

INSTRUCTIONS TO SIGNALMEN AT DOVEY JUNCTION BOX

METHOD OF WORKING

The Electric Token Block System applies between Machynlleth box, this box and Towyn box.

The 'No Signalman' Token System applies between this box and Aberystwyth box.

ELECTRIC TOKEN BLOCK SYSTEM

Regulation 4

* In clear weather a train may be accepted from Towyn box provided the line is clear to a point opposite the down branch advanced starting signal.

Regulation 5

* You are authorised to send the Warning Acceptance signal to Machynlleth box for a class 1, 2, 5 or 0 train provided the line is clear to the inset home signal.

'NO SIGNALMAN' TOKEN SYSTEM

* You may give a release for a token to be withdrawn from the instrument at Aberystwyth or allow a train to return from Aberystwyth provided the line is clear at this box to a point opposite the down main advanced starting signal.

The time permission is given for a train to return from Aberystwyth must be recorded in the train register.

After you have given permission for a train to return from Aberystwyth you must not allow an obstruction of the line within the clearing point until :-

- (a) the train has been brought to a stand at the up main outer home signal or
- (b) the train has passed beyond the clearing point or
- (c) the token has been replaced in the instrument at Aberystwyth.

The driver of a train which does not require to be shunted clear of the single line at Aberystwyth is authorised to return to this box without the token being passed through the instrument. Your permission will be obtained however before such a train leaves Aberystwyth provided telephone communication is available.

If telephone communication is not available, the train will return from Aberystwyth but the Driver will approach the up main outer home signal for this box cautiously.

When a train which has been shunted clear of the single line at Aberystwyth requires to occupy the single line, you will, when requested to release a token, be advised of the movements which requires to be made.

Movements between Aberystwyth Nos. 1 and 2 Ground Frames are authorised to be made without your permission being obtained.

SIGNALMEN'S GENERAL INSTRUCTIONS

Instruction 3.2

When necessary for platforming or crossing purposes a passenger train may :-

- (a) be shunted from a platform line to a loop, provided the loop concerned is unoccupied
- (b) be shunted from a loop towards the rear of another passenger train which is at a stand on a platform line. During fog or falling snow a competent person who knows where the rear of the stationary train is located must be appointed to hand signal the Driver of

the train setting back towards the rear of the stationary train.

Instruction 4.1

* The special 1s Line Clear signal, 1-3, must be used between Machynlleth box and this box for a train to and from the branch line.

OTHER INSTRUCTIONS

Working of Borth Capel Soar Level Crossing (87m 59c)

(instructions not noted)

Working of Llandre Level Crossing (89m 58c)

(see notes)

Working of Llandre Vicarage Level Crossing (90m 02c)

(not noted)

Working of Llanbadarn Level Crossing (94m 56c)

(see notes)

to be written out
from photos
when printed!

Instructions dated	25.4.82
Noted on	7.8.82 (?)
by	MRLI

* these items also applied at 13.8.1976, as noted by MRLI. (but ETB to Aberystwyth. 1-3 possibly for down branch trains only) For marking point then up main loop starting signal: