

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

Notice to Trainmen, etc.

PLYMOUTH H.S.T. DEPOT

LIPSON JCN — LAIRA JCN — MOUNT GOULD JCN

STAGE 5A

**Saturday, 2nd June
to Monday, 4th June, 1979**

STAGE 5B

**Saturday, 9th June
to Monday, 11th June, 1979**

SIGNALLING RECORD SOCIETY

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The Chief Signal and Telecommunications Engineer will be introducing new signalling within the area Lipson Junction/Laira Junction/Mount Gould Junction on two consecutive weekends, 2/3/4 June and 9/10/11 June, 1979. The first weekend will be known as Stage 5A and the second weekend as Stage 5B.

The attached diagram shows, by way of heavy type, the new signals and permanent way that will be introduced during the two stages.

STAGE 5A

Stage 5A commences at 22.00 hrs. on Saturday, 2 June and continues until 06.00 hrs. on Monday, 4 June or until completion.

From the commencement, the following signals and points will be taken out of use:—

Signals:—10, 12, 14, 65, 67, 312, 316, 318, 367, 314.

Position lights:—136, 138, 140, 142, 144, 146, 148, 150, 181, 183, 185, 189, 191, 193.

Points:—206, 207, 208, 233, 237, 239.

Points operated by ground frame:—201, 240.

At 06.00 hrs. on Monday, 4 June, the following signals and points will be brought into use, all other signals and points remaining disconnected:—

Signals:—10, 12, 14, 65, 67, 312, 367.

Position lights:—136, 138, 140, 142, 189, 191, 193, 195.

Points:—206, 207, 208, 233, 234, 235, 236, 237, 238, 239, 240.

Until the completion of Stage 5B, the following signals will display continuously a red aspect:—

Signals:—314, 316, 318, 365.

Position lights:—144, 146, 148, 150, 152, 181, 185.

The Permanent Way alterations are indicated on the diagram with new connections and plain line shown in heavy type. A section of the existing Up and Down Goods Line between Laira and Mount Gould between 244 MP + 150 yds. and 244 $\frac{1}{4}$ MP will be disconnected and removed.

EMERGENCY OPERATION OF POWER WORKED POINTS

All points shown on the diagram will be electrically operated from Plymouth Panel Signal Box. The points will be operated by W.B. & S. Co style M3 machines.

Instructions for the emergency operation of the above-mentioned machines have been issued separately.

GROUND FRAMES

The ground frame known as P.A.D. Sidings Ground Frame will be disconnected and taken out of use.

TELEPHONES

Telephones giving exclusive communication with the Signaller at Plymouth Panel Signal Box will be provided at all colour light stop signals on the diagram. Ground Position Lights 191, 195 and the Notice Boards to the rear of 191 (see notes in Miscellaneous).

MISCELLANEOUS

Notice Boards worded "STOP—Telephone Signaller for permission to proceed to Ground Position Light/Signal 191" will be provided approximately 50 yds. to the rear of Signal 191.

A.W.S. EQUIPMENT

B.R. pattern A.W.S. inductors will be provided as shown on the diagram. New test inductors will be brought into use as shown on the diagram.

OTHER ALTERATIONS

The existing Down Goods Line facing connection leading to the Maintenance Sheds will be reset so as to lie normally towards the new Down Goods Line.

DESCRIPTION OF SIGNALS

Key to Abbreviations

M Main

DA Draw Ahead

S Shunting Signal

RI Route Indicator

[Legend Displayed
shown "....."]

Jl Junction Indicator

L.O.S. Limit of Shunt

Signal No.	Location	Destinations	Type of Signal	Remarks
63	Up Main	65 signal	M	
65	Up Main	67 signal 320 signal	M M/DA with JI Pos. 4	Not in use until Stage 5B
67	Up Main	69 signal	M	
367	Up Goods Branch	69 signal Down Main L.O.S. Down Goods L.O.S. 195 signal	M DA DA DA	
8	Down Main	10 signal	M	
10	Down Main	312 signal 12 signal	M/DA with JI Pos. 1 M	
12	Down Main	142 signal 316 signal	DA M/DA with JI Pos. 1	Automatically clears P140
		140 signal 14 signal	DA M	
14	Down Main	16 signal	M	
312	Down Goods	142 signal 316 signal	DA M/DA with RI "G"	Automatically clears P140
		140 signal 14 signal	DA M	
314	Up/Down Mount Gould Branch	16 signal	M	
189	Temporary Fuelling Road	195 signal	S	
191	Maint. Sheds	69 signal Down Main L.O.S. Down Goods L.O.S. 195 signal	S S S S	
193	Sidings	69 signal Down Main L.O.S. Down Goods L.O.S. 195 signal	S S S S	
195	Temporary Fuelling Road	69 signal Down Main L.O.S. Down Goods L.O.S. Ocean Sidings	S S S S	
136	Up Main	142 signal 140 signal 14 signal	S S S	
138	Ocean Sidings	142 signal	S	
140	Down Goods	Maint. Sheds 316 signal Sidings 14 signal	S S S S	
142	Temporary Fuelling Road	Temporary Fuelling Road (P148 signal) Maint. Sheds 316 signal Sidings	S S S S	

Occupation of the Signalling Panel will be required for the purpose of testing.

