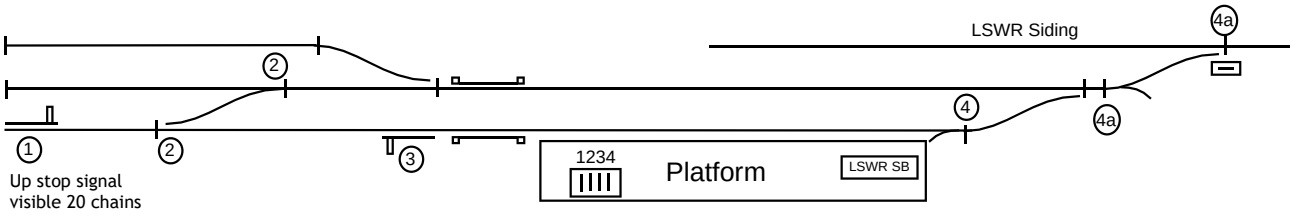
BA&CLR Signalling contract 1907

On the 21st May 1907 a contract was agreed and signed by Frederick Arthur Atkins of F.A. Atkins & Co., Manufacturer of signalling equipment and the PD&SWJR (Plymouth Devonport & South Western Junction Railway Company) authorising the company to manufacture signalling equipment for the branch line from Bere Alston to Callington. The contact was also signed by Holman Fred Stephens on behalf of the Engineers of the Company. The contract was for £1,200 with delivery to be made in one month.
At the junction station of Bere Alston the PD&SWJR were to have there own signal box and facilities independent of the LSWR.

Bere Alston Station



1. Up Stop Signal, detects 2 normal
2. E.F.P. Lock bar and trap
3. Down Starting Signal
4. Trap worked from Main Frame

4a. Single Lever Frame Points and Trap controlled by Annetts Key by LSWR Co Rly.

The PD&SWJR opened their main line from Kings Road, Plymouth to Lydford in 1890. From the outset the line was operated by the LSWR but always owned by the PD&SWJR.
In 1908 the PD&SWJR opened a new branch line from Bere Alston to Callington. The branch line was run as a completely independent railway; this involved converting Bere Alston up platform into an island platform, the station becoming an interchange between the PD&SWJR and the LSWR.
The PD&SWJR facilities were located on the island platform facing their own track and sidings.

The PD&SWJR side of the island platform at Bere Alston circa 1910. The timber building (centre left) housed their ticket office with a signal box just beyond. The stone built waiting shelter (left) still faces the up main line but sports a new sign – BERE ALSTON JUNCTION – in white lettering on a pale blue background.
All PD&SWJR passenger trains terminated at Bere Alston.

Bere Alston and Callington line timetable 1914

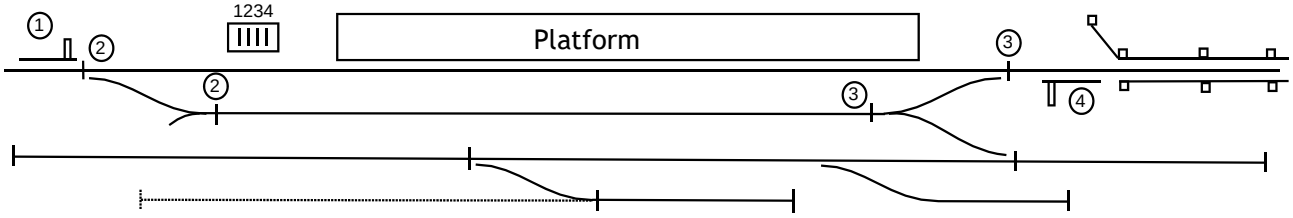
BERE ALSTON & CALLINGTON (P.D. & S.W. Jc. Railway). (FIRST AND THIRD CLASSES ONLY.)

WEEK DAYS ONLY.

