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Divisional Manager's Office,
Works Section,
BRISTOL.

25 January 1980

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

PLYMOUTH H.S.T. DEPOT(MOUNT GOULD)

BETWEEN SATURDAY 9 and MONDAY 11 FEBRUARY 1980

SIGNALLING ALTERATIONS

The existing Up Through Siding between Mount Gould and Friary will be converted to both way working and be known as the Down and Up Through Siding.

The existing Down Siding between Mount Gould and Friary will be known as Siding.

New and altered signalling will be brought into use as shown in heavy type on the enclosed diagram.

Existing elevated position light signal P.181 will be recovered together with the L.O.S. situated in the Up Friary Sidings.

The existing ground position light signals P.150 and P.152 will be re-positioned as shown on the diagram.

The Set Back Indicators at present to the rear of bracket signal P.185/365 applying to Up movements on the Down Siding line will, in future, apply to Up movements on the Up and Down Through Siding line.

PERMANENT WAY ALTERATIONS

The trailing crossover between the Up and Down Mount Gould Line and Carriage Sidings will be taken out of use, and replaced by a facing crossover as shown in heavy type on the diagram.

The trailing crossover between the Down and Up Through Sidings and Siding and approximately 200 yards to the rear of Signal P.365 will be brought into use as shown in heavy type on the diagram.

The facing crossover between the Temporary Fuelling Road and Carriage Sidings worked by Mount Gould Ground Frame will be spiked, clipped and padlocked out of use pending recovery.

GROUND FRAMES

The Ground Frame known as Mount Gould 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 stop signals on the diagram, and ground position light signals P.144, P.148, P.177, P.179, P.181 and P.185.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Divisional Manager's Office

EMERGENCY OPERATION OF POWER WORKED POINTS

The two new connections in heavy type on the diagram will be worked by Electro-hydraulic rail clamp lock.

Instructions for 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 the existing release instrument at Mount Gould and the levers for the emergency operation of clamp locks will be kept at Plymouth Panel signal box.

Occupation of the signalling panel will be required for the purpose of testing.

During the occupation the signals affected viz: P.365, P.318 and P.320 will be disconnected and maintained at danger.

for Divisional Manager



PLYMOUTH LAIRA H.S.T. DEPOT

STAGE 7

KEY TO SYMBOLS

- YELLOW
- RED
- DRAW AHEAD
- ELEVATED POSITION LIGHT
- GROUND POSITION LIGHT
- ROUTE INDICATOR
- STOP BOARD
- BARRIER
- NOTICE BOARD
- M - MAIN ASPECT.
- DA - DRAW AHEAD.
- SI - STENCIL INDICATOR.

