

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, 12th and 18.00 SUNDAY, 13th MARCH, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in carrying out the second stage of this scheme between Llandovery No. 1 and Pantyffynnon South.

At Llandovery

Llandovery No.1 signal box will be reduced in status to a ground frame and re-named "Llandovery North Ground Frame".

The existing Up Main Distant, a lower arm below Llandovery No. 2 Up Main Home, will be moved to the top of the post.

The following signals will be recovered:—

Up Main calling on arm.
Up Main Starting.
All discs.

The Down Main Home signal will be repositioned to a site adjacent to the facing connection with Up Main.

The Up Main Home signal will be repositioned to a site adjacent to clearing point between single line and down siding.

The trailing main to main crossover and facing connection from Up Main Line to Up Siding together with the Up Siding on the Llandrindod Wells side of the signal box will be recovered. The Up Main Line between the trailing main to main crossover (points 26 and 27) on the Llandilo side of the signal box and Llandovery No. 2 signal box will be recovered and the Down Main Line will become an extension of the single line from Llandilo. The Up Main end of this crossover (points 26) will be recovered, and the Down Main end (points 27) will be fitted with a facing point lock and become the single to double line junction.

Llandovery Ground Frame together with its associated connections, signalling equipment and telephone will be recovered.

The connection from Wales Gas Board to Down Siding will remain.

A new 2-lever Ground Frame to be known as "Llandovery South Ground Frame" will be **brought into use** at approximately 28m. 73chs., situated on the Down side of the Down Siding at the existing connection from Down Siding to the single line. The new Ground Frame will be released by the key on the Train Staff.

All existing track circuits will be recovered.

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

At Llandovery No. 2

The signal box and all remaining associated signalling and connections, with the exception of the connection from Down Siding to the single line referred to above, will be recovered.

At Llanwrda Crossing

The level crossing gates will be operated by a Crossing Keeper and the down direction distant signal will be retained.

"Sound Whistle" boards will be provided on the Up and Down sides of the crossing. A "Stop" lamp will be provided for Up trains on the Llandilo side of the crossing.

The speed of Down trains must be reduced to 10 m.p.h. over the crossing.

Lamps and targets will be retained on the gates.

Telephone communication will be available to Llandovery North Ground Frame and Llandilo Ground Frame.

At Llangadog

The signal box will be **taken out of use** as a block post and all signalling equipment will be recovered.

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

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

Telephone communication will be available to Llandovery North Ground Frame and Llandilo Ground Frame.

At Llangadog No. 2

The ground frame will be released by the key on the Train staff.

At Glanrhyd

The level crossing gates will continue to be operated by a Crossing Keeper and the signals will be retained.

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

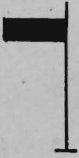
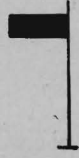

The speed of trains must be reduced to 25 m.p.h. over the crossing.

Telephone communication will be available to Llandovery North Ground Frame and Llandilo Ground Frame.

At Llandilo

The signal box will be reduced in status to a ground frame and re-named "Llandilo Ground Frame".

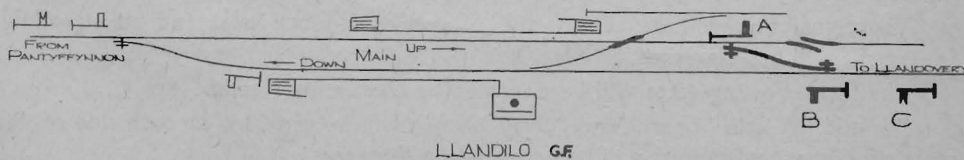
New Signals

Form	Description	Position	Distance from Ground Frame
A 	Up Main Starting The height of the new signal will be 12ft. 6in.	Up side of Up Main Line	44 yards
B 	Down Main Home The height of the new signal will be 14ft. 6in.	Down side of Down Main Line	114 yards
C 	Down Main Distant The height of the new signal will be 18ft. 0in.	Down side of Down Main Line	1,020 yards

The following existing signals will be recovered:—

- Up Main Inner Distant.
- Up Main Starting.
- Up Main Advanced Starting.
- Down Main Distant.
- Down Main Home (together with its associated telephone).
- Down Main Inner Home Bracket.
- Down Main Advanced starting with lower distant arm.
- All discs and Calling On Signals.

A new connection and catchpoint will be **brought into use** as shewn below.



The following connections will be **taken out of use**:—

- Trailing connection from Down Siding South to Down Main.
- Trailing connection from Down Siding North to Down Main.
- Single compound in Up Main forming the Main to Main Crossover.
- Trailing connection from Up Siding North to Up Main (Points No. 21).
- Facing connection from Down Main to Down Siding North.
- Facing connection from Single Line to Up Main and Down Main, together with its associated telephone.

The existing connection Up Sidings to Up Main (Points 23) will remain, to be hand operated, and the present Up Main line will be terminated by a stop block short of the present single to double connection.

All existing track circuits will be recovered. Occupation of the locking frame will be required for the purpose of altering and testing the locking.

At Ffairfach

The signal box will be **taken out of use** as a block post and all signalling equipment will be recovered.

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

“Sound Whistle” boards and “Stop” lamps will be provided on each side of the crossing.

Lamps and targets will be provided on the gates.

Telephone communication will be available to Llandilo Ground Frame and Pantyffynnon signal box.

At Derwydd Road

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

At Cilyrychen Crossing

The signal box will be **taken out of use** as a block post, but the signals protecting the level crossing will remain.

