

PRIVATE AND NOT  
FOR PUBLICATION

NOTICE NO. 31/W.2772

Ref: 31/WS6  
Ext: 074-2707

Divisional Manager's Office,  
Planning & Works,  
BRISTOL.

1 May, 1981

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS ETC.

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

## COOMBE JUNCTION.

BETWEEN FRIDAY 8 MAY AND SUNDAY 17 MAY 1981

The Signal Box known as Coombe Junction will be closed and all associated signalling equipment recovered.

The section of line between Liskeard and Coombe will be worked by 'No Signalman Token' (N.S.T.)

The section of line between Looe and Coombe will be worked by 'One Train' working.

The connection leading from the Coombe/Liskeard line to the Coombe/Looe line will be controlled by No. 1 groundframe released by the token for the Coombe/Liskeard line together with a key attached to the staff for the Coombe/Looe line.

The connection from the Coombe/Liskeard line to Moorswater will be controlled by No. 2 groundframe released by a token.

Details of the altered layout are shown on the sketch overleaf.

The Train Staff for the Coombe/Looe section of the line will be kept in Liskeard Signal Box when not in use.

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

for Divisional Manager



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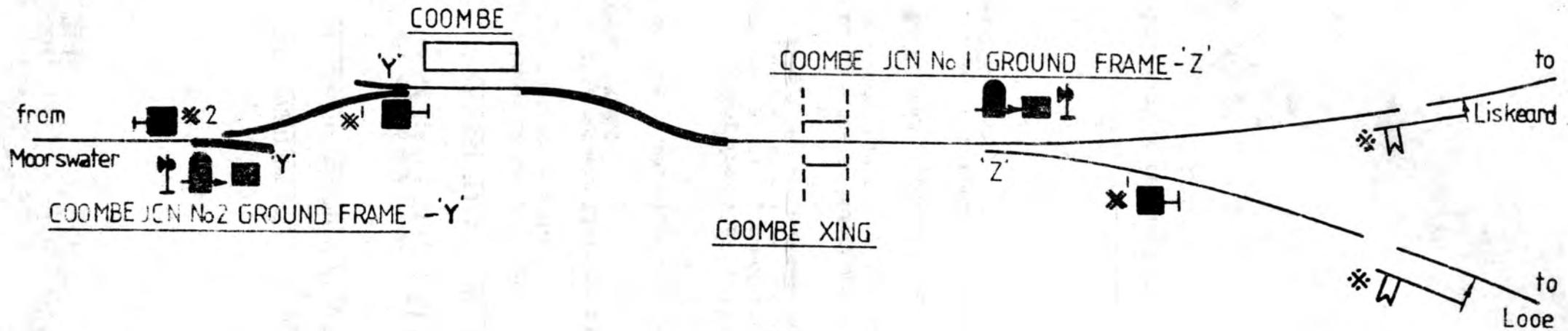
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# COOMBE JCN



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 SINGLE SIDED STOPBOARD "STOP AWAIT INSTRUCTIONS."
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 DOUBLE SIDED STOPBOARD FACING LISKEARD - "END OF N.S.T. SECTION"  
 FACING MOORSWATER - "STOP START OF N.S.T. SECTION"
- 
 GROUND FRAME.
- 
 KEY TOKEN INSTRUMENT.
- 
 TELEPHONE
- 
 RETRO-REFLECTIVE ARMS