

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

NOTICE TO TRAINMEN, ETC.

MULTIPLE ASPECT SIGNALLING

PLYMOUTH

STAGE 3 PLYMOUTH STATION AREA

Between Saturday 9th March and Monday 29th April, 1974

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Commencing at 22.00 hours on **Saturday, 9th March, 1974**, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in the remodelling of the track layout and alterations to the signalling in the Plymouth Station area under the Plymouth M.A.S. Extension Signalling Scheme Stage 3 which will be introduced at 06.00 hours, or on completion on **Monday, 29th April, 1974**.

The alterations to layout will be carried out in stages and this notice which shows the final layout applicable from Monday, 29th April is issued to enable trainmen and other staff concerned to familiarise themselves with the new arrangements. Details of each stage will appear in the Weekly Speed and Engineering (K2/-) Notice.

Throughout the period of work Signals P.18 (Down direction) and P.15 (Up direction) on the approach to the station will be maintained at danger and all other main and position light signals controlling movements within the station area will be taken out of use. All movements will be controlled by Pilotman and Handsignalmen under the authority of the Signalman in accordance with the arrangements shown in special Train Notice No. 801.

1. GROUND FRAMES

At the East end of the station a new ground frame to be known as Plymouth East Ground Frame will be brought into use controlling the connection from the Spur to the Engineer's Siding. This Ground Frame will be released by an Annetts key held in an adjacent release instrument and controlled from Plymouth Signal Box.

2. POWER OPERATED POINTS

With the exception of those mentioned under 'Ground Frames' and hand-worked points, all points shown on the diagram will be electrically worked from Plymouth Signal Box. The points will be operated by W.B. & S. Co. style M3 machines. Instructions for the emergency operation of the style M3 machines have been issued separately.

3. TELEPHONES

Telephones giving exclusive communication with the Signalman at Plymouth will be provided at all colour light stop signals shown on the diagram.

An automatic telephone will be provided at Plymouth East Ground Frame.

Telephones will be provided at the East end of the station at the following positions:

- (a) Platform 2.
- (b) Midway along Down Siding.
- (c) At exit of Up Sidings.
- (d) At the new facing crossover (points No. 211) on the Up side.

These telephones will be on one direct line circuit.

Telephones will be provided at the West end of the station at the following positions:—

- (a) Opposite the signal box, Up side.
- (b) Between Platforms 3 and 4.
- (c) At the new facing crossover (Points No. 252) on the Down side.

These telephones will be on one direct line circuit.

4. OCCUPATION ARRANGEMENTS

All arrangements for the safe working of the line, together with the appointment of Handsignalmen, required by Section E of the Rule Book, will be made by the District Inspector, Plymouth.

Transom House
Victoria Street
BRISTOL

B. DRIVER
Divisional Manager
BRISTOL
Ref. 43/VV600
Telephone Extn. 692

KEY TO ABBREVIATIONS

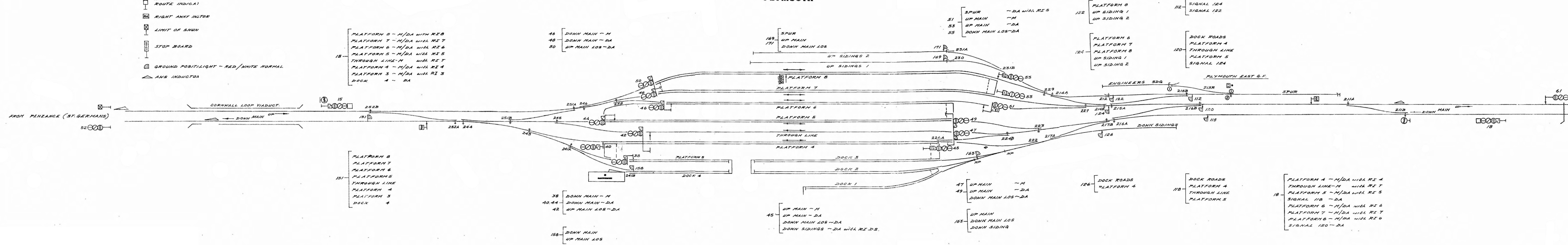
- M - MAIN ASPECT
- DA - DRAW AHEAD ASPECT
- RI - ROUTE INDICATOR

KEY TO SYMBOLS

MULTI-LENS SIGMA

- ROUTE INDICATOR
- 2ND YELLOW
- GREEN
- YELLOW
- RED
- DRAW AHEAD
- ROUTE INDICATOR
- RIGHT AWAY MOTOR
- LIMIT OF SHUN
- STOP BOARD
- GROUND POSITIVELIGHT - RED/WHITE NORMAL
- ANS INDUCTOR

PLYMOUTH



PLATFORM 8 - M/DA WITH RI 8
 PLATFORM 7 - M/DA WITH RI 7
 PLATFORM 6 - M/DA WITH RI 6
 PLATFORM 5 - M/DA WITH RI 5
 THROUGH LINE - M WITH RI 1
 PLATFORM 4 - M/DA WITH RI 4
 PLATFORM 3 - M/DA WITH RI 3
 DOCK 4 - DA

46 DOWN MAIN - M
 48 DOWN MAIN - DA
 50 UP MAIN LOS - DA

SPUR
 51 UP MAIN - M
 53 UP MAIN - DA
 55 DOWN MAIN LOS - DA

PLATFORM 8
 UP SIDING 1
 UP SIDING 2

112 SIGNAL 124
 SIGNAL 122

DOCK ROADS
 PLATFORM 4
 THROUGH LINE
 PLATFORM 5
 SIGNAL 124

PLATFORM 8
 PLATFORM 7
 PLATFORM 6
 PLATFORM 5
 THROUGH LINE
 PLATFORM 4
 PLATFORM 3
 DOCK 4

38 DOWN MAIN - M
 40, 44 DOWN MAIN - DA
 42 UP MAIN LOS - DA

UP MAIN - M
 UP MAIN - DA
 DOWN MAIN LOS - DA
 DOWN SIDINGS - DA WITH RI 5

47 UP MAIN - M
 49 UP MAIN - DA
 DOWN MAIN LOS - DA

DOCK ROADS
 PLATFORM 4

DOCK ROADS
 PLATFORM 4
 THROUGH LINE
 PLATFORM 5

PLATFORM 4 - M/DA WITH RI 4
 THROUGH LINE - M WITH RI 1
 PLATFORM 5 - M/DA WITH RI 5
 SIGNAL 118 - DA
 PLATFORM 6 - M/DA WITH RI 6
 PLATFORM 7 - M/DA WITH RI 7
 PLATFORM 8 - M/DA WITH RI 8
 SIGNAL 120 - DA

158 DOWN MAIN
 UP MAIN LOS

UP MAIN
 DOWN MAIN LOS
 DOWN SIDING