

BRITISH RAILWAYS – WESTERN REGION

(For the use of employees only)

Notice to Enginemen, Guards, etc.**INTRODUCTION OF STAGE 4****(St. Fagans to Llantrisant West)****of the Cardiff Multiple Aspect Signalling Scheme****SATURDAY to MONDAY, 23rd to 25th APRIL, 1966**

Between the hours of 2315, Saturday, 23rd, and 2000, Sunday, 24th April, 1966, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in introducing the fourth stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting from St. Fagans to Llantrisant West.

Signal aspects, signal identification plates and A.W.S. ramps will be generally in accordance with the description on pages 18 to 22 of the Regional Appendix except as subsequently modified by Rules 44 (A) and 55 (g).

Signal Boxes to be taken out of use

The following signal boxes will be taken out of use together with all existing signalling worked therefrom (subject to what is stated in "Alterations to layout", below):—

Peterston West Pontsarn Crossing Llantrisant East

Other Alterations to existing signal boxes, etc., and Signalling**St. Fagans**

The signal box will be renamed St. Fagans Ground Frame. The existing Up Main Distant (SF44) will be recovered and all remaining signals controlled by the signal box will, in future, be controlled from Cardiff with appropriate changes in signal identification numbers. The level crossing gates will be released from Cardiff.

St. Georges Crossing Ground Frame

The ground frame will be renamed St. Georges Ground Frame and will remain to work the level crossing gates, subject to release from Cardiff. All existing signals will be recovered.

Miskin Crossing

The signal box will be renamed Miskin Ground Frame and will remain to work the level crossing gates, subject to release from Cardiff. All existing signals will be recovered.

Llantrisant West

The signal box will be renamed Llantrisant West Ground Frame. All existing semaphore signals will be recovered. Existing multiple aspect signals controlled from the signal box will in future be controlled from Cardiff with appropriate changes in signal identification numbers. The level crossing gates and points will be released from Cardiff.

At the above ground frames, switches are provided for the release of the gates during failure and for the placing of the protecting signals to danger in an emergency.

Alterations to Layout

- (i) Runaway catch points will be provided as shown in heavy print on attached sketch.
- (ii) The Up Goods Loop and Down Goods Loop between Pontsarn and Miskin Crossing signal boxes will be reduced in capacity by the repositioning of the connections leading to and from the Main Lines at present worked from Pontsarn Crossing.
- (iii) At Peterston the existing Up Goods Loop will be recovered.
- (iv) At Miskin Crossing, the existing trailing crossover will be recovered.
- (v) At Llantrisant East, all connections other than those shown on the attached sketch will be recovered.

SIGNALLING RECORD SOCIETY

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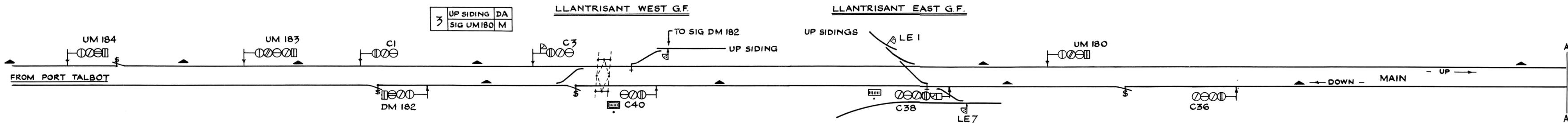
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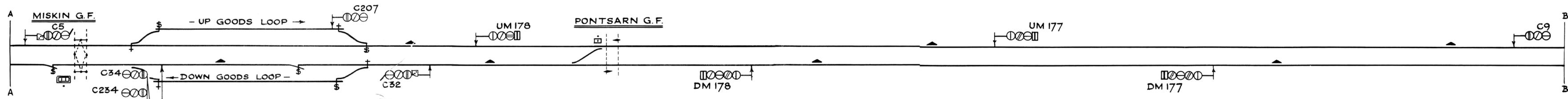
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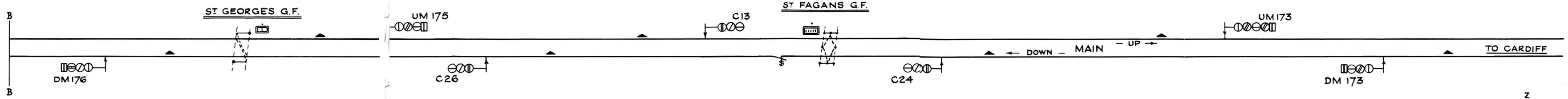
3	UP SIDING	DA
	SIG UM180	M

38	UP SIDINGS	DA	US
	SIG 40	M	-

5	SIG 207	M	Pos 1
	SIG UM178	M	-



SIG 34	M
SIG 234	M/Pos 1



KEY TO SYMBOLS

- ▲ A.W.S. RAMP
- ⊠ POSITION LIGHT
- ROUTE INDICATOR
- Pos 1 - Pos 6 JUNCTION INDICATOR POSITION

TELEPHONES - PROVIDED AT ALL MULTIPLE ASPECT COLOUR LIGHT STOP SIGNALS

SIGNAL ASPECTS

- ⊙ GREEN
- ⊗ YELLOW
- ⊖ RED

SIGNAL NUMBER	DESTINATION	ASPECT	ROUTE INDICATION

M - MAIN ASPECT
DA - DRAW AHEAD