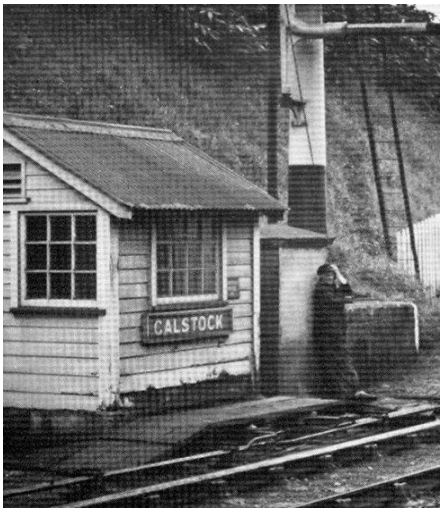
BERE ALSTON . . . dep	a.m. 8 35	a.m. 11 35	p.m. 2 15	p.m. 5 15	p.m. 5 53	p.m. 7 37	p.m. 10 0	**CALLINGTON** . . . dep	a.m. 7 30	a.m. 10	p.m. 1 10	p.m. 4 1	p.m. 6 41	p.m. 8 5		
Calstock ... ... ,,	8 43	11 44	2 23	5 22	6 0	7 45	10 8	Luckett ... ... ,,	7 36	10	1 15	4 2	6 46	8 10	...	...
Gunnislake . . . . . ,,	8 56	11 56	2 35	5 34	6 12	7 57	10 21	Latchley . . . . . ,,	7 41	A	1 20	4 25	6 51	AB	.	.
Chilsworthy ... ... ,,	A		A	A C	A B	A	A B	Chilsworthy ... ... ,,	A	A	A	A	A	B	...	...
Latchley . . . . . ,,	A	12 8	2 41	5 40	6 18	8 4	10 28	Gunnislake . . . . . ,,	7 47	10 1	1 25	4 32	6 56	9 30	.	.
Luckett ... ... ,,	9 9	12 8	2 47	5 47	6 23	8 8	10 32	Calstock ... ... ,,	7 53	10 29	1 37	4 44	7 8	9 32	...	...
CALLINGTON . . . . . arr.	9 14	12 13	2 52	5 52	6 29	8 14	10 37	**BERE ALSTON** . . . . . arr.	8 7	10 37	1 45	4 50	7 15	9 40	.	.

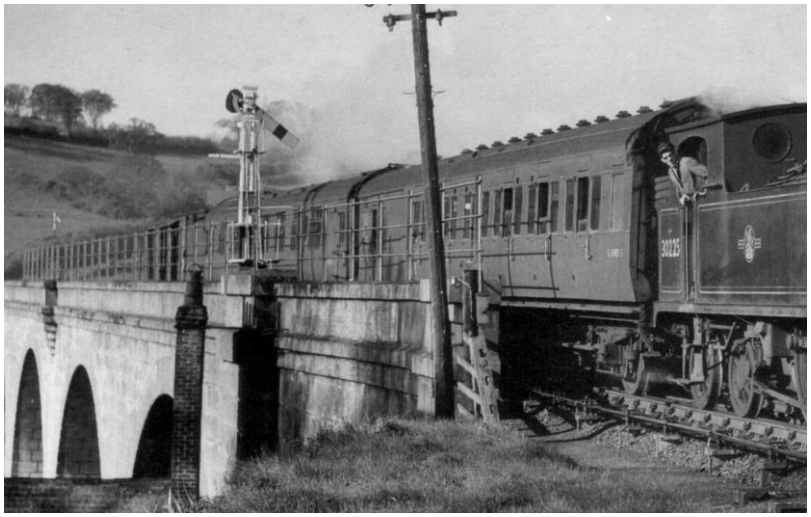
A Calls by signal to pick up or set down passengers. B Saturdays only. C Saturdays excepted.

Calstock Station



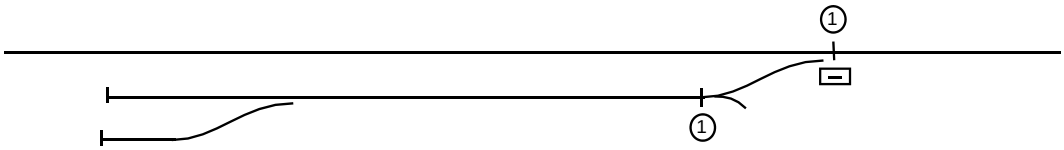
1. Up Stop Signal detects 2 normal
2. Economical Facing Point Lock Points Bar and Trap
3. Economical Facing Point Lock Points Bar and Trap
4. Down Stop Signal detects 2 normal