During the occupation the signals affected viz. P8, P10, P12, P312, P65, P67, 14, 314, 318 will be disconnected and maintained at Danger.

STAGE 5B

Stage 5B commences at 22.00 hrs. on Saturday 9 June, and continues until 06.00 hrs. on Monday 11 June, or until completion.

SIGNALLING ALTERATIONS

New and altered signalling will be brought into use as shown in heavy type on the diagram. The Up Mount Gould Branch Line will be converted to **Either Way** working and the existing Down Mount Gould Branch Line will be renamed Up Mount Gould Branch Line. Between the facing connection to the Up and Down Goods Branch Line and Mount Gould Junction the Up Mount Gould Branch Line will be converted to two-way working.

The existing elevated Ground Position light signal 183 situated at the left-hand end of the right-hand cantilever signal at the 244 MP + 902 yds. at Mount Gould Junction will be removed and replaced by a 2-aspect signal with a Draw Ahead and Stencil Route Indicators and renamed 365. The existing Ground Position light signal 148 situated at 205A points will be renamed 152. At 06.00 hrs. on Monday 11 June, the following signals and points will be brought into use:—

Signals:—314, 316, 318, 320, 322, 365.

Position lights:—144, 146, 148, 150, 152, 181, 185.

Points:—200, 202, 203, 204, 205.

Points operated by Ground Frames:—201.

PERMANENT WAY ALTERATIONS

New connections and plain line will be brought into use as shown in heavy type on the diagram.

The existing spring catch point situated at the Mount Gould end of the existing Up Mount Gould Branch Line will be removed and replaced by plain line.

A new line to be known as Temporary Fuelling Road will be brought into use between approximately 244 MP + 150 yds. and 244½ MP on an alignment to the east of the present track (the former Up and Down Goods Line).

A new line to be known as Up and Down Goods Branch will be brought into use between Laira and the connection to the Up Mount Gould Branch Line at approximately 0 MP + 464 yds. as shown in heavy type on the diagram.

EMERGENCY OPERATION OF POWER WORKED POINTS

All connections, with the exception of those shown to be operated by ground frames, will be power operated either by W.B. & S. Co. style M3 machines or by electro-hydraulic rail clamp lock. The latter are indicated on the diagram by a distinctive symbol (see key).

Instructions for the emergency operation of the above-mentioned machines have been issued separately.

Hand cranks for the emergency operation of points worked by electric point machines will be housed in existing release instruments at Laira and Mount Gould, and the levers for the emergency operation of clamp locks will be kept at Plymouth Panel Signal Box.

TELEPHONES

Telephones giving exclusive communications with the Signaller at Plymouth Panel Signal Box will be provided at all colour light stop signals on the diagram and Ground Position lights 148 and 181.

MISCELLANEOUS

A new barrow-type crossing will be provided on the new Up and Down Goods Branch Line ahead of Signal 316 at approximately 244½ MP + 20 yds. and warning indication lights for the benefit of potential users will be positioned either side of the single line.

A.W.S. EQUIPMENT

B.R. pattern A.W.S. inductors will be provided as shown on the diagram.

DESCRIPTION OF SIGNALS

Key to Abbreviations

M	Main	
DA	Draw Ahead	
S	Shunting signals	
RI	Route Indicator	[legend displayed shown "....."]
Jl	Junction Indicator	
L.O.S.	Limit of Shunt	

