

**PRIVATE AND NOT  
FOR PUBLICATION**

**NOTICE NO. 43W/2713**

**Divisional Manager's Office,  
New Works Section,  
Bristol**

**Ref: 43/WS  
Extn. 074-2632**

**21 October, 1974**

**SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS ETC.  
SECTION "C" OF THE K2/43 SPEED AND ENGINEERING NOTICE.**

## **GOONBARROW JCN**

**SUNDAY 27 OCTOBER, 1974**

The compound connection Down Main to Down Sidings and slip connection from Up Main will be relaid as a single connection Down Main facing to Down Sidings and the associated trailing end in the Up Main together with the appropriate Disc Signal will be recovered,

The existing Down Main spring catch point will be converted to signal box operation. A new straight post stop signal to be known as Down Main to Up Main Starting will be provided on the Down Side of the Down Main line on the site of the existing Limit of Shunt board which will be recovered. The new signal will be 18 feet in height and will be positioned 269 yards from the signal box.

---

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

for B. Driver