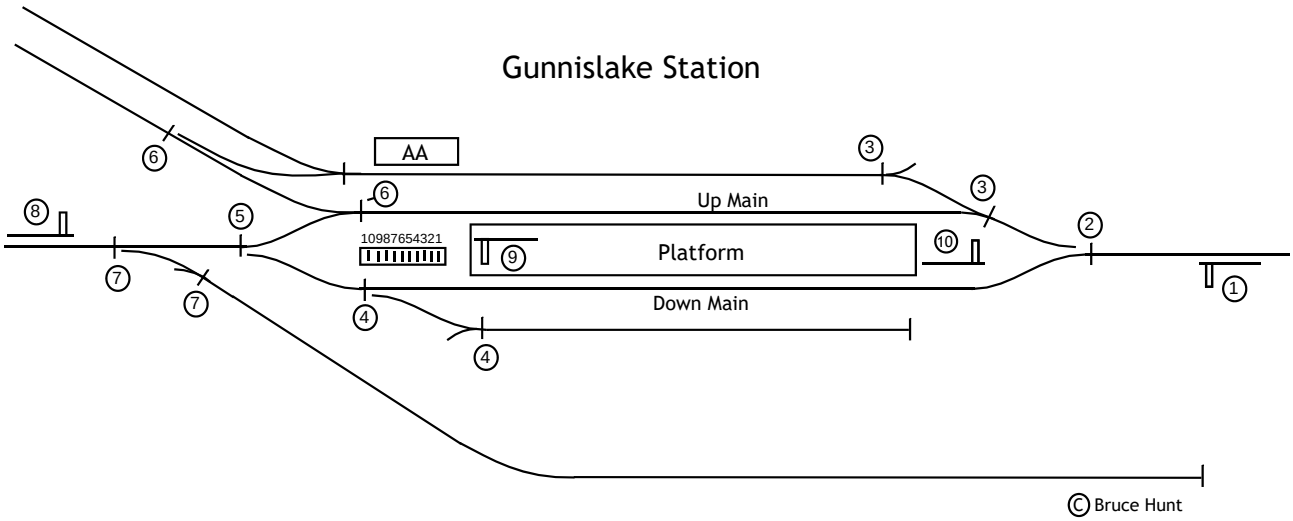
Above left. *Calstock signal box circa 1950.* Above right. *Down Home Signal, was originally on the down side of the track but was moved to the up side when it was replaced with a Southern Railway rail type signal.*

Perry Spear & Co Siding



1. Single Lever Frame Economical facing Point Lock Points and Trap unlocked by key on Train Staff

Perry Spears Siding with the Down Stop Signal for Gunnislake Station on the skyline.

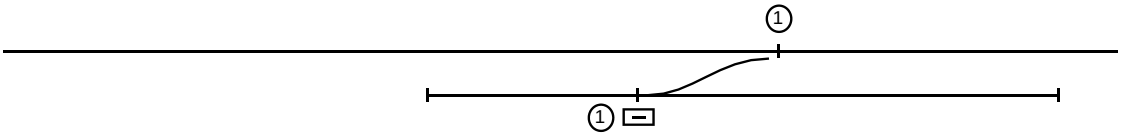


1. Down Stop Signal detects 2 4 normal
2. Economical Facing Point Lock Points and Bar
3. Point and Trap
4. Point and Trap
5. Economical Facing Point Lock and Points
6. Points and Trap
7. Economical Facing Point Lock Points Points Bar and Trap
8. Up Stop Signal detects 3 5 6 7 normal
9. Down Starting Signal
10. Up Starting Signal

Note
The diagram above is as per the original drawings of 1907 with the signal box at the end of the platform.
Photographic evidence would suggests that the signal box was located at AA when the station opened in 1908

Gunnislake Station from the Callington end, May 1908. This photograph shows that not only does the location of the signal box differ from that in the drawings but the track layout has also been modified. The PD&SWJR signal at the platform end is mounted on a square timber post with a slight taper. Many of these were replaced in later years by Southern rail type signal posts.

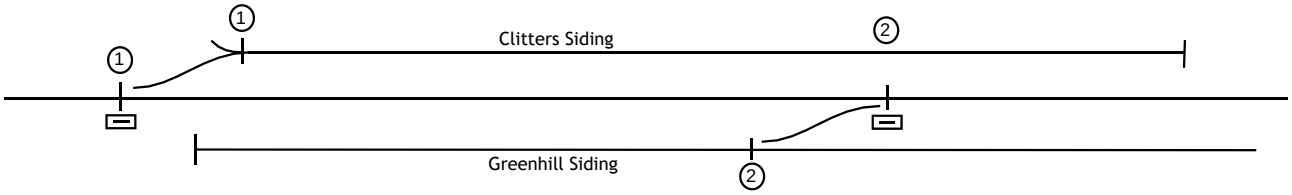
Cocking's Siding



1. Single Lever Frame Economical Facing Point Lock
points and trap, unlocked by key on Train Staff

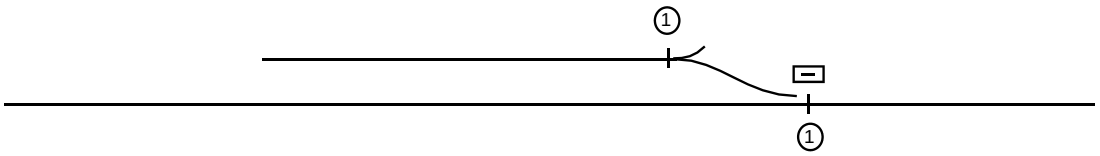
This siding was also known later as Sandhill Park Siding

