

BRITISH RAILWAYS - WESTERN REGION
(for the use of employees only)

NOTICE TO TRAINMEN ETC. - SIGNALLING AND PERMANENT WAY ALTERATIONS

BETWEEN PAR AND TRURO (EXCLUSIVE)

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 08.00 hours, Saturday 4.10.86 to 03.30 hours, Monday 6.10.86.

1. SIGNALLING

Burngullow (B) signal box will be closed and new signalling will be brought into use as shown in heavy type on the following diagram.

All new and existing signals, except the position light signals controlled from St. Austell ground frame, will be controlled from Par (PR) signal box and the signals numbered/re-numbered as shown on the following diagram.

The following alterations will be made to existing signals:-

- (a) Down line 3-aspect (R/Y/G) signal B.26 will be converted to a 2-aspect (R/G) signal and renumbered PR.107.
- (b) Down line 2-aspect (Y/G) signal B.26R, will be converted to a 3-aspect (R/Y/G) stop signal and re-numbered PR.105.
- (c) Par Down Section semaphore signal will be removed and a new 2-aspect (R/G) signal, numbered PR.6, will be provided 330 yards nearer to St. Austell.

2. PERMANENT WAY

New Permanent Way as shown in heavy type on the attached diagram will be brought into use.

3. SYSTEM OF SIGNALLING

The existing Absolute Block system of signalling between Par, Burngullow and Truro will be withdrawn and the following arrangements introduced:-

Between Par and Probus (Par control area) - Track Circuit Block systems of Signalling

Between Probus and Truro - Absolute Block system of Signalling

The existing Table C.2 method of working on the Parkandillack line will continue to apply, although slightly amended - see Periodical Operating Notice for details.

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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4. TELEPHONES

Telephones for direct communication with Par signal box will be provided at all colour-light stop signals and at other locations as indicated on the following diagram.

5. A.W.S.

A.W.S. will be provided as shown on the attached diagram.

6. GROUND FRAMES

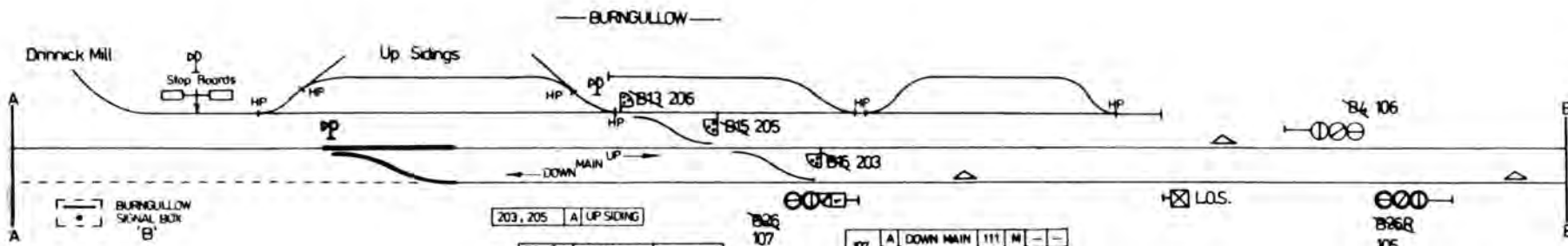
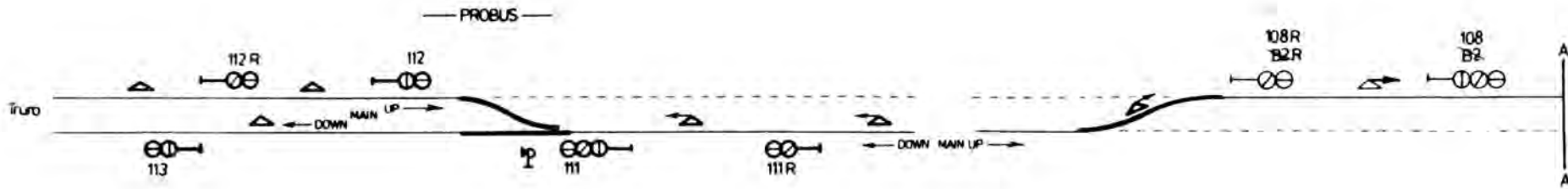
St. Austell ground-frame will be released from Par signal box. The associated "Train arrived complete plunger" will be removed.

