

SERIAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			DOWN DISTANT FIXED AT DANGER	
			DISC 19 REPLACED BY RINGED ARM SIGNAL	
			DOWN SIDING PROVIDED. (LEVERS 9.10.33 INTO USE). DISC 23 REPLACED BY BRACKET 28A/B. SIGNALS 11.26.27 PROVIDED	1915
			SIGNALS 7.8. ROUTED ADDITIONALLY TO DOWN SIDING.	? 1924
			PLATFORM STARTING SIGNALS ALTERED TO R.I.	
			DOWN DISTANT ALTERED TO YELLOW ARM & LIGHT	
		S34/ 156	G.O.K. INSTRUMENT PROVIDED.	15.4. 1935
			EAST G.F., LOOP SIDING & UP SIDING ADDED. SIGNAL 4 REPOSITIONED. DISC 22 RENUMBERED 19 (SELECTED)	22.7. 1942
			SIGNALS 28A/B RENEWED AS DOUBLE DISC.	
A			SIGNAL 27 RENEWED AS DISC.	c. 1954
B	8.1954		SIGNALS 29/32 RENEWED AS R.H BRACKET	

PEMBROKE DOCK

RECORD OF AMENDMENTS

S2203 /1/1

SERIAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
C	1.1955		E.T. TOKEN (D PATT'N) 1/4/0 E.T. STAFF. No. 4 RELEASED BY TOKEN & O.K. INSTRUMENT	NOT CARRIED OUT
-			SIGNALS 30/31 RENEWED AS R.H. BRACKET	
D			PLATFORM STARTING R.I. SIGNALS RENEWED AS STRAIGHT POSTS & DISCS	25.7.1962
			SIGNALS 11 & 19A RENEWED AS DISCS	9.9.1962
E			T.T. SIDING, DOWN SIDING, LOCO SIDING RECOVERED. LEVERS 7.8.17.18.9.10. 23.33 MADE SPARE	29.11.1963
F			SIGNAL BOX REDUCED TO G.F. ALL SIGNALS RECOVERED. LEVER 17 MADE KING LEVER RELEASED BY WOODEN TRAIN STAFF.	24.8.1966
G			LEVERS 19.20.21.24.25 MADE SPARE	15.9.1966

PEMBROKE DOCK

RECORD OF AMENDMENTS

S2203/1/2