Clitters Siding and Greenhill Siding



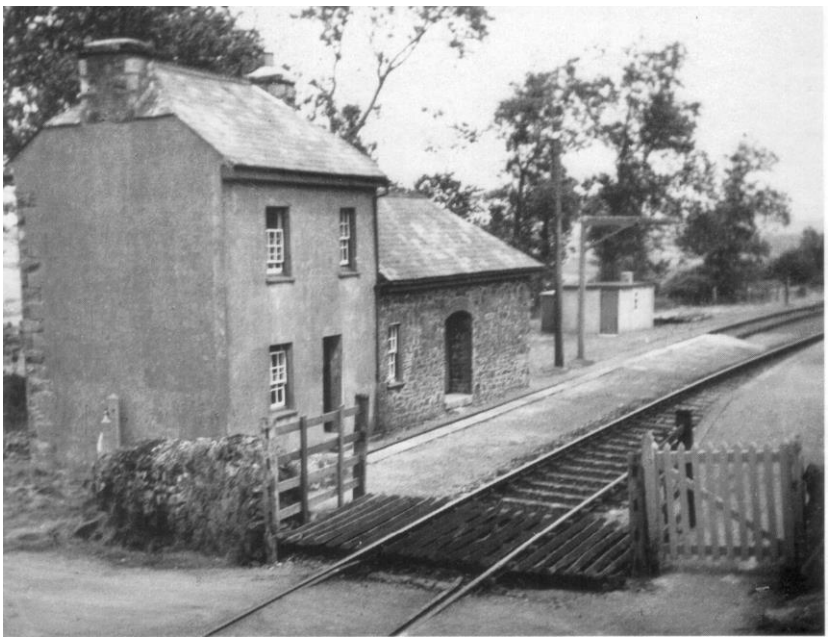
1. Single lever Frame Economical Facing Point Locks Point and Trap
2. Single lever Frame Economical Facing Point Locks Point
Both unlocked by Key on Train Staff

Coxpark Siding



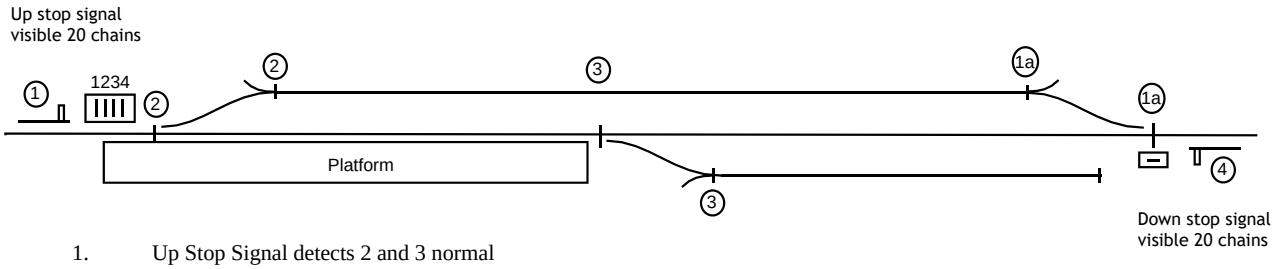
1. Single Lever Frame. Economical Facing Point Lock
Points and Trap. Unlock by Key on Train Staff

The ECMR depot of Cox Park was renamed Latchley Halt when opened for passenger traffic



The ex ECMR depot buildings at Latchley Halt with the siding known as Cox Park Siding to the left of the main line.

Stoke Climsland Station



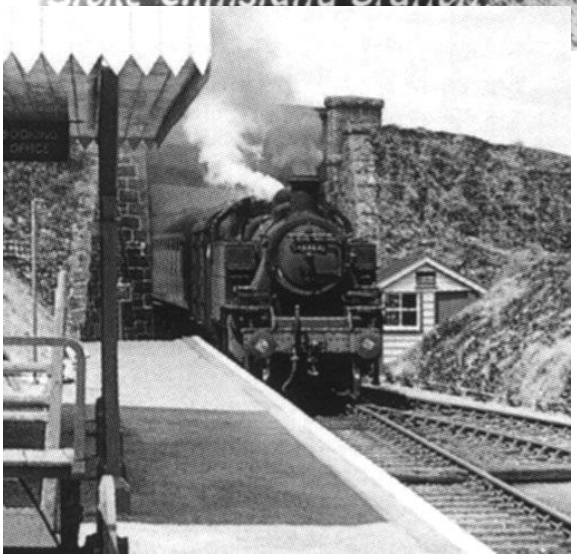
1. Up Stop Signal detects 2 and 3 normal
2. Economical facing Point Lock Points and Trap
3. Economical facing Points Lock points Bar and Trap
4. Down Stop Signal detects 2 and 3 normal

