

# BRITISH RAILWAYS

## (Western Region)

(For the use of Employees only)

### PLYMOUTH DIVISION

# LARGIN - DOUBLEBOIS






## SIGNAL ALTERATIONS

SUNDAY, 24th MAY, 1964

Between 7.0 a.m. and 11.59 p.m., Sunday 24th May, 1964, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work.

#### New Signals

The following new signals will be brought into use:

Form	Description	Position	Distance from Signal Box
	Up Main Distant for Largin Yellow aspect—12 feet above rail level (LN1)	Up Side of Up Main	1478 yds.
	Up Main Home for Largin Red aspect—12 feet above rail level (LN2)	Up Side of Up Main	634 yds.
	Down Main I.B.S. Home. Red aspect—12 feet above rail level (LN7)	Down Side of Down Main	898 yds.
	Largin Down Main Home. Controlled from Red to Yellow by Largin, Controlled from Yellow to Green as the Down Main I.B.S. Distant. Red aspect—12 feet above rail level (LN8)	Down Side of Down Main	1604 yds.
	Doublebois Down Main Advanced Starting. Controlled from Red to Yellow by Doublebois, Controlled from Yellow to Green by Largin as Largin Down Main Distant. Red aspect—12 feet above rail level (DS5)	Down Side of Down Main	2816 yds. from Largin 440 yds. from Doublebois

Telephones on independent circuits to Largin will be provided at signals LN2, LN7 and LN8, and to Doublebois at Signal DS5.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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**Signals to be taken out of use**

The existing semaphore signals, discs and banner repeater at present worked from Largin signal box and the Down Main Advanced Starting for Doublebois will be taken out of use.

The A.W.S. ramps for the existing distant signals for Largin will be recovered.

**Automatic Warning System**

New A.W.S. ramps will be provided 200 yds. to the rear of signals LN1, LN8 and DS5.

**Permanent Way Alterations**

The existing Up and Down lines will be recovered and a new single line brought into use over the St. Pinnock and East Largin viaducts, between the approximate limits of the 269½ and 270 mile posts. A new double to single line junction at the Liskeard end, with facing catch point and sand drag in the Down line, and spring catch point and sand drag in the Up line, will be brought into use as shown in heavy type on the attached sketch. At the Bodmin Road end, pending the provision of a new junction on the 31st May 1964, the existing crossover at Largin will become a temporary connection between the new single and existing double lines, and the points in the Down line will be clipped, spiked and padlocked out of use. The existing runaway catch point in the Up line at 270M 30chs will be repositioned at 270M 70chs.

**Motor Points**

The new double to single line junction at the Liskeard end of St. Pinnock Viaduct will be power operated from Largin Signal Box with a Hand Generator standby. The point machines will be Westinghouse Brake and Signal Co's Style C and the relevant instructions for the emergency operation of these are given on pages 139 and 140 of the Regional Appendix. The hand crank for emergency operation of the point machines will be kept in Largin signal box.

A telephone will be provided adjacent to each end of the points for use in emergency.

**Track Circuits**

New track circuits will be provided in accordance with the attached sketch.

**Block Telegraph Arrangements**

One Acceptance Block controls will be provided at Largin on the Up and Down Main.

A Line Clear 'One Train' Release will be provided on the Up Main Home and Down I.B.S. Home for Largin.

Occupation of the locking frame at Largin will be required for the purpose of altering and testing the locking.

All arrangements for the safe working of the line including the appointment of any handsignalmen in accordance with Rule 77 will be made by District Inspector Gerry.

**All concerned to please note and acknowledge receipt.**

Plymouth  
19th May, 1964

**C. HANKINS**  
Divisional Movements Manager

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**LARGIN-DOUBLEBOIS — SIGNAL ALTERATIONS**

Received Plymouth Division Notice No. S1

Date .....

Station/Depot .....

Signature.....

DIVISIONAL MANAGER  
PLYMOUTH (W.R.)

# LARGIN

