

Divisional Manager's Office,
Planning & Works Section, BRISTOL

Ref: 31/WS/16
Extn. 074-2707

17 March, 1980

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS

SECTION 'C' OF THE K2/- SPEED AND ENGINEERING NOTICE

HONEYBOURNE STATION SOUTH - SIMPLIFICATION OF WORKING

AT HONEYBOURNE STATION SOUTH

ON MONDAY 24 MARCH 1980

Down Branch taken out of use with all associated signalling.

Down Facing connection in the Up Branch will be spiked, clipped and padlocked SET for the Up Branch. The arms of the Up Branch Home and Up Branch Distant signals will be recovered.

The Up Branch will become the single line to Honeybourne West Loop. A "Start of One Train Only" section board applicable to trains for the Long Marston direction and an "End of One Train Only" section board applicable to trains from the Long Marston direction will be provided on the Long Marston side of the points leading to the Tip Siding.

The telephone associated with the TIP GROUND FRAME communicating exclusively with Honeybourne Station South Signal Box will be repositioned adjacent to this board.

The ground frame release instrument associated with the Tip Ground Frame will be recovered, the ground frame will be released by a non-interlocked Annetts key kept in the signal box.

AT HONEYBOURNE WEST LOOP

The signal box will be taken out of use and all signal arms removed.

The Up Main between Honeybourne West Loop and Long Marston will be taken out of use and connections will be spiked, clipped and padlocked out of use, set as follows :-

Up Main facing to Up Branch - Set for Up Branch.

Down Main trailing from Down Branch - set for Down Main.

Down Main facing to Down Sidings and associated catch point - set for Down Sidings.

North end of main trailing crossover - set for Up Main to Down Main.

The South end of the mains trailing crossover will be converted to a hand point.

Continued.....

SIGNALLING RECORD SOCIETY

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AT HONEYBOURNE WEST LOOP (Continued)

The spring trap point in the Down Main at 1 $\frac{1}{2}$ m.p. + 352 yards will be spiked, clipped and padlocked in the closed position.

The Down Main will become a single line to Long Marston.

A notice board worded "STOP, EXAMINE POINTS" will be provided for trains leaving the Down Sidings, positioned on the Down Side of the line, 10 yds. in advance of the facing hand points.

AT LONG MARSTON

The Up Main will be taken out of use and the Down Main will become the single line. All signal arms will be removed with the exception of the following :-

The Up Main Distant to be fixed at caution and read for the single line.

The Up Main Starting to be fixed at danger and read for the single line.

The Down Main Starting to M.O.D. siding and disc M.O.D. siding to single line.

The trailing connections, mains crossover and Down Main to Down Refuge siding will be spiked, clipped and padlocked normal.

WORKING OF THE BRANCH

The former absolute block sections "Honeybourne Station South - Honeybourne West Loop" and "Honeybourne West Loop - Long Marston" will be superseded by the one train only section "Honeybourne Station South - Long Marston" worked by a red wooden train staff normally housed in Honeybourne Station South Signal Box.

Occupation of the locking frame will be required for the purpose of disconnecting points, signals and bolting levers.

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

for Divisional Manager