Signal No.	Location	Destinations	Type of Signal	Remarks
365	Up Friary	314 signal	M/DA with RI 'UD'	Slotted by Mount Gould Ground Frame
		322 signal	M/DA with RI 'U'	
		367 signal	M/DA with RI 'G'	
		Diesel Depot	DA with RI 'D'	
		Carriage Siding	DA with RI 'CS'	
		Temporary Fuelling Road	DA with RI 'T'	
316	Down Goods Branch	318 signal	M/DA with RI 'DN'	RI for DA only
318	Up/Down Mount Gould Branch	152 signal	DA	
320	Down/Up Mount Gould Branch	152 signal	DA	
322	Up Mount Gould Branch	16 signal	M	
181	Up Friary	365 signal	S	
185	Down Friary	Diesel Depot	S with RI 'D'	
		Carriage Siding	S with RI 'CS'	
		314 signal	S with RI 'UD'	
		322 signal	S with RI 'U'	
		367 signal	S with RI 'G'	
		Temporary Fuelling Road	S with RI 'T'	
144	Carriage Sidings	150 signal	S	Slotted by Mount Gould Ground Frame
		152 signal	S	
146	Diesel Depot	152 signal	S	
148	Temporary Fuelling Road	152 signal	S	
150	Down Friary	Down Friary Sidings	S	
152	Up Friary	Down Friary Sidings	S	
		Up Friary Sidings L.O.S.	S	

Occupation of the Signalling Panel will be required for the purpose of testing.

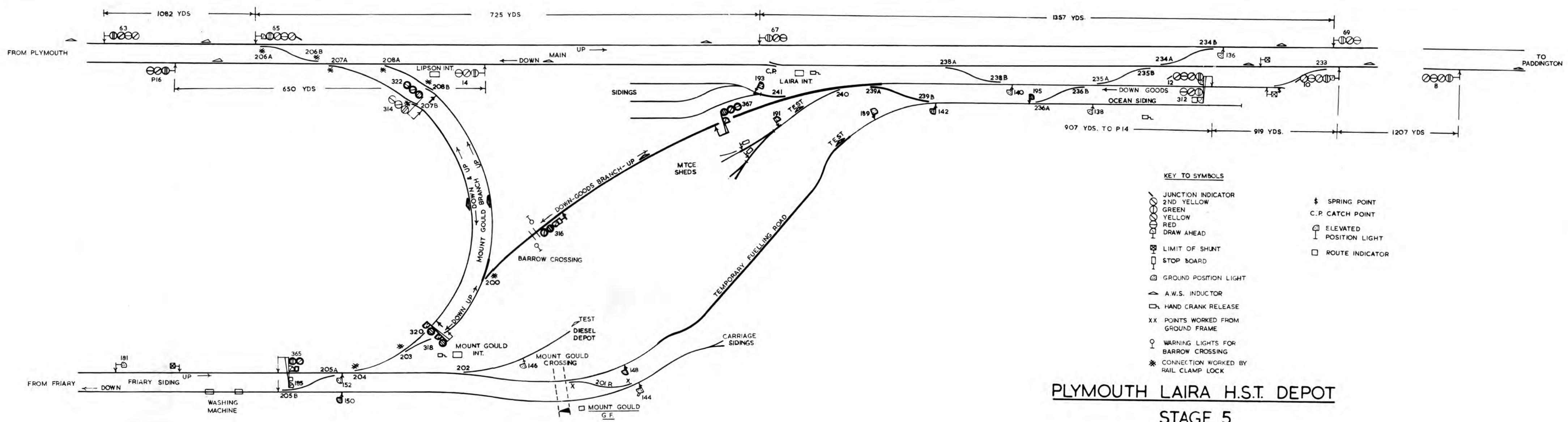
During the occupation the signals affected viz. P365, P316, P318, P320, P322 will be disconnected and maintained at Danger.

All arrangements for the safe working of the line, together with the appointment of any Handsignalmen required in accordance with Section E of the Rule Book will be made by the Divisional Manager.

Transom House.
Victoria Street
BRISTOL

May 1979

W. J. KENT
Divisional Manager
BRISTOL
Ref. 31/WM/4088
Telephone Extn. 2703



- KEY TO SYMBOLS**
- ⊕ JUNCTION INDICATOR
 - ⊕ 2ND YELLOW
 - ⊕ GREEN
 - ⊕ YELLOW
 - ⊕ RED
 - ⊕ DRAW AHEAD
 - ⊕ LIMIT OF SHUNT
 - ⊕ STOP BOARD
 - ⊕ GROUND POSITION LIGHT
 - ⊕ A.W.S. INDUCTOR
 - ⊕ HAND CRANK RELEASE
 - XX POINTS WORKED FROM GROUND FRAME
 - ⊕ WARNING LIGHTS FOR BARROW CROSSING
 - * CONNECTION WORKED BY RAIL CLAMP LOCK
 - ⊕ SPRING POINT
 - C.P. CATCH POINT
 - ⊕ ELEVATED
 - ⊕ POSITION LIGHT
 - ⊕ ROUTE INDICATOR

PLYMOUTH LAIRA H.S.T. DEPOT
STAGE 5