

Divisional Manager's Office,
New Works Section,
BRISTOL.

30 October 1972.

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.

SECTION 'C' OF THE K2/45/72 SPEED AND ENGINEERING NOTICE

Between Sunday 5th and Monday 13th November 1972

AT PAIGHTON SOUTH.

Between 0600 hours on Sunday 5 November and 0800 hours on Monday 13 November, the District Civil and Divisional Signal & Telecommunications Engineers will be engaged in introducing the remodelled layout at Paighton South in accordance with the attached diagram.

1. ALTERATIONS TO PERMANENT WAY

The Main lines trailing crossover and slip connection to Up Siding (P.L.A.) and associated connection from Up Main to Up Siding (P.L.A.) will be recovered. The Main lines facing crossover was recovered on 31 October. New connections as shown in heavy line on the attached diagram will be brought into use.

2. SIGNALLING ARRANGEMENTS

A new ground frame to be known as Paighton South Ground Frame will be provided to operate the points and facing point locks marked X on the diagram. The ground frame will be released electrically from Paighton South signal box.

Scotch blocks held normally on the line and padlocked will be provided in the Park Sidings. The key for the padlocks will be kept in Paighton South signal box. The remainder of the connections and facing point locks will be worked from Paighton South signal box or hand operated where shown.

New signals and the double-sided stop lamp as shown in heavy line on the diagram will be brought into use.

The Disc signal at A will be routed to Up Main or Down Main or Bay line.

The Up Homes bracket signal at B will be positioned 616 yards from the signal box. The left hand arm will read to the Up Main and the right hand arm will read to the Bay line, both preceded by Disc signal A. A Handsignalman will be provided at the site until the signal is brought into use.

The former Up Distant signal for Goodrington will become the Up Distant for Paighton South, 2216 yards from the signal box and the existing Up Distant for Paighton South will be recovered.

The Disc signal at C will be routed to the Down Main or Up Main.

The Disc signal at D will be routed along the Reception Loop or to Nos. 1, 2, 3 or 4 sidings.

The single line to Kingswear (formerly the Down Main line to Goodrington) will be worked under One Train arrangements. A wooden Train Staff, round red A pattern labelled Paighton South - Kingswear, will be provided.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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3. TELEPHONES

Telephones giving exclusive communication with Paignton South signalman will be provided as follows :-

- (a) At Paignton South Ground Frame.
- (b) At the Up Homes bracket signal.
- (c) Between the Reception Loop and Goodrington Yard No.1 Siding.
- (d) At the stop lamp in the Reception Loop.

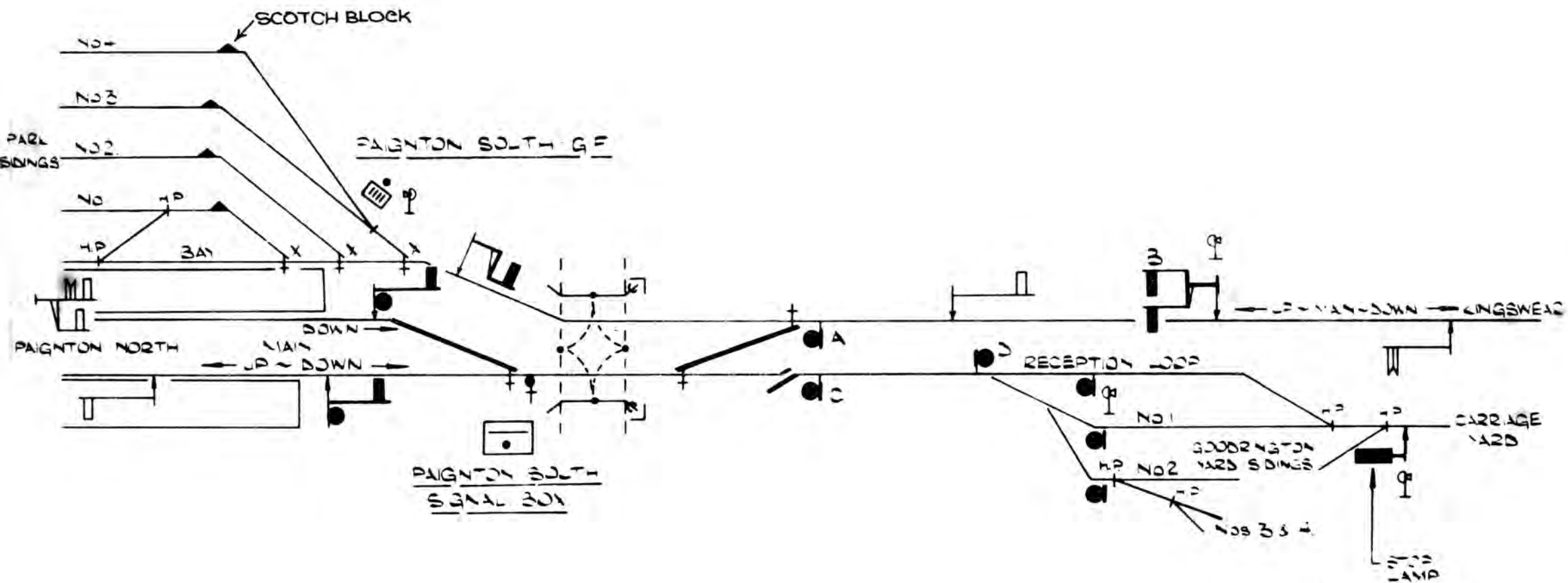
Occupation of the locking frame will be required for the purpose of altering and testing the locking.

All arrangements for the safe working of the line, including the appointment of Handsignalmen, will be made by District Inspector Earlam, Exeter.

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

for B. Driver
[Signature]

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PAIGTON SOUTH.