

SERIAL	DWGS DATE	PLAN No.	DETAILS	OCC'N
			LOOP EXTENDED. TEMP. G.F. TO NEW WORKS RECOVERED	8.7.1906
			LOOP POINTS RE-CONNECTED	10.7.1906
			MILEAGE SIDING POINTS WORKED BY NEW G.F. INSTEAD OF FROM SIGNAL BOX	13.7.1906
			MILEAGE SIDING POINTS DISCONNECTED	22.7.1906

GOODWICK

RECORD OF AMENDMENTS

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SERIAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			TRAP POINTS 19 & 21 INTO USE	27.8.1906
			OPENING OF FISHGUARD HARBOUR S.B. UP DISTANTS & DOWN MAIN ADVANCED STARTING INTO USE	30.8.1906
			DOWN PLATFORM INTO USE. LOOP MADE DOWN MAIN & TRAP POINTS RECOVERED. DOWN MAIN HOMES REROUTED. DOWN MAIN STARTINGS REPOSITIONED & REROUTED. UP MAIN STARTING RECOVERED & UP LOOP STARTING AMENDED. DISC BACKING FROM DOWN MAIN TO LOOP RECOVERED. DISC PROVIDED BACKING FROM UP MAIN TO DOWN AVOIDING OR DOWN MAIN. FPLS FOR COMPOUND POINTS AMENDED. LOCKING ALTERATION.	
			UP MAIN ADVANCED STARTING RECOVERED	18.12.1907
			G.F. MOVED TO OPPOSITE SIDE OF LINE	
			BRICKWORKS G.F. PROVIDED.	
			WEIGHTED & SLOTTED POINTS PROVIDED IN UP MAIN AT B.O.T. REQUEST	
			DOWN MAIN ADVANCED STARTING REPOSITIONED ON UP SIDE OF LINE	c. 1909
			DOWN MAIN ADVANCED STARTING REPOSITIONED ON DOWN SIDE OF LINE	

FISHGUARD & GOODWICK STATION

RECORD OF AMENDMENTS

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SER-IAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			DOWN MAIN DISTANT RENEWED AT 900X ON DOWN SIDE OF LINE AND REDUCED IN HEIGHT TO 18FT.	c.1. 1957
			DOWN MAIN ADVANCED STARTING RENEWED AND REDUCED TO 18FT DOWN MAIN STARTINGS BRACKET RENEWED IN STANDARD FORM (1/1/0 CENTRE BALANCED ARMS) AT 23FT, 5X NEARER S.B.	c.2. 1957
			E.T. TOKEN TO LETTERSTON JCN 1/1/0 CLOSURE OF MANOROWEN S.B. BANK ENGINE TOKEN PROVIDED. TOKEN RELEASE ADDED TO No. DOWN MAIN HOMES RENEWED AS STRAIGHT POST, DIRECTING ARM TO A.L. NOT REPRODUCED. DISC No. 9 RECOVERED, No. 10 REROUTED. LOCKING ALTERATION.	9.3. 1958
A	12.1958		16T 1/1/0 FPL BAR	NOT DONE
B	7.1959		ENGINE SHED STARTINGS BRACKET RENEWED AS SINGLE ELEVATED DISC.	
			UP MAIN HOME RENEWED & REDUCED TO 18FT.	31.3. 1964
			ALL SIGNALLING DISCONNECTED 1/1/0 ALTERATIONS TO LAYOUT. PILOT WORKING TO FISHGUARD HARBOUR.	12. 1964.
			NEW LAYOUT & LOCKING FRAME	23.5. 1965
A			SPUR ON CAR FERRY LOOP, DISC 27, BCT PROVIDED.	17.6. 1965.
B			LOCKING BETWEEN 14 & 32 ALTERED. LOCK ON 12 BY AKT REMOVED.	4.7. 1965.
-			BRICKWORKS SIDING RECOVERED.	19.7. 1965
-			LIMIT OF BANKING LAMP AT MANOROWEN RECOVERED.	8.3. 1966

## FISHGUARD & GOODWICK STATION

RECORD OF AMENDMENTS

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SER-IAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
C			LOCK ON LEVER 5 IN STATION G.F. PROVING TRAVERSER CLEAR OF LINE REMOVED.	23.5.1966
-			TURNABLE ROAD SC&P OUT OF USE.	2.4.1968
D			CAR FERRY LOOP EXTENDED AT HARBOUR END. SIGNALS 8 & 38 & ASSOCIATED DISCS REPOSITIONED 130' FURTHER FROM S.B.	28.4.1968
E			SIGNAL 38 REPLACED BY ELEVATED DISC. DISC 27 RECOVERED. LOCKING ON TEMP. SPARE 22 REMOVED.	27.11.1968
F			STOP BLOCK ON CAR FERRY LOOP REMOVED. BCT COMBINED INTO AFT	29.6.1969
-			CAR FERRY LOOP TO UP MAIN STARTING RENEWED & INCREASED TO 18FT.	6.5.1970
H			CONNECTIONS TO PLATFORMS 2, 3 & 4 AT FISHGUARD HARBOUR RECOVERED. LEVERS AT STATION G.F. BOLTED.	4.10.1971
-			UP MAIN HOME REPOSITIONED 4' FURTHER FROM S.B.	26.3.1972
G			BANK ENGINE TOKEN RECOVERED. LONG SECTION TOKEN TO UROAD 1/4W NEW S.B. AT LETTERSTON JCN	30.7.1972.
I	8.1973	SP 72/51	UP MAIN HOME REPOSITIONED 5' FURTHER FROM S.B.	6.5.1973
			LIFTING BARRIERS PROVIDED AT FISHGUARD HARBOUR	27.5.1973
			INTERLOCKING LEVER PROVIDED FOR BARRIERS	-----
J	8.1973		WARNING BELLS PROVIDED FOR BARRIERS	
-			SIGNAL 11 FITTED WITH 3FT ARM	
K			AWS PROVIDED AT DOWN MAIN DISTANT	16.11.1975

## FISHGUARD & GOODWICK STATION

RECORD OF AMENDMENTS

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SER-IAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
N			CABLE ROUTE 1/40 OVERHEADS	6.1980
O			FISHGUARD HARBOUR YARD G.F. & SIGNALLING RECOVERED.	1.4.1981
M			FISHGUARD HARBOUR NORTH G.F. RENEWED AS OPEN 1-LEVER FRAME	14.8.1981
-			ADDITIONAL LAMP REPEATERS FOR (47) (DOWN MAIN INNER HOMES)	
P		SP 82/44	TEMP. STOP BLOCK AT 287M 66CH. ALL SIGNALLING BEYOND RECOVERED. LEVERS 1.2.6.7.22.45.46.47, AA, AB, AC, AD, AE TRACK CIRCUITS OUT OF USE	7.6.1982.
			LINE TO FISHGUARD HBR REOPENED ON NEW ALIGNMENT. SIGNAL NO.7 BACK INTO USE AT 547X. AET (50X) PROVIDED. WOODEN TRAIN STAFF TO FISHGUARD HBR. CROSSING MANUALLY OPERATED. "END/ START OF ONE TRAIN WORKING" BOARD PROVIDED AT 287M 60CH.	4.7.1982
-			No.3 MILEAGE SIDING RECOVERED.	19.5.1983

L-ROAD LIGHTS @ HBR XING  
1/5/80

## FISHGUARD & GOODWICK STATION

RECORD OF AMENDMENTS

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