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

“Sound Whistle” boards will be provided on each side of the crossing. Lamps and targets will be provided on the gates.

The speed of trains must be reduced to 25 m.p.h. over the crossing.

Telephone communication will be available to Llandilo Ground Frame and Pantyffynnon signal box.

At Limestone Branch Ground Frame

The Ground Frame will be released by the key on the train staff.

The siding alongside the single line will be **taken out of use** and the connection in the single line will serve the Limestone Branch only.

At Llandebie

The signal box will be **taken out of use** as a block post and all signalling equipment will be recovered.

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

“Sound Whistle” boards and “Stop” lamps will be provided on each side of the crossing. Lamps and targets will be provided on the gates.

Telephone communication will be available to Llandilo Ground Frame and Pantyffynnon signal box.

At Brynmarlais Crossing

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

“Sound Whistle” boards will be provided on each side of the crossing. Lamps and targets will be provided on the gates.

The speed of trains must be reduced to 25 m.p.h. over the crossing.

Telephone communication will be available to Llandilo Ground Frame and Pantyffynnon signal box.

At Tirydail

The signal box will be **taken out of use** as a block post and all signalling equipment will be recovered.

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

“Sound Whistle” boards and “Stop” lamps will be provided on each side of the crossing. Lamps and targets will be provided on the gates.

Telephone communication will be available to Llandilo Ground Frame and Pantyffynnon signal box.


At Pantyffynnon North

The signal box, together with all its associated signalling equipment will be recovered. All points at present worked from the signal box will be clipped, spiked and padlocked in the normal position, and the single line from Llandilo will be extended along the present Down Main Line to Pantyffynnon South.

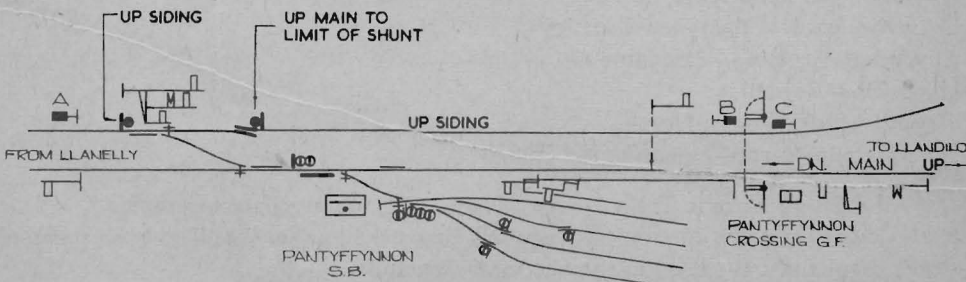
At Pantyffynnon South

The signal box will be re-named “Pantyffynnon”.

A “Limit of Shunt” board will be **brought into use** as follows:—

Form	Description	Position	Distance from Signal Box
A 	Limit of Shunt Board for shunting movements Down Up Main	Up Side of Up Main Line	340 yards

New discs will be **brought into use** in accordance with Sketch below.



The following existing signals will be recovered:—

- Down Main Inner Distant.
- Up Main to Up Sidings.
- Disc reading from Down Main to Up Sidings.
- Disc reading from Up Main to Down Main.
- Disc reading from Up Sidings to Spur or Down Main.
- Disc reading from Up Sidings to Up Main.

The double disc at the Down Main end of the trailing connection from Down Main to Branch will be re-positioned approximately 18 yards further away from the points.

The Up Main Home signal will be re-routed via the facing crossover to the new single line to Llandilo (former Down Main Line) and the former Up Main Line towards Pantyffynnon North will become a siding.

A new catchpoint will be **brought into use** in accordance with the Sketch shewn on page 5.

The following connections will be recovered:—

- Trailing connection from Down Main to Up Main with slip to Up Sidings.

The facing end of the facing connection from Up Main to Sidings will be clipped, spiked and padlocked set for the sidings; the trailing ends will be converted to hand points.

“Stop” boards (B. & C.) will be provided, in accordance with the Sketch shewn on page 5, on each side of Pantyffynnon Crossing. A telephone will be provided to the signal box.

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	New
Llandoverly No. 1—Llandoverly No. 2	Llandoverly North—Llandilo
Llandoverly No. 2—Llangadog	Llandilo—Pantyffynnon
Llangadog—Llandilo	
Llandilo—Ffairfach	
Ffairfach—Derwydd Road	
Derwydd Road—Cilyrychen Crossing	
Cilyrychen Crossing—Llandebie	
Llandebie—Tirydail	
Tirydail—Pantyffynnon North	
Pantyffynnon North—Pantyffynnon South	

All existing Electric Train Tokens, Train staffs and auxiliary instruments will be **taken out of use** and the new sections will be worked under modified train staff and ticket regulations as shewn in the Sectional Appendix.

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
Llandovery	Llandovery 555	North Signal Box with party line in Parcels Office	Up platform
Llangadog	Llangadog 454		
Llandilo	Llandilo 2394	Booking Office Up Platform	On platform
Llandebie	Llandebie 218		
Pantyyffynnon	Ammanford 2450	In Pantyyffynnon Signal Box	

District Inspector Evans 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 March, 1966.
Cardiff (Extn. 2470).

QP J7032

900 — 65251

SIMPLIFICATION OF LAYOUT AND SIGNALLING— CENTRAL WALES LINE

I have received copy/copies of Notice No. W.W.213 dated 1st March, 1966.

.....DateStation

.....Dept.Signature

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