

BRITISH RAILWAYS WESTERN REGION





(For the use of Employees only)

SIMPLIFICATION OF LAYOUT AND SIGNALLING—CENTRAL WALES LINE

Between the hours of **22.00 SATURDAY, 11th, and 23.00 SUNDAY, 12th DECEMBER**, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in carrying out the following work between Craven Arms Crossing and Llandrindod Wells, which involves creating a single line section throughout to be worked under modified train staff and ticket regulations:

AT CRAVEN ARMS CROSSING (Sketch 1)

New Signals

Form	Description	Position	Distance from Signal Box
A 	Up Main Distant The height of the new	Up side of Up Main Line signal will be 12ft. 0 in.	2,984 yds.
B 	Up Main Home The height of the new	Up side of Up Main Line signal will be 18ft. 0 in.	1,211 yds.
C 	Up Branch Home The height of the new	Up side of Up and Down Branch Line signal will be 18ft. 0 in.	1,213 yds.
D 	Down Main Advanced starting The height of the new	Down side of Down Main Line signal will be 18ft. 0 in.	821 yds.

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
	Up Main Intermediate Home The height of the new	Up side of Up Main Line	355 yds. signal will be 18ft. 0 in.
	1. Down Main Starting 2. Down Main Starting to Up Main The height of the new	Down side of Down Siding	270 yds. signal will be 24ft. 9 in.
	Down Main Distant The height of the new	Down side of Down Main Line	2,840 yds. signal will be 12ft. 0 in.

The existing Up Branch Distant for Craven Arms Junction signal box will become the Up Branch Distant for Craven Arms Crossing signal box.

The disc routed from Up Main to Down Sidings or Down Main will additionally be routed to Up Siding and will exhibit a red arm and light.

The Down Main Inner Home will be renewed on the same site at a reduced height of 18ft. 0in.

The existing Up Main Home will be renamed "Up Main Inner Home."

The following existing signals will be recovered:—

- Up Main Distant
- Up Main Inner Distant
- Up Main Inner Distant Banner Repeater
- Up Branch to Up Main Distant
- Down Main Distant
- Disc reading from Up Main to Up Sidings

New connections will be **brought into use** in accordance with attached Sketch I.

A new 3-lever ground frame, to be known as "Craven Arms Station Ground Frame," will be **brought into use** at approximately 20m. 1ch., situated at the Hereford end of Up Main Platform, operating the spring slotted facing connection and signal (E) from Up Main to Branch. The signal will be situated on the Up side of the Up Main line, adjacent to the Ground Frame at a height of 18ft. 0in. The new ground frame will be released by key from release instrument controlled by control instrument in the signal box. A telephone will be provided.

The existing Craven Arms Siding Ground Frame will be controlled from Craven Arms Crossing signal box. A telephone will be provided.

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

The following track circuits will be **brought into use**:—

Branch

- In rear of Up Home signal (AAT)
- In advance of Up Home signal (ABT)

Up Main

- In rear of Home signal (BBT)
- In advance of Home signal (BCT)
- In rear of Intermediate Home signal (BET)
- In advance of Intermediate Home signal through facing points to Down Main (BFT), to hold F.P.L.'s 5 in the reverse position. An emergency release plunger will be provided.

Down Main

- In advance of Starting Bracket signal through facing connection to Up Main (CGT), to hold F.P.L.'s 5 in the reverse position. An Emergency release plunger will be provided.

In the rear of Advanced Starting signal (CHT).

The Up Main Starting and Down Main Advanced Starting signals will be released by Line Clear of the "One pull when berth track occupied" feature.

One acceptance blocks will be introduced on the Up and Down Main Lines.

At Craven Arms Junction

The signal box and all remaining associated signalling will be recovered.

At Broome

The Up Platform will remain.

At Hopton Heath

The signal box, together with all its associated signalling equipment will be recovered.

The Down Platform will remain.

At Bucknell

The signal box, together with all its associated signalling equipment, will be recovered.

The Down Platform will remain.

The level crossing gates will be operated by a Crossing Keeper.

"Sound Whistle" boards and "Stop" lamps will be provided on the Up and Down side of the crossing. Lamps and targets will be retained on the gates.

At Knighton No. 1

The signal box, together with all its associated signalling equipment, will be recovered.