125 House
Swindon

R.J. POYNTER
Regional Operations Manager

October 1986

Ref: 95/TS/1486

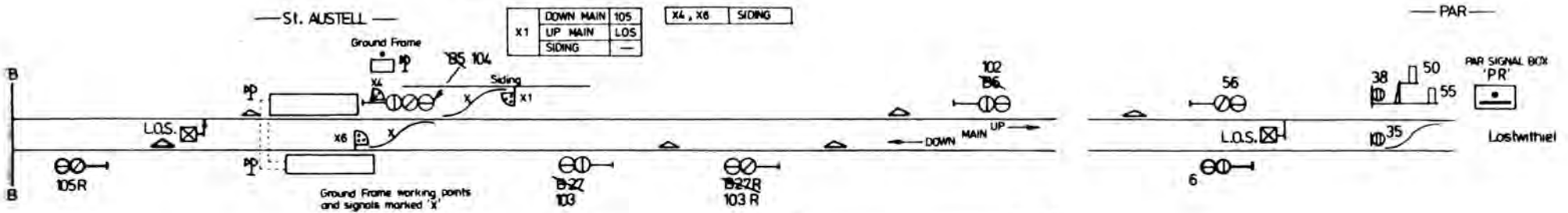


203, 205	A	UP SIDING
206	A	SIDINGS
	B	UP MAIN
	C	DOWN MAIN
106		L.O.S.

107	A	DOWN MAIN	111	M	-
	B	UP SIDINGS	-	PL	ST S

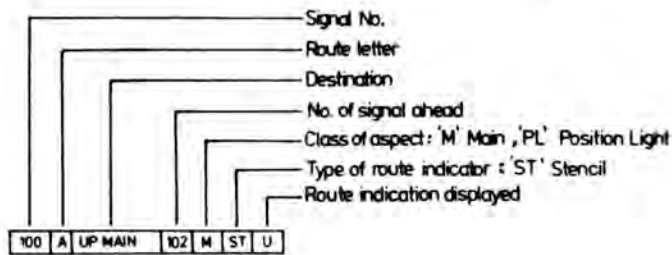
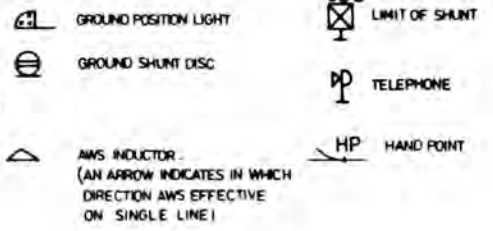
X1	DOWN MAIN	105
	UP MAIN	LOS
	SIDING	-

X4, X6	SIDING
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KEY TO SYMBOLS

Main Signals



Burngullow - Probus Singling of the Line

Singling of the line between Burngullow and Probus (mileage 238m 55ch and 295m 26ch) was successfully commissioned over the weekend of 4th/5th October. Control of the track layout and signalling over the area was transferred from Burngullow Signal Box, which was closed concurrently with the singling scheme, to a new mini panel situated in the existing signal box Par.

The work was authorised in 1983 as Stage I of an overall strategy to effect track and signalling economies in Cornwall. The remaining 2 stages are still in course of evaluation. Total authorised outlay of £661,500 enabled the RCE to avoid track renewals in the area of £741,000 immediately and a further outlay of £773,000 over the following 25 years. In addition, the RCE's maintenance costs between Burngullow and Probus will be reduced by £39,000 per annum.

Staff savings have also been achieved. The RCE has eliminated 3 trackmen's posts at an annual saving of £19,000 whilst the closure of Burngullow Signal Box has enabled the elimination of 3 signalmen's posts at an annual net saving of £20,000.

The proposal has had a minimal effect on the train service with retiming of no more than 5 minutes to any service compared with the pre-singling timetable. These retimings are already incorporated into the train plan and no effect is anticipated on Passenger or Freight revenue.