

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

NOTICE TO TRAINMEN, ETC.

MULTIPLE ASPECT SIGNALLING

PLYMOUTH

STAGE 2C

(LIPSON JUNCTION TO TAVISTOCK JUNCTION, INCLUSIVE)

Between Saturday 10th November and Monday 12th November, 1973

STAGE 2D

(TAVISTOCK JUNCTION TO TOTNES, INCLUSIVE)

Between Saturday 8th December and Monday 10th December, 1973

SIGNALLING RECORD SOCIETY

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PLYMOUTH MULTIPLE ASPECT SIGNALLING EXTENSION – STAGE 2C

From 22.00 hours on Saturday, 10th November, until 06.00 hours on Monday, 12th November, 1973 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 2C of the above scheme consisting of the provision of multiple aspect colour light signalling and continuous track circuiting from Lipson Junction to Tavistock Junction (Signals P.8R and P.7I, inclusive) also Laira Junction to Mount Gould Junction (inclusive) in accordance with the enclosed diagram. (The diagram also incorporates Stage 2D of the Plymouth M.A.S. Extension scheme which will be carried out between 8th and 10th December, 1973, details being given later in this notice.)

1. SIGNALLING

Laira Junction, Mount Gould Junction and Tavistock Junction signal boxes will be closed and all associated signalling recovered with the exception of Signal L.6 at Laira Junction which will be re-numbered as P.67 and the lower half of the banner repeating signal at Mount Gould Junction.

2. PERMANENT WAY

The track layout will be in accordance with the diagram.

The section of line between Mount Gould Junction and Laira Junction will be singled.

At Tavistock Junction the connections in the Up and Down Sidings worked from the signal box will be converted to hand operation as shown on the diagram.

At Mount Gould Junction the trap point from the Diesel Depot to Up and Down Goods will be clipped reverse pending recovery at a later date.

3. GROUND FRAMES

At Mount Gould a new ground frame to be known as Mount Gould Ground Frame will be brought into use controlling the crossover between the Goods Line and the Carriage Sidings. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Plymouth Signal Box.

At Laira Junction a new ground frame to be known as P.A.D. Sidings Ground Frame will be brought into use controlling the connection leading from the P.A.D. Sidings. This ground frame will be released by Annetts Key, held in an adjacent release instrument and controlled from Plymouth Signal Box.

The existing ground frame at Tavistock Junction controlling the connection leading from Drake Carriers Siding to Up Main will be renamed Crabtree Siding Ground Frame. The release for this ground frame will be transferred from Tavistock Junction Signal Box to Plymouth Signal Box.

A new ground frame at Tavistock Junction controlling the connection leading from the Down Siding to Down Main will be brought into use and known as Tavistock Junction Ground Frame.

These Ground Frames will be released by Annetts Key held in release instruments adjacent to the ground frames and controlled from Plymouth Signal Box.

Control of the Sutton Harbour Branch Ground Frame will be transferred from Mount Gould Junction Signal Box to Plymouth Signal Box.

4. POWER OPERATED POINTS

With the exception of those mentioned under 'Ground Frames' and hand worked points, all points shown on the diagram will be electrically worked from Plymouth Signal Box.

The electrically worked points will be operated by W.B. & S. Co.'s style M3 machines.

Instructions for the emergency operation of the style M3 machines have been issued separately.

5. BLOCK WORKING

The existing block sections Plymouth–Laira Junction, Laira Junction–Tavistock Junction and Tavistock Junction–Hemerdon will become Plymouth (Tavistock Junction)–Hemerdon.

6. AUTOMATIC WARNING SYSTEM

B.R. pattern A.W.S. will be provided as shown on the diagram.

7. TELEPHONES

Telephones giving exclusive communication with the signalman at Plymouth Signal Box will be provided at:

All colour light stop signals shown on the diagram;
 Mount Gould Ground Frame;
 Tavistock Junction Ground Frame;
 Mount Gould Junction Level Crossing;
 Points leading from the Up Sidings at Tavistock Junction;
 Position light signals 144, 146, 181, 183, 185, 187, 189, 191, 195.

Automatic telephones will be provided at all ground frames and hand crank release instruments.

DESCRIPTION OF SIGNALS

Key to Abbreviations

M	Main	RI	Route indicator
DA	Draw ahead	Jl	Junction indicator
S	Shunting signals	LOS	Limit of shunt