At Knighton No. 2

The signal box, together with all its associated signalling equipment, will be recovered.

The Down Platform will remain.

At Dolau

The level crossing gates will be operated by a Crossing Keeper, the signals being retained.

"Sound Whistle" boards will be provided on the Up and Down side of the crossing. Lamps and targets will be retained on the gates.


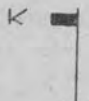
At Penybont Station

The signal box, together with all its associated signalling equipment, will be recovered.

At Llandrindod Wells (Sketch 2)

The signal box will be reduced in status to a Ground Frame and named "Llandrindod Wells Crossing Ground Frame."

The following new lower quadrant signals will be **brought into use**:—

Form	Description	Position	Distance from Signal Box
	Down Main Home The height of the new	Down side of single line signal will be 18ft. 0 in.	305 yds.
	Down Main Inner Home The height of the new	Down side of Down Main line signal will be 18ft. 0 in.	20 yds.

A new stop lamp (L) will be provided in accordance with Sketch 2.

The following existing signals will be recovered:—

Down Main Home

Down Main Starting

Disc reading from Down Refuge Siding to Up Main

Disc reading from Up Main to Down Refuge Siding, or Down Main or Up Refuge Siding

Disc reading from Up Refuge Siding to Up Main

A new connection will be **brought into use** in accordance with attached Sketch 2.

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

Block Sections will be amended as follows:—

Existing

Craven Arms Crossing—

Craven Arms Junction

Craven Arms Junction—Onibury

New

Craven Arms Crossing—Onibury

Craven Arms Junction—

Hopton Heath

Hopton Heath—Bucknell

Bucknell—Knighton No. 1

Knighton No. 1—Knighton No. 2

Knighton No. 2—Penybont

Penybont—Llandrindod Wells

Craven Arms Crossing—

Llandrindod Wells

The new section will be worked under modified train staff and ticket regulations

Train Staff and Ticket Arrangements

See Sectional Appendix Instructions for working arrangements, as included in Section "D" of appropriate issue of K.2/- Notice.

Telephones for Train Signalling and Emergency Arrangements

The signalling of trains on the new train staff and ticket sections will be by means of train messages over G.P.O. telephones (ex Directory), which will be installed as follows:—

Station or Signal Box	Telephone No.	For Train Signalling, etc.	For Emergency Purposes
Craven Arms Crossing	Craven Arms 3256	In Signal Box	
Broome	Little Brampton 348		Up Platform
Hopton Heath	Bedstone 225		Down Platform
Bucknell	Bucknell 215		Down Platform
Knighton	Knighton 342		Down Platform*
Dolau	Dolau 223		Down Platform
Penybont	Penybont 204		Up Platform*

*—Amendment to Notice W.W. 195.

The telephones on platforms will be located in cabinets fitted with B.R.1 standard pattern locks, the keys of which must be in the possession of all Trainmen working over this section.

Particulars of the applicable G.P.O. telephone numbers, together with dialling instructions will be given on a card in each cabinet and also advised to signalling control points.

Withdrawal of Telephones from "Accommodation" Crossings

The telephones from Adley Moor and Weston Crossings to Bucknell Signal Box and from Sunnybank Crossing to Llandrindod Wells Signal Box will be withdrawn.

Lighting of Platforms

The following arrangements will apply:—

There will be no lighting at the following Stations, which are additional to those shewn in Notice W.W. 195:—

Hopton Heath Bucknell Knighton Penybont

A white line has been painted along the platform edge to meet Ministry of Transport requirements.

District Inspectors Evans and Chidlow 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)

