

BRITISH RAILWAYS – WESTERN REGION

(For the use of employees only)

Notice to Enginemen, Guards, etc.

Introduction of Stage 2 (Penarth Curve North to Radyr Quarry Junction) of the Cardiff Multiple Aspect Signalling Scheme

SATURDAY and SUNDAY, 11th and 12th DECEMBER, 1965

Between the hours of 2200 Saturday, 11th, and 2200 Sunday, 12th December, 1965, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in introducing the second stage of this scheme and will bring into use multiple aspect colour light signalling and continuous track circuiting on the Up and Down lines between Penarth Curve North and Radyr Quarry Junction.

Signal aspects, signal identification plates and A.W.S. ramps will be generally in accordance with the description on pages 18, 19, 20, 21, and 22 of the Regional Appendix, except as subsequently modified by Rules 44 (A) and 55 (g).

Signal Boxes to be taken out of use

Ely Paper Mills and Waterhall Junction Signal Boxes will be taken out of use and all signalling controlled from these boxes will be recovered.

Signals to be Recovered

At Penarth Curve North the Up Radyr Outer Advanced Starting Signal, the From Radyr Home Signal, the From Radyr Intermediate Home Signal and the From Radyr Distant Signal will be recovered.

At Radyr Quarry Junction the Up Distant Signal will be recovered.

Alterations to Layout

The connections between the Main Lines and Shunting Spur at Penarth Curve North will be remodelled and the existing double disc repositioned as shown on the attached sketch.

Operation of Siding at Ely Paper Mills

The siding on the Up Side of the line at Ely Paper Mills will be operated by a ground frame released from Penarth Curve North. Trains leaving the siding will travel down the Up Main to Penarth Curve North. The instructions for working Ground Frames operated by interlocking lever at Signal Box and Key Release Instrument at Ground Frame, on page 138 of the Regional Appendix will apply except that the first sentence of paragraph four will read "Signalman must observe that the special indicator associated with the Ground Frame indicates "Ground Frame Normal".

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Occupation of the Locking Frame

Occupation of the locking frame at Penarth Curve North will be required for the purpose of altering and testing the locking.

Track Circuits

Existing track circuits will be re-arranged or re-named and new track circuits brought into use giving continuous track circuiting on Up and Down lines between Penarth Curve North and Radyr Quarry Junction.

Block Arrangements

Track Circuit Block working will apply on the Up and Down lines between Penarth Curve North and Radyr Quarry Junction and a block bell will be provided for train description.

Telephones

Telephones giving exclusive communication with the signalman at Penarth Curve North will be provided at signals DT, PN88 and PN7, and at Ely Paper Mills Ground Frame.

Telephones giving exclusive communication with the signalman at Radyr Quarry Junction will be provided at signals RQ6I and UT2.

Occupation Arrangements

Block telegraph working over the Up and Down main lines between Radyr Quarry Junction and Penarth Curve North will be suspended at the commencement of the occupation and Block Regulation 25 (a) (iii) will apply.

At Radyr Quarry Junction the Down Main advanced starting signal will be maintained at danger. Signal post telephone provided.

Signal RQ6I (Up Main Home) will function normally; signal post telephone will be brought into use.

At Penarth Curve North the Up Main (to Radyr) advanced starting signal will be maintained at danger.

Signal PN88 (Down Radyr Home) will exhibit a red indication at the commencement of the occupation, but will be worked after testing. Signal post telephone provided.

Special Train Arrangements

Engine to leave Canton Diesel Depot at 6.30 a.m., run to Cogan, pick up brake van, crane, open and brake van. Leave Cogan 7.0 a.m., and proceed to Maindy Bridge, thence to Radyr Quarry Junction, Leckwith Junction and St. Fagans, recovering redundant signals, between trains.

Cardiff Canton Enginemmen, Newtown Guard.

District Inspector Fry to make all arrangements for safe working, including the appointment of the necessary handsignalmen in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

R. C. HILTON,
Divisional Manager

1st December, 1965
Cardiff (Extn. 2470)

3712/65

Received copy of Notice W.W. 205 re Introduction of Stage 2 of Cardiff Multiple Aspect Signalling Scheme—Penarth Curve North to Radyr Quarry Junction.

.....DateSignature

.....Dept.Station

To: Divisional Manager, Cardiff (WW/PWS/39)

