

BRITISH RAILWAYS - WESTERN REGION
(For the use of Employees only)

NOTICE TO TRAINCREWS ETC.

of

RESIGNALLING IN THE LARGIN AREA

From 08.00 Monday 9 December 1991, S&T Engineers staff will be carrying out work detailed below, which will be brought into use with effect from 05.00 MONDAY 16 DECEMBER 1991 (or completion). Please refer also to the attached diagram.

SIGNALLING

Largin Signal Box will be taken out of use and new signalling, as shown on the attached diagram, will be brought into use, controlled from Lostwithiel Signal Box.

SIGNALS

Largin Up Main Distant (LN1) will be replaced by LL1028R (2-aspect Y/G) situated 583yds closer to Bodmin Parkway.
Largin Down Main IBS (LN7) will be replaced by LL1031 (2-aspect R/G) situated 1190yds closer to Bodmin Parkway.
Largin Down Main Distant (LN9) will be replaced by LL1025R (2-aspect Y/G) situated 446yds closer to Liskeard.
Other renumbered (replaced) signals will remain in their existing positions.

SYSTEM OF SIGNALLING

The existing A.B. working Liskeard - Largin and Largin - Lostwithiel will be recovered and replaced by T.C.B. working Liskeard - Lostwithiel.

GROUND FRAMES

The existing ground frame at Bodmin Parkway will continue to be released from Lostwithiel Signal Box.

TELEPHONES

All new and renumbered stop signals and the ground frame will be provided with direct communication with Lostwithiel Signal Box.
Point phones will be provided at the connections to the single line at Largin, as shown on the attached diagram.
Lineside telephones will be provided at 267m.p., 268m.11ch., 272m.p. and 273m.p. on the down side of the line, and at the West end of Brown Queen Tunnel, on the up side.

A.W.S.

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

125 House
SWINDON
October 1991

A.P. Hancock
Operations Manager (GW)
ref. 95/TS/1368

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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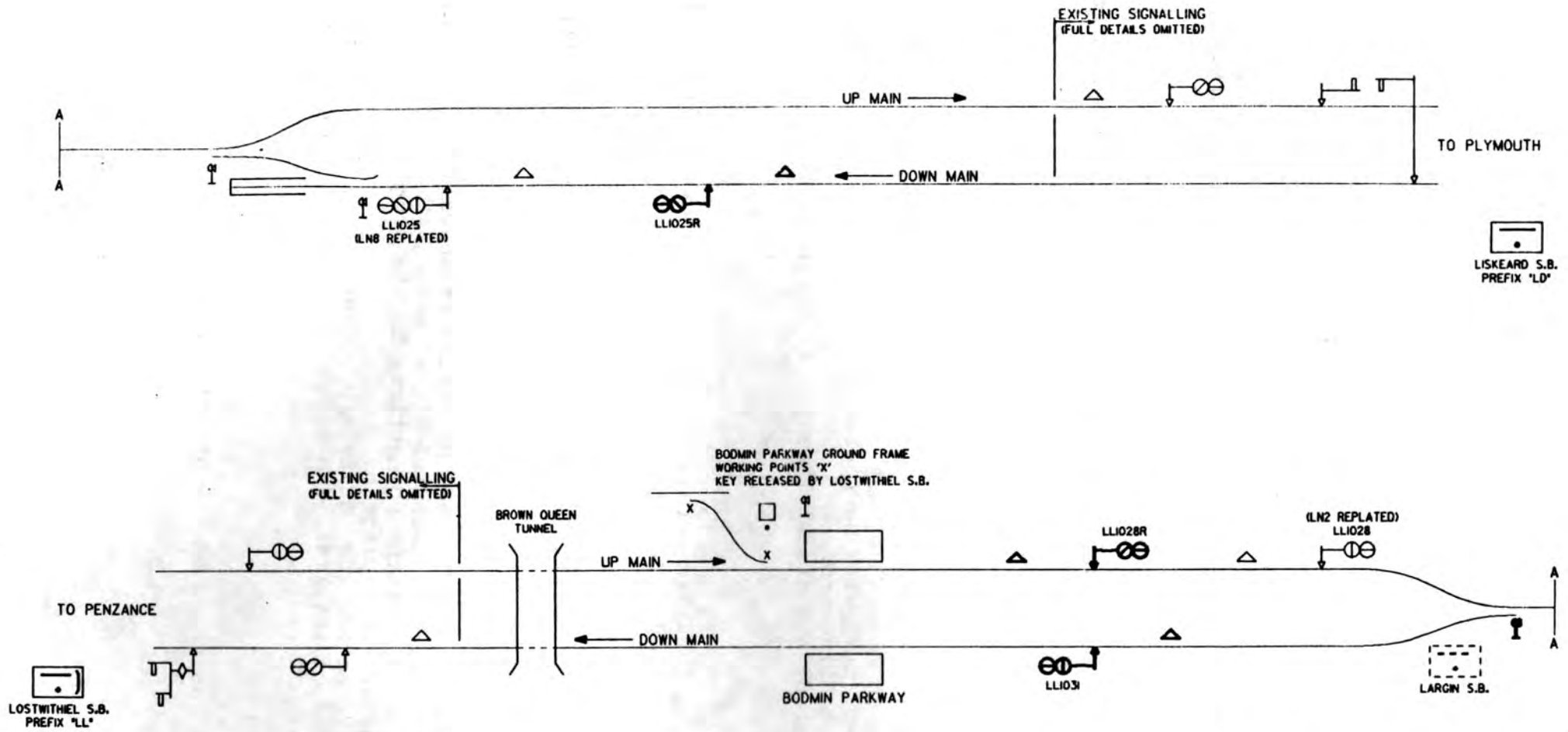
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- SYMBOLS**
- ⊕ GREEN ASPECT
 - ⊙ YELLOW ASPECT
 - ⊖ RED ASPECT
 - ⤴ AWS
 - ☎ TELEPHONE TO LOSTWITHIEL
 - MECHANICAL GROUND FRAME