3780/65

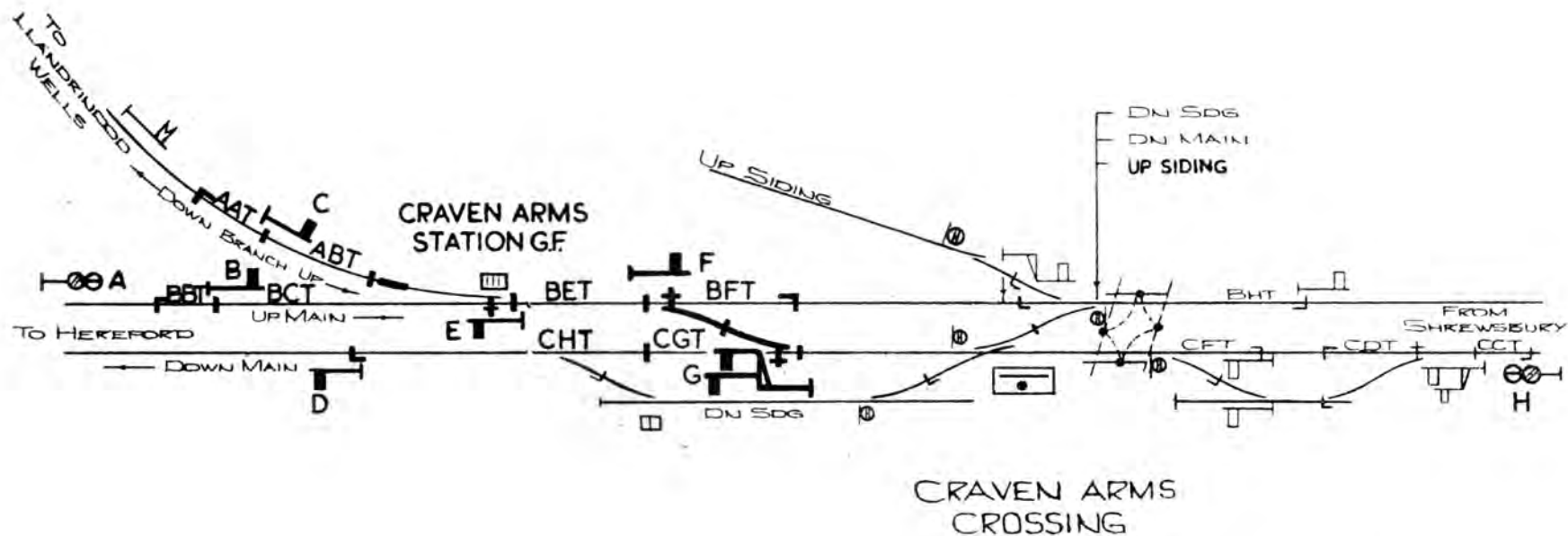
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SIMPLIFICATION OF SIGNALLING—CENTRAL WALES LINE

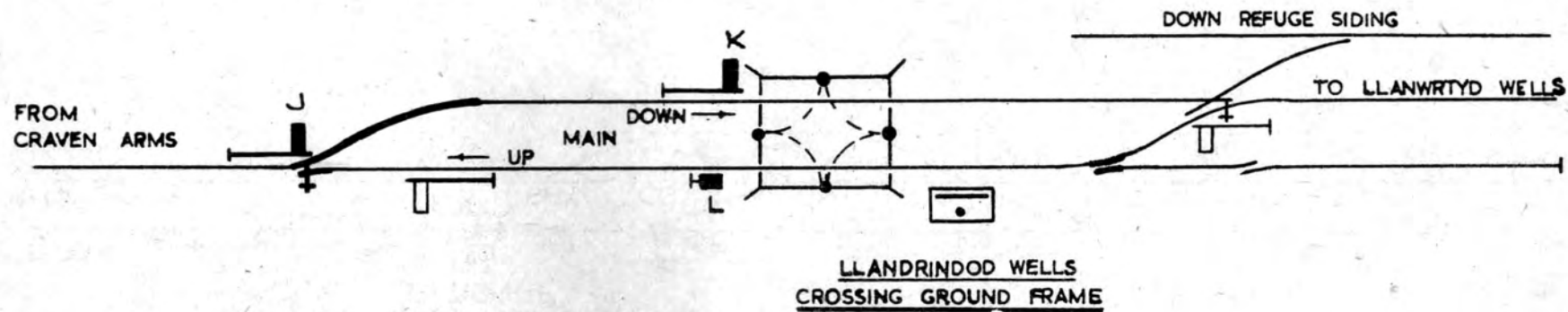
I have received copy/copies of Notice No. W.W. 206, dated 1st December, 1965.

.....DateStation
.....Dept.Signature

R. C. Hilton, Esq.,
Room 351,
Marland House, Cardiff.



SKETCH 1



SKETCH 2.