1a Single lever Frame. Economical Facing Point Lock Points and Trap controlled by Key in main Frame

Notes
(Distance from leaver 3 to point 118 yards)

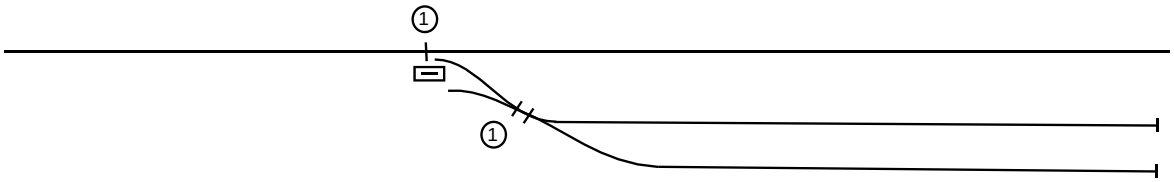
Originally the ECMR good depot of Monks Corner. The depot was opened as Stoke Climsland Station in March 1908 and renamed Luckett Station in November 1909

Above. *Stoke Climsland Station just after opening with the loop on the left and the short lived carriage siding in the distance.*



Up train entering Luckett Station with the Signal Box to the right.

Kit Hill Quarry Sidings

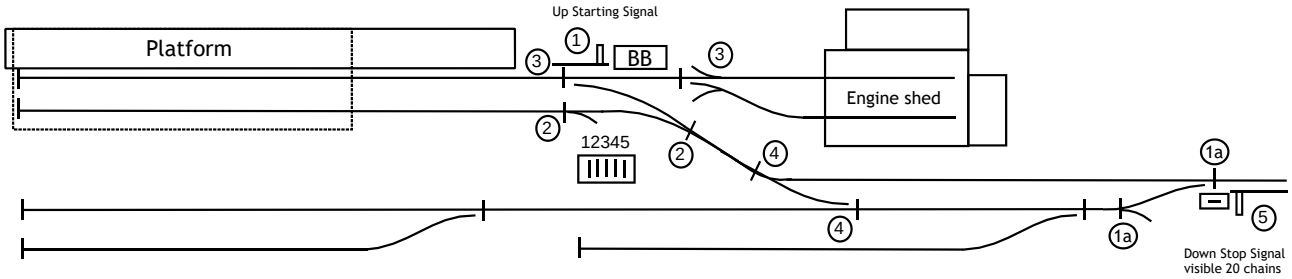


1. Single Lever Frame Economical Facing Point Lock. Points and Trap unlocked by key on Train Staff

Looking towards Bere Alston, Kit Hill Siding goes off to the right

The incline from Kit Hill Siding to the quarry

Kelly Bray Station



1. Up Starting Signal detects 2 3 4 normal
2. Economical Facing Point Lock Points and Trap
3. Economical Facing Point Lock Points and Traps
4. Economical Facing Point Lock Points and Trap
5. Down Stop Signal detects 2 3 4 normal

1a. Single Lever Frame Economical Facing Point Lock points and Lock controlled by Key in Main Frame

Note

The diagram above is as per the original drawings of 1907 with the signal box between the tracks.
Photographic evidence would suggests that the signal box was located at BB when the station opened in 1908.

Newspaper picture of Callington Station on opening day 1908. The Signal Box can be seen on the right in location BB

Left. *Callington Signal Box with original PD&SWJR wooden post signal*
Right. *Callington Signal Box 1961 with SR rail type signal*

Callington Ground Frame that operated points 1a on the diagram

On the opening of the line two other stations, Chilsworthy Halt (above) opened 1-6-1909 and Latchley Halt (below) had 'Call by' signals. These were of the slotted post type and were intended to be operated by passengers. All trains would only stop by request at Chilsworth Halt. At Latchley Halt the first down train of the day and the second up train only stopped by request (see timetable). Passengers waiting for these trains were expected to operate the signal moving the signal arm to stop to give the engine driver advanced notice that passengers were waiting. It is assumed that the guard or fireman would then reset the signal. The inset photograph shows just how far back from the platform the signal at Chilsworth was.

NOTE. All signal diagrams are redrawn from the original plans agreed between F.A. Atkins & Co. and the PD&SWJR in 1907. In all drawings the down direction to Callington is to the left and the up direction to Bere Alston is to the right.