

PRIVATE AND NOT
FOR PUBLICATION

NOTICE NO. 31/W.2758

Ref: 31/WS.
Extn: 074-2707

Divisional Manager's Office,
Planning & Works,
BRISTOL

5 March 1980

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

BURNGULLOW & St. AUSTELL

STAGE I - BETWEEN SATURDAY 15 AND MONDAY 17 MARCH 1980

STAGE II - BETWEEN SATURDAY 22 AND MONDAY 24 MARCH 1980

STAGE I (BURNGULLOW)

Revised signalling will be brought into use as shown on the attached diagram (Stage I). There will be no alteration to layout or method of point operation.

The following new multiple aspect signals will be brought into use :-

B2R, B2, B4, B25, B26

The existing signal B27 will be renamed B26R.

The following new position light ground signals will be brought into use :-

B9, B11, B13, B15, B16

Track circuits will be re-arranged.

One acceptance block working will continue to Truro and St. Austell but switching-out facilities will be withdrawn.

STAGE II (ST. AUSTELL)

St. Austell signal box will be taken out of use and the revised signalling shown on the attached diagram (Stage II) will be brought into use controlled from Burngullow.

There will be no alteration to layout but the Main Lines trailing crossover and facing connection to Up Sidings will be worked from the new St. Austell Ground Frame under the supervision of the Signaller at Burngullow.

The following new multiple aspect signals will be brought into use :-

B5, B6, B27, B27R.

Existing signal B26R will be renewed on the same site and in the same form.

The following new position light ground signals worked from the new St. Austell Ground Frame, will be brought into use :-

SA4, SA6.

The Up Main Limit of Shunt Lamp will be re-positioned 130 yds. nearer St. Austell.

Track circuits will be re-arranged.

One acceptance block working: Truro - Burngullow - St. Austell - Par will be amended to:

Truro - Burngullow - Par

Continued.....

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

A plunger, which should be operated to inform the Signalman at Burngullow that a Down train has arrived complete, will be provided on the Down Main Platform at St.Austell.

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

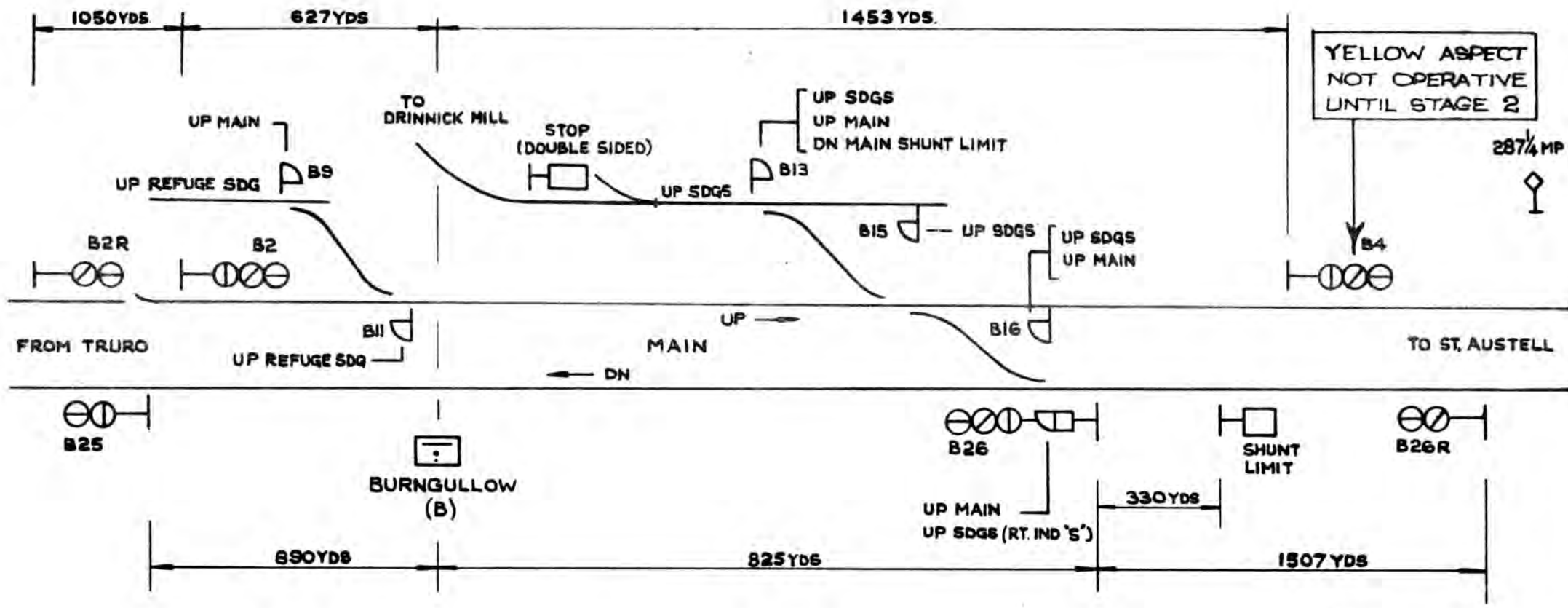
 for Divisional Manager.

