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BRITISH RAILWAYS

WESTERN REGION

AMALGAMATION OF SIGNALBOXES, CARMARTHEN.

Between the hours of 08.00 Saturday 22 April and 1800 hours Thursday 27 April 1972 or until completion, the Chief Signal & Telecommunications Engineer and the Divisional Civil Engineer will be carrying out the following work:-

Multiple Aspect Colour Light signalling will be introduced in accordance with the enclosed diagram.

A new Down Sidings Starting to Down Main Semaphore signal will be provided, situated on the down side of the Down Sidings, 97 yds from Carmarthen Junction Signal Box. The height of the new signal will be 13 feet.

New ground discs will be brought into use as shown on the enclosed diagram, routed as follows:-

Ground Disc	Routed to
A	Up Main Down Main Down Goods Loop Down Sidings
B	Down Goods Loop Down Sidings
C	Spur Siding

The following Signal Boxes will be closed, and all semaphore signalling recovered:-

Carmarthen Station
Carmarthen Bridge

At Carmarthen Junction.

The existing ground discs, marked D.E. & F. on the enclosed diagram will be routed as follows:-

D	Up Main Down Main.
E	Down Main Down Branch.
F	Down Goods Loop.

All semaphore signals, except those shown on the enclosed diagram, will be recovered.

At Llanstephan Crossing.

The Down Main lower arm distant signal will be recovered.

Continued

SIGNALLING RECORD SOCIETY

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PERMANENT WAY ALTERATION.

A new catchpoint will be brought into use in the Up Platform line at approximately 245m 65ch., as shown on the enclosed diagram.

A new facing connection from Down Goods Loop to Down Main at approximately 245m. 18ch. will be brought into use as shown on the enclosed diagram.

The following catchpoints will be recovered:-

At Carmarthen Junction, in the Down Main (approximately 245m. 13 ch.)

At Carmarthen Bridge, in the Up Main (approximately 245m. 29 ch.)
and in the Up CNW (approximately 245m. 29 ch.)

The existing trailing connection at Carmarthen Station, from Back Platform line to Up Siding will be converted to hand operation

GROUND FRAMES

New Ground Frames will be brought into use as follows:-

Carmarthen Station Ground Frame (245m.70Ch) working the connection from Down Platform line to Pencader line, together with the new catchpoint in the Up Platform line. Carmarthen Down Sidings Ground Frame (245m. 44ch.), working the connection from Down Platform line to Down Siding. Carmarthen Up Sidings No. 1 Ground Frame (245m. 32ch.) working the connection from Up Branch to Up Siding. Carmarthen Up Sidings No. 2 Ground Frame (245m. 43ch.) working the connection from Up Platform line to Up Siding. Carmarthen Bridge Ground Frame (245m. 29ch.), working the crossover between Up and Down CNW lines.

Note. Carmarthen Station Ground Frame will not be brought into use until 16.00 hours on Thursday 27 April 1972.

Each of these ground frames will be released by Annett's Key, held in a release instrument at the ground frame and controlled from Carmarthen Junction Signal Box.

ALTERATION TO BLOCK WORKING.

The following existing block sections will be recovered:-

Carmarthen Junction - Carmarthen Station.
Carmarthen Junction - Carmarthen Bridge.
Carmarthen Bridge - Carmarthen Station.
Carmarthen Bridge - Llanstephan Crossing.

A new block section worked by the 'Compulsory Train on Line' method, will be introduced between Carmarthen Junction and Llanstephan Crossing.

A.W.S.

A.W.S. inductors will be provided as shown on the enclosed diagram.

POWER OPERATED POINTS.

With the exception of those mentioned under "Ground Frames" and other existing hand operated connections and all connections in the Carmarthen Junction Signal Box area, all other points shown on the diagram will be operated by point machines of the electrohydraulic clamp lock type. Special keys for the emergency operation of these points will be located in sealed boxes in Carmarthen Junction Signal Box and in the Movements Supervisors Office at Carmarthen Station.

Special instructions for the emergency operation of Rail Clamp locks have been issued separately.

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TELEPHONES

Telephones giving exclusive communications with the signalman at Carmarthen Junction Signal Box will be provided at all running signals capable of displaying a red aspect.

Automatic telephones will be provided at the following points

All Ground Frames.
Carmarthen Junction - on down side near
catchpoint in Down Goods Loop.

