PRIVATE and not for Publication NOTICE No. WW. 234

# BRITISH RAILWAYS – WESTERN REGION

# Llandilo Junction Amalgamation Scheme

## STAGE II

**(For the use of employees only)**

Between the hours of 22.00 Saturday, 19th November and 12.00 Monday, 21st November, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following works:—

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

| Form | Description | Position | Distance from Signal Box |
|---|---|---|---|
| A<br>1 2 | (1) Down Branch Home<br>(2) Down Branch Home to Genwen Loop<br>The height of the new Signal will be 22ft. 6in.<br>A telephone to the Signal Box will be provided on the Signal | Down Side of Down Branch | 1,283 yards |
| B | Down Branch Distant<br>The height of the new Signal will be 12ft. 0in.<br>The associated A.W.S. ramp will be provided 200 yards in rear of Signal | Down Side of Down Branch | 1,891 yards |

**C** The existing Genwen Junction Up Relief Starting to Up Branch Signal will be repositioned 100 yards nearer Llandilo Junction on the same side of the line and without alteration to height or form. This signal will be operated from Llandilo Junction East Signal Box and renamed the Up Relief Advanced Starting to Up Branch Signal.

**D** The existing Genwen Junction Up Branch Home Signal will be operated from Llandilo Junction East Signal Box and renamed the Up Branch Starting Signal.

**E** The existing elevated disc situated at the connection from Genwen Loop to Down Branch and at present operated from Genwen Junction Signal Box will be operated from Llandilo Junction East Signal Box and a telephone to that Signal Box will be provided.

**F** A Limit of Shunt Lamp will be provided on the Down side of the Down Branch line, 1,410 yards from the Signal Box, to terminate Up direction shunting movements on the Down Branch Line.

The existing Up Branch Starting Signal will be recovered.

A telephone to the Llandilo Junction East Signal Box will be provided on the Down side of the Down Branch, a train's length in rear of Down Branch Inner Home Bracket Signal.

The existing Down Branch Homes Bracket Signal will be renamed the Down Branch Inner Homes Signal.

The Up Branch Starting Signal and the Up Relief Advanced Starting to Up Branch Signal will be released by Line Clear and will incorporate the "One Train" feature.

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

Up Relief: (1) In advance of the Up Relief Advanced Starting to Up Branch Signal through the facing catchpoint and spring point in Up Branch (BDT).

Up Branch: (1) In advance of the Up Branch Starting Signal through the diamond in the Up Branch (BCT).

Down Branch: (1) In rear of Down Branch Homes Bracket Signal to Down Branch Distant A.W.S. ramp (DCT).

(2) Immediately in rear of Down Branch Homes Bracket Signal (DDT).

(3) In advance of Down Branch Homes Bracket Signal through the facing connection to the Genwen Loop (DET).

The existing track circuit (DFT) in rear of the Down Branch Inner Homes Bracket Signal will be extended back to butt up to the new track circuit (DET).

The existing track circuit (BBT) in rear of the existing Up Branch Starting Signal will be extended up to the new Branch Starting Signal (former Genwen Junction Up Branch Home Signal).

# SIGNALLING RECORD SOCIETY

# www.s-r-s.org.uk

# DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the Archivist in the first instance.

For a list of PDFs currently available visit the Archives pages of the SRS Web Site.

If you have benefited from this PDF copy, why not join the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS books and other publications at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

www.s-r-s.org.uk/membform.html

**At Genwen Junction**

The Signal Box and all associated signalling apparatus will be recovered, with the exception of the signals previously described. All connections will be retained but power operated from Llandilo Junction East Signal Box, with a hand generator standby, except the trailing connection from Up Branch to Up Relief, which will be converted to spring operation and the Branch crossover with slip connection to Rees Industries Private Siding, which will be taken out of use.

**At Bynea**

The Signal Box and all associated apparatus will be recovered.

The trailing connection from Down Branch to Steelworks will be clipped and padlocked out of use.

**At Llangennech Sidings**

The Signal Box and all associated signalling will be recovered.

The existing connection from Up Sidings to Admiralty Private Sidings will be converted to hand operation.

**At Llangennech Station**

The Signal Box and all associated signalling apparatus will be recovered.

A new two-lever ground frame to be known as "Llangennech Ground Frame" will be provided on the Down side of the Down Branch at 2 miles 63.3 chs.

It will operate the connections formerly operated from Llangennech Station Signal Box.

The Ground Frame will be electrically released from Morlais Junction Signal Box and a telephone to that Signal Box will be provided. "Shut in" facilities will also be provided.

In connection with the "Shut in" requirements of Llangennech Ground Frame the following new track circuits will be **brought into use:—**

Up Branch: (1) Immediately ahead of the trailing connection to the Up Siding.

Down Branch: (2) Immediately ahead of the trailing crossover.

**At Morlais Junction**

The Up Main Distant Signals will be moved to the top of the post and the Associated A.W.S. ramp repositioned 440 yards to the rear of the signals.

The Up Main and Down Branch advanced Starting Signals will be released by line clear and will incorporate the "One Pull after berth track circuit occupied" feature.

Sequential locking and Home and Distant interlinking will be provided on the Up and Down Main and Branch Lines.

---

The existing block sections:—

Llandilo Junction East—Genwen Junction—Bynea—Llangennech Sidings—Llangennech Station—Morlais Junction

will become:—

Llandilo Junction East—Morlais Junction.

District Inspector Evans 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*

7th November, 1966
Cardiff (Ext. 2473)

QP K2586

3400

---

**LLANDILO JUNCTION AMALGAMATION SCHEME — STAGE II**

I have received copy/copies of Notice No. WW. 234, dated 7th November, 1966.

.....Date .....Station

.....Dept. .....Signature

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

# LLANDILO JCN
## (STAGE II)