

BRITISH RAILWAYS

(WESTERN REGION)

Abolition of Cardonnel Junction Signal Box and associated alterations at Jersey Marine Junction South Signal Box

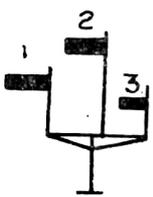
On SUNDAY, 1st OCTOBER, 1961, between the hours of 7.0 a.m. and 6.0 p.m., or until the work is completed, the Signal and Telecommunications Department will be engaged, in conjunction with the Engineering Department, in carrying out the work described hereunder:—

CARDONNEL JUNCTION

Cardonnel Junction Signal Box will cease to be a Block Post and will be taken out of use together with all its associated Signals, points, and Signalling Apparatus. In consequence, the existing " Jersey Marine Junction South—Cardonnel Junction—Neath and Brecon Junction" Absolute Block Sections will be merged and will become the " Jersey Marine Junction South—Neath and Brecon Junction" Absolute Block Section.

JERSEY MARINE JUNCTION SOUTH

The following new Signals will be brought into use:—

FORM	DESCRIPTION	POSITION	DISTANCE FROM SIGNAL BOX
<p>A</p> 	<p>1. Up Main Inner Home to Up Branch 2. Up Main Inner Home 3. Up Main Inner Home to Up R. & S.B. Goods</p> <p>Height above rail to top arm, 24ft. 9in.</p>	<p>Between Up Main and Up Siding</p>	<p>45 yards</p>
<p>B</p> 	<p>Down Main Home</p> <p>Height above rail, 22ft. 0in.</p>	<p>Down Side of Down Main</p>	<p>560 yards</p>
<p>C</p> 	<p>Down Main Distant</p> <p>Height above rail, 18ft. 0in.</p>	<p>Down Side of Down Main</p>	<p>1,760 yards</p>
<p>D</p> 	<p>1. Down R. & S.B. Goods Home 2. Down R. & S.B. Goods Home to Down Main</p> <p>Height above rail to top arm, 22ft. 6in.</p>	<p>Down side of Down R. & S.B. Goods</p>	<p>345 yards</p>

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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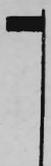
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FORM	DESCRIPTION	POSITION	DISTANCE FROM SIGNAL BOX
E	 <p>Up R. & S.B. Goods Starting</p> <p>Height above rail 18ft. 0in.</p>	Up side of Up and Down R. & S.B. Goods	140 yards
F	 <p>Down Main Limit of shunt</p> <p>Height above rail, 8ft. 0in.</p>	Down side of Down Main	

In addition New Ground Signals will be brought into use as shewn on the sketch herein and the existing Down Main Home Signal will be renamed "Down Main Inner Home."

The following existing Ground Signals will be re-routed as shewn:—

- (a) The Disc on the Up side of the Down Main at the main crossover at present reading "To Up Main" will in future read "To Up Main" or "back along the Down Main" and will display a red light in the "on" position.
- (b) The Disc on the Up side of the Up siding at present reading "To Up Main" will in future read "Along Up Siding" or "To Up Main" and will display a red light in the "on" position.
- (c) The Disc on the Down side of the Up Main at present reading "To Up R. & S.B. Goods" will in future read "To Up R. & S.B. Goods" or "back along the Up Main" and will display a red light in the "on" position.
- (d) The Disc on the Down side of the Up Branch at present reading "To Up Siding" will in future read "back along the Up Branch" or "To the Up Siding" and will display a red light in the "on" position.

The following existing Signals and Discs will be recovered:—

- (1) Up Main Inner Homes Bracket Signal.
- (2) Down Main Distant.
 Down Main Intermediate Distant } Lower arms on the posts of Car-
 Down Main Inner Distant } donnel Junction Signals which
 are being recovered.
- (3) The signal positioned on the Up side of the Up R. & S.B. Goods, 320 yds. from Signal Box.
- (4) The signal positioned on the Up side of the Up and Down R. & S.B. Goods, 265 yds. from the Signal Box.
- (5) The Ground Signal on the Down side of the Up Main, reading "To Up Siding," and the Ground Signal on the Down side of the Up Main at the main crossover, reading "To Down Main."
- (6) The Ground Signal on the Down side of the Down R. & S.B. Goods at the Down Goods safety points.

New connections will be brought into use as indicated in thick black in the sketch herein; also, the Facing Point locks and associated F.P.L. Bars on the Up Main to Up Branch facing points and on the Down Main to Down R. & S.B. Goods facing points will be recovered.

The following new Track Circuit will be brought into use:—

Line	Track Circuit in rear of	Length in Yards	Position of Diamond Sign	Function locked Electrically when track circuit is occupied
Down Main	Down Main Home (BB)	200	On Signal	Neath and Brecon Junction Down Starting Signal

Track Circuit controls Block but no V.O.L. switch provided

The "Line Clear Release" on the Down Main Advanced Starting Signal will be recovered.

In future, the Up R. & S.B. Goods Line between Jersey Marine Junction South and Dynevor Junction Signal Boxes will be worked under the "Permissive" Block System. The appropriate Block Instruments will be brought into use in the Signal Boxes.

Occupation of the Locking Frame will be required for the purpose of altering and testing the locking.

District Inspector Evans, Neath (Riverside), will arrange the appointment of any necessary handsignalmen during the time the work is in progress (also arrange for the safe working of the lines) in accordance with the provisions of Rule 77.

J. F. M. TAYLOR

District Traffic Superintendent

SWANSEA.

26th September, 1961.

(WW. 15655)

2600

Received copy/copies of Mr. Taylor's Notice No. WW.2177, dated 26th September, 1961, re Abolition of Cardonnel Junction Signal Box, etc., Sunday, 1st October, 1961.

.....DEPT.STATION
DATESIGNATURE
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 SWANSEA (WW. 15655)

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JERSEY MARINE JUNCTION SOUTH

