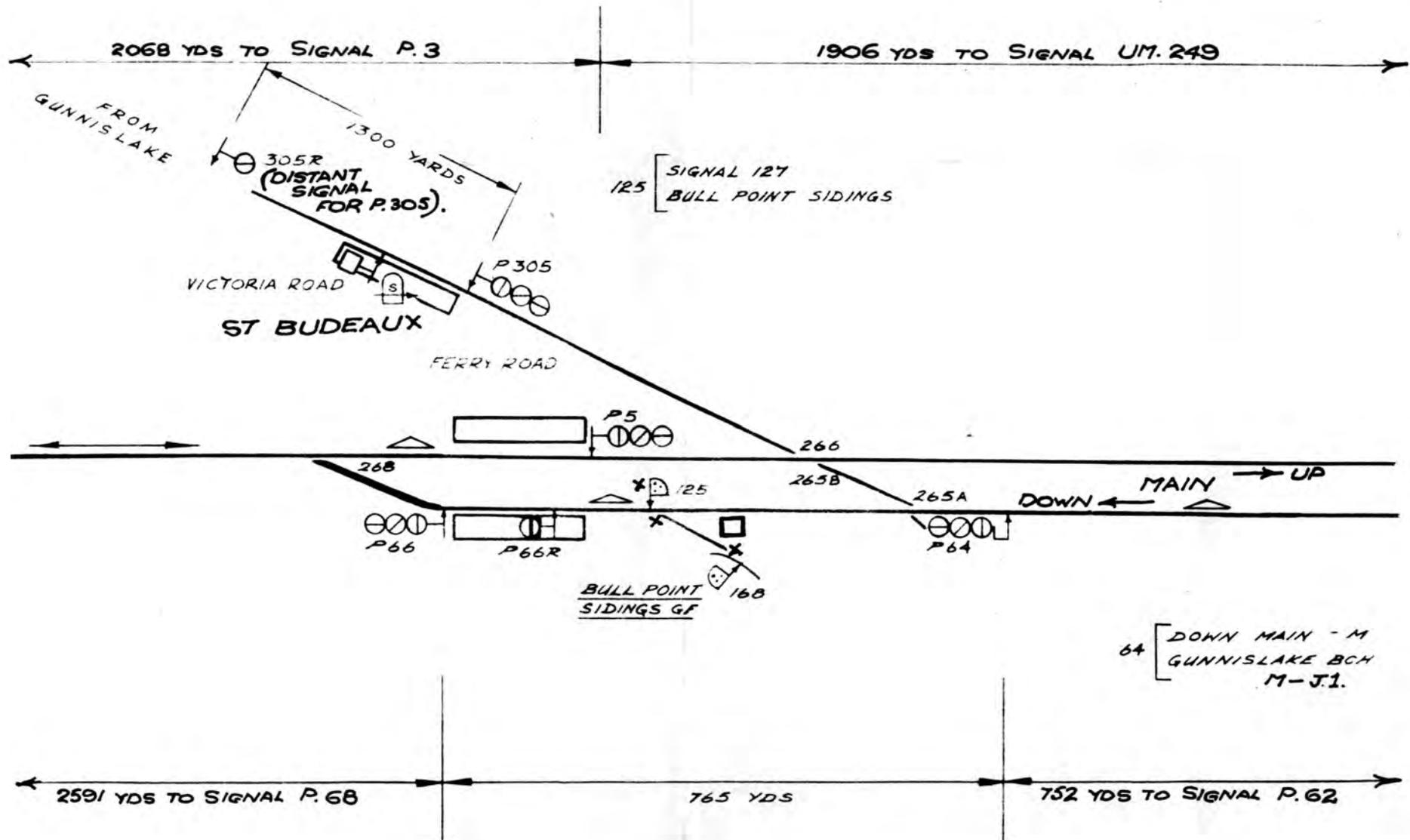
Automatic telephones will be provided at St. Budeaux East end points and at St. Budeaux West end points.

A copy of this notice to be issued to all trainmen on the section of line concerned.

For B. Driver

A. S. Little





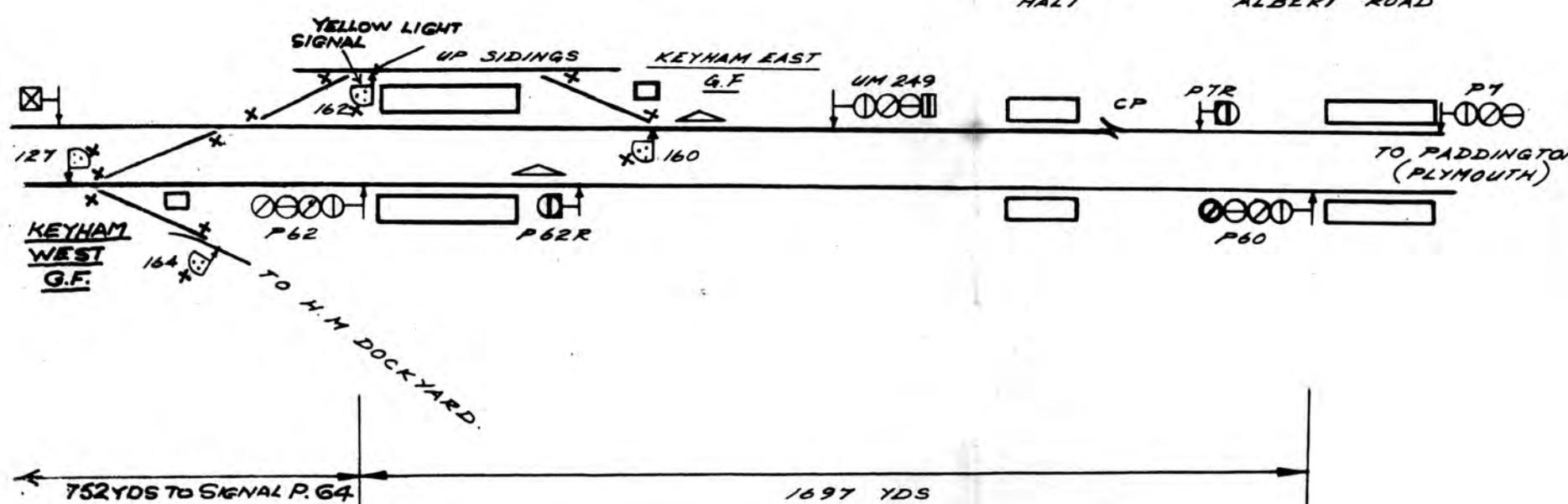
PLYMOUTH M.A.S. STAGE 1.C.

← 1906 YDS TO SIGNAL P.5 →

127 [UP SIDINGS
UP MAIN
H M DOCKYARD]

160 [UP MAIN LOS
UP SIDINGS]

162 [DOWN MAIN
UP MAIN LOS]
KEYHAM



- KEY TO SYMBOLS**
- BANNER REPEATER**
 - 2nd YELLOW
GREEN
YELLOW
RED
 - LIMIT OF SHUNT**
 - NOTICE BOARD**
 - GROUND POSITION LIGHT**
 - GUNNISLAKE BRANCH STAFF INSTRUMENT.**
 - AWS (BR PATTERN)**
 - AUTOMATIC**
 - M - MAIN ASPECT**
 - JI - JUNCTION INDICATOR.**
 - X - POINTS AND SIGNALS WORKED FROM GROUND FRAME.**