STAGE I (BURNGULLOW)

The following new multiple aspect signals will be brought into use:-
The existing signal 527 will be removed.
The following new position light ground signals will be brought into use:-
Track circuits will be re-arranged.
One acceptance block working will continue to Burn and St.Austell but not following out
facilities will be withdrawn.

STAGE II (ST.AUSTELL)

St.Austell signal box will be taken out of use and the revised signaling shown on the
attached diagram (Stage II) will be brought into use controlled from Burngullow.
There will be no alteration to layout but the Main Lines trailing crossover and
leading connection to Up Sidings will be worked from the new St.Austell Ground Frame
under the supervision of the Signalman at Burngullow.
The following new multiple aspect signals will be brought into use:-
Signal 527, 527R.
Signal 528R will be removed on the same site and in the same form.
The following new position light ground signals will be worked from the new St.Austell Ground
Frame, will be brought into use:-
SAL 528.
The Main Limit of Signal Lamp will be re-positioned 130 yds. nearer St.Austell.
Track circuits will be re-arranged.
One acceptance block working Burn - Burngullow - St.Austell - Burn will be amended
for
Burn - Burngullow - Burn

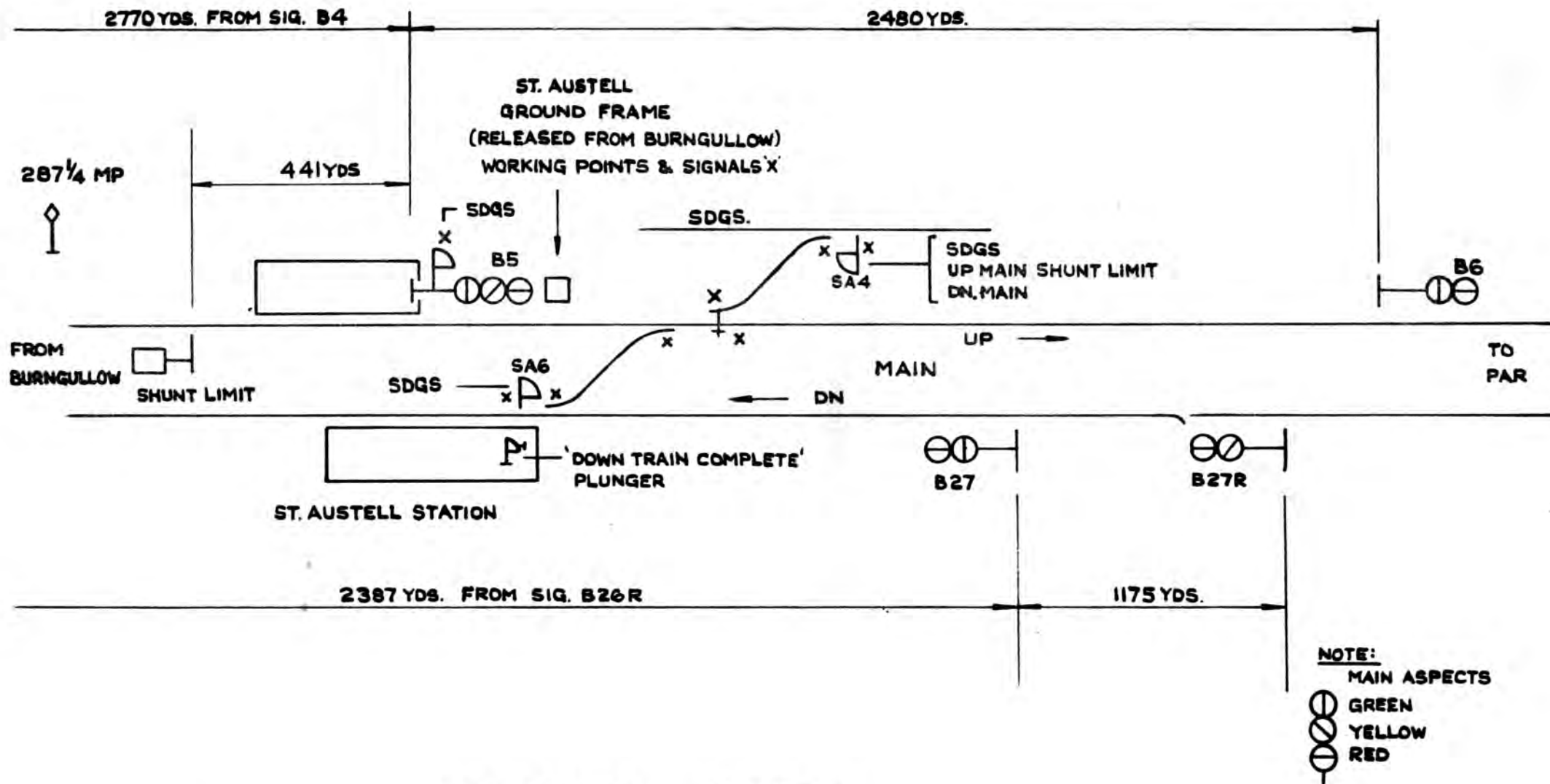


YELLOW ASPECT
NOT OPERATIVE
UNTIL STAGE 2

287 1/4 MP

NOTE:
MAIN ASPECTS
 ○ GREEN
 ○/○ YELLOW
 ○/○/○ RED

BURNGULLOW. STAGE I.



BURNGULLOW. STAGE 2.