Signal No.	Location	Destinations	Type of Signal
67	Up Main	69 Signal	M
69	Up Main	71 Signal	M
71	Up Main	Hemerdon Up Home	M
8	Down Main	10 Signal	M
10	Down Main	312 Signal	M/DA with Jl.l
		12 Signal	M
12	Down Main	316 Signal	M/DA with Jl.l
		142 Signal	DA
		140 Signal	DA
		14 Signal	M
316	Up and Down Goods	148 Signal	DA
318	Down Branch	148 Signal	DA
181	Up Friary	183 Signal	S
183	Up Friary	314 Signal	S with RI 'MG'
		Diesel Depot	S with RI 'D'
		187 Signal	S with RI 'G'
		Carriage Siding	S with RI 'CS'
185	Down Friary	314 Signal	S with RI 'MG'
		Diesel Depot	S with RI 'D'
		187 Signal	S with RI 'G'
		Carriage Siding	S with RI 'CS'
187	Up and Down Goods	195 Signal	S
189	Laira Diesel Depot	195 Signal	S
193	Laira Diesel Depot	69 Signal	S
		Down Main LOS	S
		Down Loop LOS	S
191	Laira Diesel Depot	193 Signal	S
195	Up and Down Goods	69 Signal	S
		Down Main LOS	S
		Down Loop LOS	S
		Ocean Siding	S
197	Down Main	71 Signal	S
		Down Siding	S
199	Up Sidings	71 Signal	S
132	Up Main	134 Signal	S
		Up Siding	S
134	Up Main	10 Signal	S
136	Up Main	142 Signal	S
		140 Signal	S
		14 Signal	S
138	Ocean Siding	142 Signal	S
140	Down Goods	Diesel Depot	S
		PAD Siding	S
		14 Signal	S
142	Up and Down Goods	316 Signal	S
		Diesel Depot	S
144	Carriage Sidings	Down Friary Siding	S
		148 Signal	S
146	Laira Diesel Depot	148 Signal	S
148	Up and Down Goods	Down Friary Siding	S
		Up Friary LOS	S
312	Down Goods	316 Signal	M/DA with RI 'G'
		142 Signal	DA
		140 Signal	S
		14 Signal	M with RI 'M'

PLYMOUTH MULTIPLE ASPECT SIGNALLING EXTENSION – STAGE 2D

From 22.00 hours on Saturday, 8th December, until 06.00 hours on Monday, 10th December, 1973 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 2D of the above scheme consisting of the provision of multiple aspect colour light signalling and continuous track circuiting from Tavistock Junction to Totnes (inclusive) in accordance with the enclosed diagram.

1. SIGNALLING

Hemerdon, Ivybridge and Brent signal boxes will be closed and all associated signalling recovered.

2. PERMANENT WAY

The track layout will be in accordance with the diagram.

3. GROUND FRAMES

At Hemerdon, a new ground frame to be known as Hemerdon Ground Frame will be brought into use controlling the trailing crossover between the Up and the Down Main lines. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Plymouth Signal Box.

At Ivybridge two new ground frames known as Ivybridge East Ground Frame and Ivybridge West Ground Frame will be brought into use. Ivybridge East Ground Frame will control the trailing crossover between the Up and the Down Main lines, also the facing connection into the Down Siding. Ivybridge West Ground Frame will control the connection leading from the Down Siding to Down Main.

The ground frames will be released by an Annetts Key held in release instruments adjacent to the respective ground frame and controlled from Plymouth Signal Box.

Control of the existing Wrangaton Ground Frame will be transferred from Brent Signal Box to Plymouth Signal Box.

At Brent a new ground frame to be known as Brent Ground Frame will be brought into use, controlling the trailing crossover between the Up and the Down Main lines, also the connection from the Up Siding to Up Main. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Plymouth Signal Box.

4. POWER OPERATED POINTS

With the exception of those mentioned under 'Ground Frames', all points shown on the diagram will be electrically operated from Plymouth Signal Box. The points will be operated by W.B. & S. Co. style M3 machines.

Instructions for the emergency operation of the above-mentioned machines have been issued separately.

5. BLOCK WORKING

Track Circuit Block Working will apply between Plymouth and Totnes Signal Boxes.

Four digit train description will be provided between Plymouth and Totnes signal boxes.

6. AUTOMATIC WARNING SYSTEM

B.R. pattern A.W.S. will be provided as shown on the diagram.

7. TELEPHONES

Telephones giving exclusive communication with the Signaller at Plymouth Signal Box will be provided at all colour light stop signals.

Automatic telephones will be provided at all ground frames and hand crank release instruments. The special omnibus telephone circuit between Totnes and Tavistock Junction will be extended to Plymouth Signal Box.

The emergency 'box to box' circuit between Plymouth and Totnes will be divided at Tavistock Junction Ground Frame, Hemerdon, Ivybridge and Brent.

DESCRIPTION OF SIGNALS

Key to Abbreviations

M Main aspect	RI Route indicator
DA Draw ahead	Jl Junction indicator
S Shunting signals	LOS Limit of shunt

<i>Signal No.</i>	<i>Location</i>	<i>Destination</i>	<i>Type of Signal</i>
71	Up Main	P.73 Signal	M
73	Up Main	P.373 Signal	M/DA with Jl.l
		UM.235 Signal	M
373	Up Loop	UM.235 Signal	M
UM.235	Up Main	UM.230 Signal	M
UM.230	Up Main	(T) 2 Signal	M
DM.227	Down Main	DM.229 Signal	M
DM.229	Down Main	DM.234 Signal	M
DM.234	Down Main	P.6 Signal	M
6	Down Main	P.306 Signal	M/DA with Jl.l
		P.8 Signal	M
306	Down Loop	P.8 Signal	M
130	Up Main	P.8 Signal	S
		Up Loop LOS	S
V.3 (at Ivybridge)		Down Siding	S
		P.6 Signal	S
		Up Main	S

OCCUPATION ARRANGEMENTS

All arrangements for the safe working of the line, together with the appointment of Handsignalmen, required by Section E of the Rule Book, will be made by the District Inspector, Plymouth.

Transom House
Victoria Street
BRISTOL

November 1973

B. DRIVER
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