

SERIAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			DOWN MAIN OUTER DISTANT PROVIDED	
			DOWN GOODS EXTENDED. ALT'NS TO NOS. 3. 31. 32. 33. 34 ?	2.7. 1911
			UP & DOWN DETONATORS PROVIDED	
			TRAP POINT 15B RECOVERED. DISC 16 REPLACED BY RINGED ARM SIGNAL	(BETWEEN 1922 & 1937)
			'DIRECTING' SIGNALS 43 (BACKING DN BCH TO UP SIDINGS), 46 (UP SIDINGS START'G TO UP SIDINGS) & 53 (UP BRANCH HOME TO UP SIDINGS) RECOVERED. LOCKING ALTERATION.	
			BAY REDUCED TO SIDING. BRACKET SIGNAL 8/9 REPLACED BY DISC 11.	? 1937
			DOWN MAIN DISTANTS FIXED.	
			5 & 33 LOCK 49 ADDED	c. 1940

SEQUENCE OF ALT'NS NOT KNOWN. RECONSTRUCTED FROM BOX DIAGRAM.

MYRTLE HILL JCN

RECORD OF AMENDMENTS

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SERIAL	DWGS DATE	PLAN No.	DETAILS	OCC'N
A	11.1955		59x 54.55 LOCKS ON.	
B	11.1957	556/ 242	INCREASED FACILITIES & SIGNALLING. Nos 7/8 SIGNALS RENUMBERED 8/9. UP MAIN START'G (No 7) PROVIDED AT 160'. AET SPLIT AT No 7 - NOW ADT & AET.	
C	11.1957	SP 57/268	AMENDED I/C/W RELAYING ↓ ?	23.9.58 ↓
			UP BRANCH INNER HOMES MOVED FROM 103' to 118'. UP BRANCH FACING POINTS RELAID 31' FURTHER FROM S.B. CET PROVIDED	
E	10.1958		SIGNAL 9 REPOSITIONED AT 1040'. SIGNAL 13 RENEWED AS I.D.	
F	7.1959	SP 58/202A	WARNING BELLS PROVIDED ON SIGNALS 38 & 74.	
G			UP BRANCH DISTANT A.T.C. RAMP RENEWED IN NEW POSITION	1961
			MIDDLE SIDING TO DOWN MAIN POINTS & DISCS RECOVERED.	9.3.1964
			BACKING SIGNALS 14/37 RENEWED AS DOUBLE I.D.	
			UP MAIN HOME RENEWED ADJACENT TO UP MAIN	
			DOWN GOODS FACING TO MAIN (WEST) POINTS, DN GDS ADV'CD STARTINGS & DISC T.O.U	1966
#			DOWN SIDINGS STARTING RENEWED AS DISC	1970
#			MILEAGE SIDING RECOVERED	23.8.1965
#			G.F. & MAINS + OVER (EAST) RECOVERED	19.12.1965
			UP MAIN TO UP SIDING POINTS MOVED 175' NEARER S.B. UP MAIN STARTING RECOVERED. AFT & AGT COMBINED AS AFT. AET NOW ADT.	28.7.1968
			DOWN MAIN INTERMEDIATE HOMES BRACKET RENEWED	1.1971
			DOWN MAIN DISTANT RENEWED & REDUCED IN HEIGHT BY 4 FT	1971

# OUT OF SEQUENCE

CARMARTHEN JCN

RECORD OF AMENDMENTS

S2045/1/1

SERIAL	DWGS DATE	PLAN No.	DETAILS	OCCN
A	4.73		N. CONTACTS OF OIL POINTS ADDED IN 15 & 24 SIGNAL CIRCUITS	
B	7.73		CLAMP LOCK CIRCUITS MODIFIED	
C		SP 76/31	CLOSURE OF SARNAD & LLANSTEPHAN XING S.Bs. T.C.B. TO WHITLAND	
D			BRIDGE G.F. RECOVERED. LEVER 7 BOLTED NORMAL	18.6.1978
E			CABLES 1/40 OVERHEADS	10.1980
F			BD (DN) DLSR SUBSTITUTED FOR BE (DN) DLSR IN 65 (R) L CIRCUIT 1/cw DS&TE LETTER 1/5/81	28.11.1981
G		SP 83/34	SIGNAL CJ 101 (SARNAD) REPOSITIONED NEARER S.B. 1/cw ROAD BRIDGE	7.8.1983
			X OVER No. 51 AND DISC 50 RECOVERED	6.3.1982
			PORTION OF DOWN GOODS LOOP RECOVERED. L.O.S., J.I. ON CJ 46, DOWN GOODS STARTINGS BRACKET RECOVERED.	5.1.1984 5
			DN MAIN SLIDED. TEMP. CONNECTION TO DN BRANCH.	20.1.85
			MINI-PANEL PROVIDED.	
			C/A in DM W OF R. BRIDGE TOW	25.11.84
A			TIMING ON 2B ROUTE REMOVED.	2.10.1985

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RECORD OF AMENDMENTS

S2045/1/2

SER-IAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
B			APPROACH RELEASE ON 2B ROUTE REMOVED	2.7.1987
C		SP 37/17	AWIS PROVIDED AT SARNAU 246m 71ch	
D			AWI AT 243m 21ch PROVIDED. AWI AT 246m 71ch RECOVERED	1.6.1988 & 1.11.1988
E			AWIS ALTERED	N.C.O.
F	7.89		UNIGATE G.F. OUT OF USE	
G	10.93		RECOVERY OF STOP LAMPS AT PLATFORMS. (SITE INFO)	
H			AWIS	

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RECORD OF AMENDMENTS

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