

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

19 October, 1971

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.

SECTION 'C' of the K2/43/71 SPEED AND ENGINEERING NOTICE

SATURDAY 23 OCTOBER TO SUNDAY 7 NOVEMBER, 1971

TRURO AREA - RATIONALISATION

TRURO EAST signalbox will be out of use temporarily, and all movements will be made under the control of the signaller at TRURO WEST signalbox.

The following signals which were controlled from TRURO EAST signalbox will remain in the "ON" position, and will be handsignalled.

Up Main Home.  
Up Main Starting.  
Down Main Home.  
Down Main Inner Home.

The Down Main Distant will be restricted to a single yellow aspect, and the Up Main Distant together with the Distant Signals for Truro West, Penwithers Junction, and Penryn will be disconnected from the signalboxes and maintained at caution.

On completion all signals and points (except Penryn Ground Frame) will be operated from Truro East signalbox to be known in future as "TRURO" signalbox.

FRIDAY 5 NOVEMBER TO SUNDAY 7 NOVEMBER OR UNTIL COMPLETION

1. Signalling Alterations

AT PENRYN

The Signal Box will be taken out of use together with all signalling. The Signal arms and lamps will be removed and stored in the signal box.

AT PENWITHERS JUNCTION

The Signal Box together with all signalling will be recovered with the exception of:

Up Main Distant to become Up Main Distant for Truro and repositioned 3270 yards from the signal box.

Down Main I.B.S. Home and Distant to be controlled from Truro.

AT TRURO WEST

The Signal Box will be taken out of use and all signalling will be recovered with the exception of:

Up Main 'Limit of Shunt' lamp.

Down Main Home to become Down Main Starting for Truro (the associated Banner Repeater will be retained).

Down Bay Starting to become Bay Starting for Truro.

Disc in Down Main reading to Bay will be operated from Truro.

The double disc in Down Main at Mains Crossover will be replaced by a single disc and operated from Truro.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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### 1. Signalling Alterations (Cont.)

#### AT TRURO EAST

The following signals will be recovered:-

Down Main Inner Home with lower calling-on arm.

Through Siding Starting.

Disc Up Siding to Up Main.

Disc Through Siding to Up Siding and Disc to rear.

Disc Up Main to Down Main at Mains Crossover.

Alterations to Signals:-

Double Discs will be replaced by Single Discs.

The Up Main Home Signal will be renamed Inner Home Signal.

#### New Signalling

The following new signals will be introduced as shown on the attached diagram:-

A - Up Main Home 1690 yds.

B - Up Main Intermediate Home with Disc reading to Up Sidings, 540 yds.

C - Up Branch Distant, 2918 yds.

D - Up Branch Homes to Up Main or Bay with Route Indicator (M) for Main; (B) for Bay and Draw Ahead, 1584 yds.

E - Down Main advanced Startings to Branch or Down Main, 921 yds.

F - Up Sidings Starting to Down Main with Disc to Up Main limit of Shunt, 361 yds.

G - Disc reading to Down Main or Up Main 'Limit of Shunt'.

H - Disc reading to new Disc lettered 'J'.

J - Disc reading to Up Main.

K - Down Main Inner Home with lower Calling-on arm and Disc reading to Through Siding, 137 yds.

L - Warning Board lettered "Stop unless barriers are down".

### 2. Permanent Way Alterations

New connections will be provided as shown in heavy print on the attached diagram. The crossover between the Up Siding and Through Siding at Truro East will be reduced to hand points. The single line between Falmouth and Penryn will be extended to Penwithers Junction utilising the Down Branch Line and the Down Loop at Penryn. The Up Branch Line and the Up Loop at Penryn will be taken out of use pending recovery. Up Branch Trains will travel on the Down Main as far as the West end of the Station.

### 3. Ground Frames

At Penryn a Ground Frame will be provided to operate the connection from single line to Down Sidings and the associated Facing Point Lock.

The ground frame will be known as Penryn Ground Frame and will be released by the E.T. Token Key.

### 4. Alterations to Block Working

The existing block Sections:-

Grampound Road	- Truro East
Truro East	- Truro West
Truro West	- Penwithers Junction
Penwithers Junction	- Chacewater

will be superseded by the new block sections:-

Grampound Road	- Truro
Truro	- Chacewater

The existing E.T. Token Sections:-

Penwithers Junction	- Penryn
Penryn	- Falmouth (No Signalman Instrument).

will be superseded by the new E.T. Token section:-

Truro	- Falmouth (No Signalman Instrument).
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An auxiliary E.T. Token instrument will be provided adjacent to Truro Station Bay stop blocks.

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5. Power Operated Points

The points at Perwithers Junction and Truro West (with the exception of the Up Siding hand points) will be power operated from Truro Signal Box. The points will be operated by machines of the W.B. & S. Coy. Style C type with hand generator as standby.

Hand Cranks for the emergency operation of points will be kept in instruments in the Signal Box. Instructions for the emergency operation of the point machines have been issued separately.

6. Telephones

Telephones communicating with Truro Signal Box will be provided at sites shown on the attached diagram.

7. Level Crossing

The temporary level crossing serving the Full Load Depot will be made permanent and protected by Full Lifting Barriers at either side of the crossing closing to the road only.

Road lights (amber and flashing red) and Warning Bells will be provided on the nearside of the road only to operate when the barriers are being lowered and immediately prior to the raising of the barriers. The barriers will normally be lowered and call plungers will be provided to operate a bell in the Signal Box.

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

for J. Palette  
*[Signature]*

KEY