Communication with the signalman at Carmarthen Junction can be obtained from these telephones by dialling 5142

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

PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW.

10 April 1972
Cardiff (Ext: 2473)

E.R.Williams
Divisional Manager.

AMALGAMATION OF SIGNAL BOXES, CARMARTHEN.

I have received copy/copies of Notice W.W. 371 dated 10 April 1972, in connection with the above.

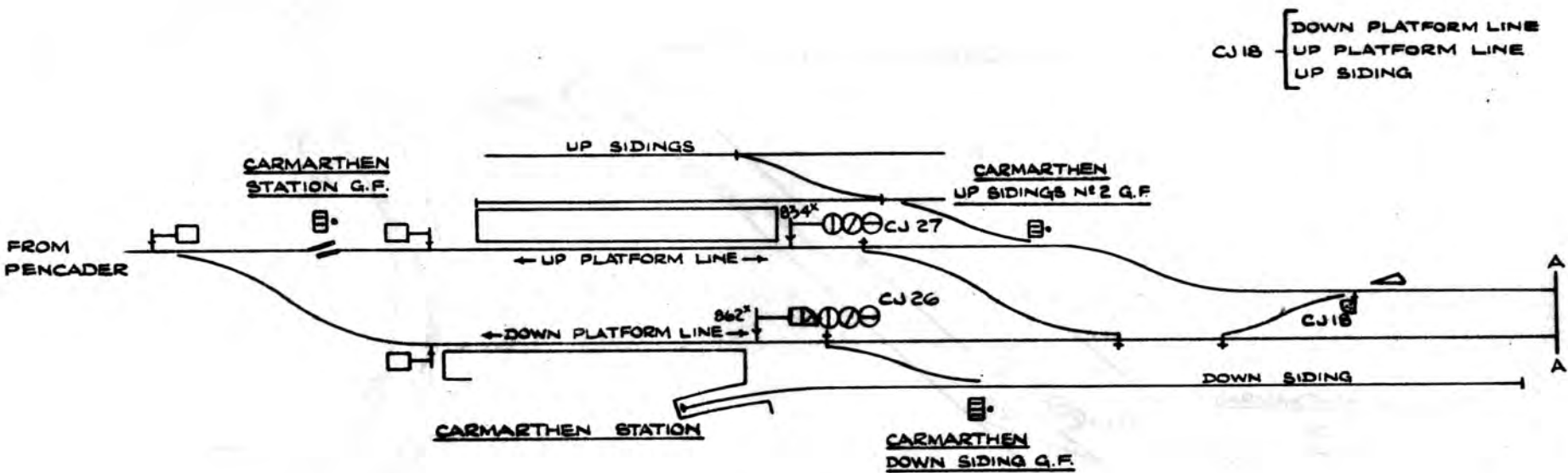
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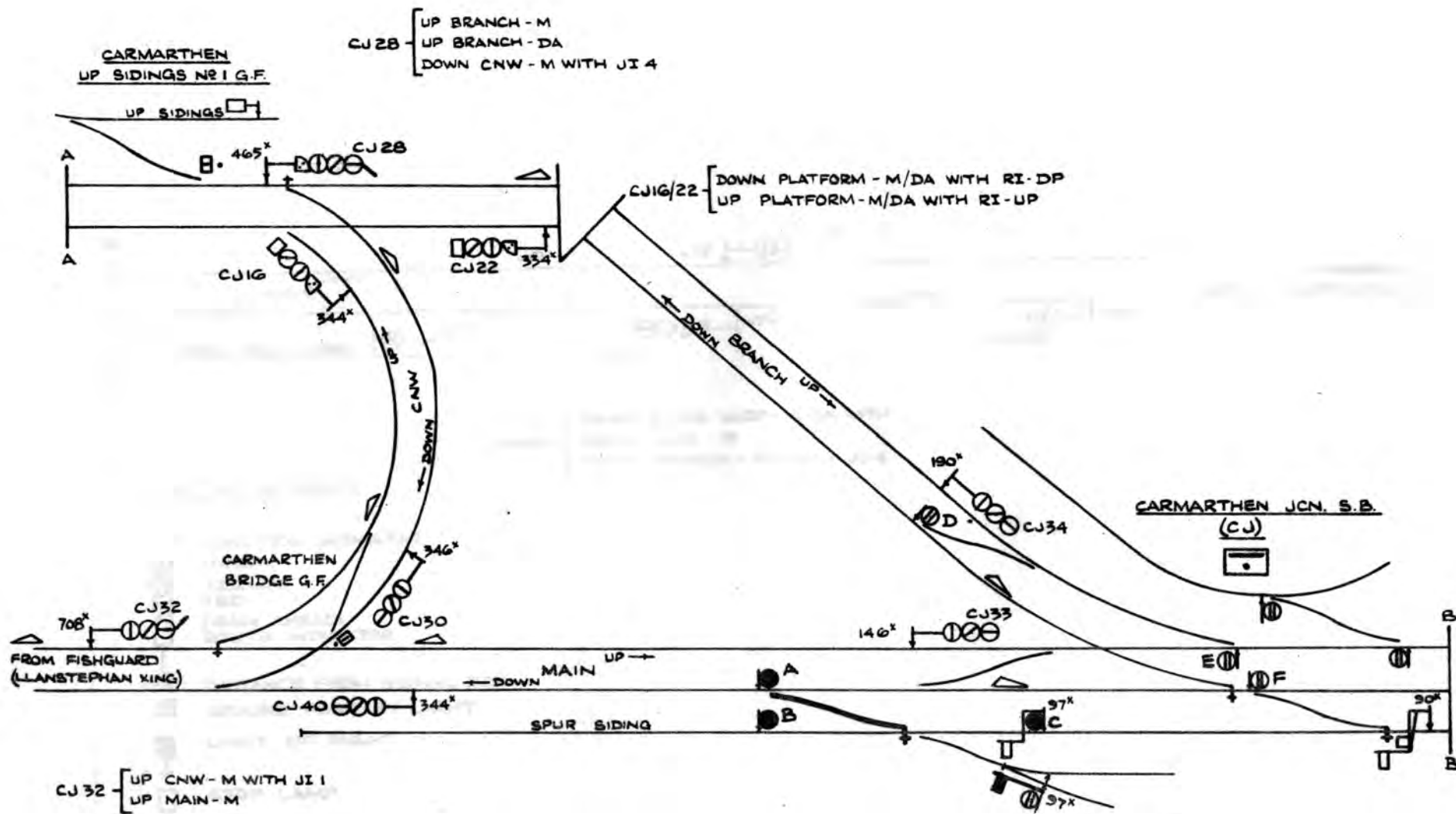
