

BRITISH RAILWAYS - WESTERN REGION
(for the use of employees only)

NOTICE TO TRAINMEN, ETC. - SIGNALLING AND PERMANENT WAY ALTERATIONS

CARMARTHEN JUNCTION

Staff of the R.S. & T.E. and R.C.E. departments will be engaged in resignalling works from 1610 hours, Saturday 9.2.85 to 2000 hours, Saturday 16.2.85.

On completion the following arrangements will apply:-

1. **SIGNALLING**

New signalling and alterations to existing signalling are shown in heavy type on the following diagram.

All signalling will be controlled from Carmarthen Junction (CJ) signal box.

Unigate No. 2 ground frame and associated equipment, controlling the trailing crossover at Llanstephen, will be removed.

Signal No. 5 (formerly Nos. 15/32) will be repositioned approximately 180 yards further from the signal box. Signal No. 3 (formerly No. 10) will be repositioned approximately 250 yards further from the signal box.

2. **PERMANENT WAY**

A new layout will be brought into use as shown in heavy type on the following diagram. The existing Up Branch line between Carmarthen Junction and P. & T. Loop Junction and the existing Up CNW line between P. & T. Loop Junction and Carmarthen Bridge Junction will become the Down/Up Branch and Down/Up CNW Single lines respectively. The former Down Branch and Down CNW lines will be taken out of use pending removal.

The trailing crossover between the Down and Up Main lines at 245m. 66ch. (Llanstephen) will be secured out of use pending removal.

3. **SYSTEMS OF SIGNALLING ON DOUBLE AND SINGLE LINES**

The existing system of signalling will apply on the Down and Up Main lines.

The Single lines from Carmarthen Junction to Carmarthen Station and from Carmarthen Bridge Junction to Carmarthen Station will be worked by the Track Circuit Block system.

4. **TELEPHONES**

Each signal capable of displaying a main 'stop' aspect will be provided with a telephone to Carmarthen Junction signal box.

5. **LEVEL CROSSINGS**

The existing arrangements at Llanstephen (footpath) and Sarnau level crossings will remain unaltered.

All arrangements for the safe working of the line, together with the appointment of any Handsignalmen required in accordance with Section E of the Rule Book, will be made by the Regional Operations Manager.

125 House
Swindon

R. J. FOYNTER
Regional Operations Manager

February 1985

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SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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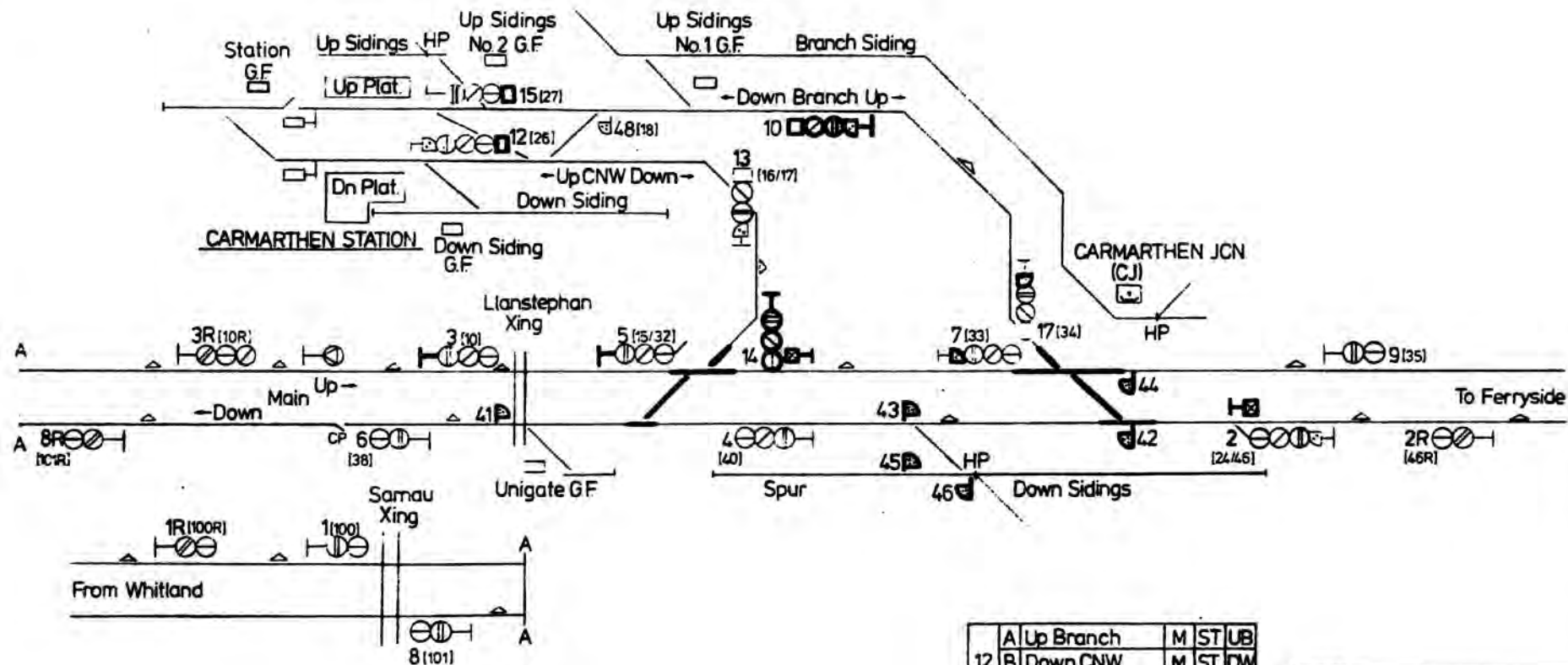
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CARMARTHEN



Key to Symbols

- | | | | |
|--|--------------------|-----|--|
| | Junction Indicator | | Inductor |
| | Green | | Permanent Speed Restriction |
| | Yellow | | Warning Indicator |
| | Red | | Stop Lamp |
| | Route Indicator | | HP Hand Point |
| | Position Light | [] | Indicates former number of existing signal |
| | Limit of Shunt | CP | Catch Point |

2	A Down Main	M	-	-
	B Down Branch	M	J1	4
	C Down Main	PL	-	-

5	A Up CNW	M	J1	1
	B Up Main	M	-	-

7	A Up Main	M	-	-
	B Down Main	PL	-	-

10	A Down Platform	M _{PL}	ST	DP
	B Up Platform	M _{PL}	ST	UP
	C Signal 48	PL	-	-
	D Sidings	PL	ST	S

12	A Up Branch	M	ST	UB
	B Down CNW	M	ST	DW
	C Siding	PL	ST	S

13	A Down Platform	M _{PL}	ST	DP
	B Up Platform	M _{PL}	ST	UP

15	A Up Branch	M	ST	UB
	B Down CNW	M	ST	DW

17	A Up Main	M	-	-
	B Down Main	PL	-	-

41	A Up CNW			
	B Up Main			
	C Down Main			
	D Unigate Siding			

42	A Down Main			
	B Down Branch			

43	A Down Main			
	B Siding			

44	A Up Main			
	B Down Branch			

46	A Spur			
	B Down Main			

48	A Down Platform			
	B Up Platform			
	C Siding			