

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 shewn 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 shewn on the attached sketch will be recovered.

SIGNALLING RECORD SOCIETY

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Cowbridge Branch

Ground Frames

Pontsarn Level Crossing

Whistle Boards will be provided as under:—

Up Main: 292 yards and 166 yards before reaching the crossing.

A.W.S. Ramps

Point Machines

All points shown on the attached sketch except spring points and ground frame worked points will be operated by electric point machines, Westinghouse Brake and Signal Company's Style M.3.

Relevant instructions for emergency operation are given on pages 139 and 140 of the Regional Appendix.

Block Arrangements

Telephones

Telephones, communicating with Cardiff signal box, will be provided at:—

- (i) All multiple aspect signals having the prefix "C".
- (ii) All automatic and semi-automatic signals on Up Main and Down Main lines on the Cardiff side of Llantrisant West.
- (iii) All ground frames.
- (iv) All hand crank release instruments.
- (v) Pontsarn accommodation crossing.
- (vi) At both the Up side and the Down side barrier at Pontsarn level crossing.

Train Description

Locking Frames

Occupation and Special Train Arrangements

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

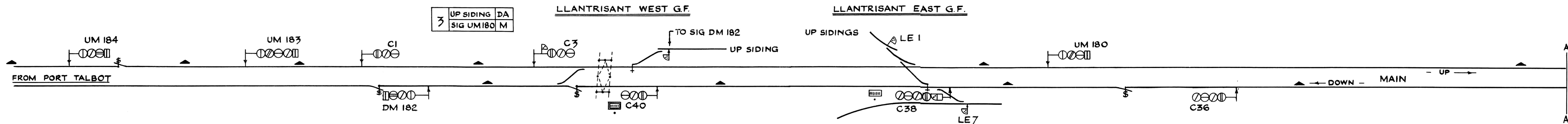
PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW

R. C. HILTON

Divisional Manager

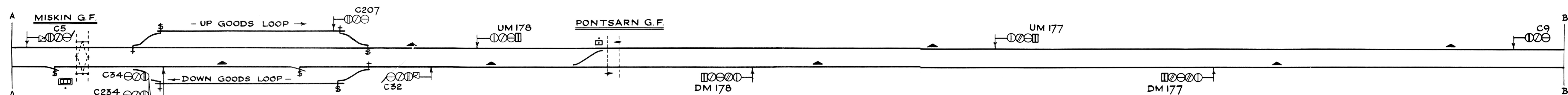
12th April, 1966
Cardiff (Extn. 2470)

OP J7907

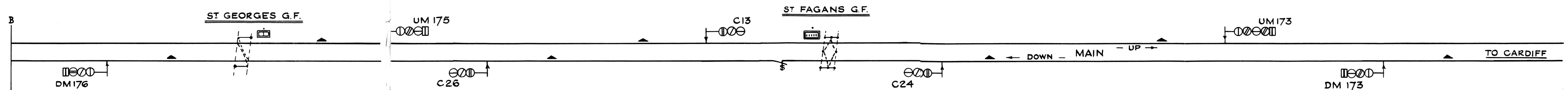


5	SIG 207	M/DA	Pos 1
	SIG UM178	M	-

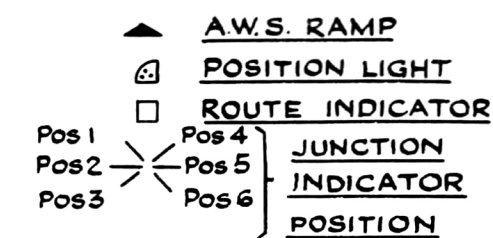
38	UP SIDINGS	DA	US
	SIG 4-0	M	-



SIG 34	M	
SIG 234	M/DA	Pos 1



KEY TO SYMBOLS



TELEPHONES - PROVIDED AT ALL
MULTIPLE ASPECT
COLOUR LIGHT STOP
SIGNALS



SIGNAL ASPECTS

SIGNAL NUMBER	DESTINATION	ASPECT	ROUTE INDICATION

M - MAIN ASPECT
DA - DRAW AHEAD