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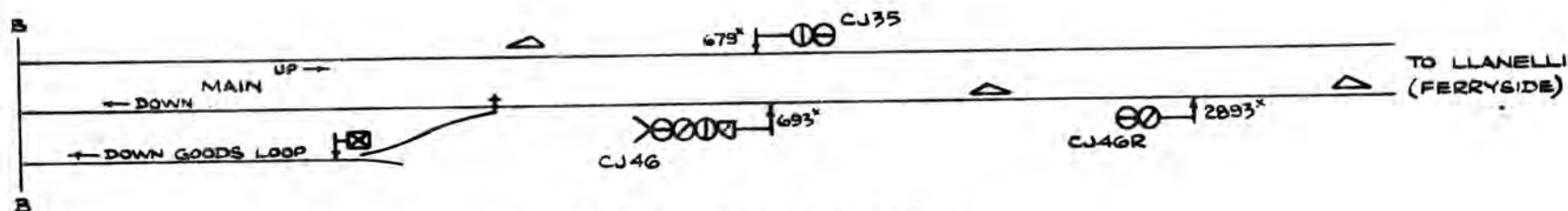
E.R.Williams, Esq.,
C.P. 16, Room 351,
Marland House.



CJ 18 {
DOWN PLATFORM LINE
UP PLATFORM LINE
UP SIDING

CJ 26 {
UP BRANCH - M
DOWN SIDING - DA WITH RI-DS





CJ46 {
 DOWN GOODS LOOP - M/DA WITH JI 1
 DOWN MAIN - M
 DOWN BRANCH - M WITH JI 4

KEY TO SYMBOLS

- JUNCTION INDICATOR
- GREEN
- YELLOW
- RED
- DRAW AHEAD ROUTE INDICATOR
- 123^x DISTANCE FROM SIGNAL BOX
- GROUND POSITION LIGHT
- LIMIT OF SHUNT
- STOP LAMP
- AWS INDUCTOR
- CJ CARMARTHEN JUNCTION