

BRITISH RAILWAYS

(WESTERN REGION)

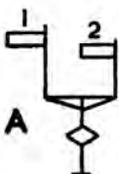
Alterations to Layout and Signals — Barry

Between the hours of 22.30 hours on SATURDAY, 9th MAY and 06.00 hours on MONDAY, 11th MAY, 1964, or until completion, the Chief Signal and Telecommunications Engineer and District Engineer will be engaged carrying out the following work:—

BARRY STATION

“Barry Station” Signal Box will be renamed “Barry” and the area which it controls extended as shown on the attached sketch. The lines to Barry Island will be renamed “Main” and those to Rhoose renamed “Branch”.

New Signals to be brought into use:—

PROFILE	DESCRIPTION	POSITION	DISTANCE FROM SIGNAL BOX
	(1) Down Main Advanced Starting (2) Down Main Advanced Starting to Up and Down Main Top arm is 24 feet 9 ins. above rail level	Between Down Main and Up Low Level	390 yards
	(1) Down Main Inner Home (2) Down Main Draw Ahead to Sidings Identification Plate ‘B.42’	Down Side of Down Main	569 yards
	Down Main Home Identification Plate ‘B.41’	Down Side of Down Main	1,753 yards
	Up Main Advanced Starting Identification Plate ‘B.58’	Up Side of Up Main	1,368 yards

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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New Ground Signals to be brought into use

New ground Signals will be brought into use as shown on attached sketch.

Recovery of Signals

All existing Signals worked from Barry Station Signal Box will be recovered.

Renaming of Signals

The following existing Signals will be renamed:—

Existing		Proposed
Barry Sidings Up Distant		Up Branch Distant
Barry Junction Up Main Home		Up Branch Inner Home
Barry Junction Up Branch Distant		Up Main Distant
Barry Junction Down Branch Starting		Down Main Outer Advanced Starting
Barry Junction Carriage Sheds to Up Branch Starting		Carriage Sidings (4-6) Starting
Barry Junction Carriage Shed to Up Main Starting		Carriage Sidings (1.2.3.) Starting
Barry Junction Down Main Inner Home	} Bracket Signal	Down Main Starting to Down Branch
Barry Junction Down Main to Goods Inner Home		Down Main Starting to Down Branch Loop
Barry Junction Down Main to Branch Inner Home	}	Down Main Starting
Barry Dock Down Distant		Down Main Distant

The Up Starting Signal for Barry Island will, in future, also be controlled by Barry.

Alterations to Permanent Way

The Permanent Way in the Barry Station and Barry Junction area will be simplified and will in future be as shown on the sketch.

Reversible Working when Barry Island Signal Box Closed

When Barry Island Signal Box is closed reversible working will be instituted over the Up Main, and under this condition Ground Frames 'A' and 'B' at Barry Island, controlling movements to and from the Diesel Depot Sidings from Nos. 1 and 4 platforms respectively, will be released from Barry. The method of release will be by interlocking lever in the Signal Box and key release instrument at the ground frame, as described on page 138 of the Regional Appendix.

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

Provision of Track Circuiting

Continuous track circuiting will be provided as shown on the attached sketch.

Alteration of Block Sections

The existing absolute block sections Cadoxton South — Barry Dock Station — Barry Station — Barry Junction — Barry Sidings — Rhoose, will be amended to Cadoxton South — Barry — Rhoose; and the section Barry Junction — Barry Island, will become Barry — Barry Island.

The Up Main Advanced Starting, the Down Main Outer Advanced Starting, the Down Branch Starting and the Down Branch Loop Starting will be released by Line Clear (one train). "One Acceptance" block will be provided for the Up Branch.

Telephones

Independent telephone circuits will be provided as follows:—

- Barry Signal Box—Barry Island Ground Frames 'A' and 'B' (when Barry Island closed).
- Barry Signal Box—Motor points telephone in Barry area (adjacent to Down Main Advanced Starting).
- Barry Signal Box—Telephone adjacent to bank engine spur stop lamp.
- Barry Signal Box—Down Branch Starting Signal.
- Barry Signal Box—Up Branch Home.
- Barry Signal Box—Up Main Advanced Starting (B.58).
- Barry Signal Box—Down Main Home (B.41).
- Barry Signal Box—Down Main Inner Home (B.42).
- Barry Signal Box—Coal Mileage Siding (Barry Dock).

BARRY SIDINGS

The Signal Box will be taken out of use. All Signals will be recovered with the exception of the Up Distant previously referred to. Points will be disconnected and secured pending removal.

BARRY JUNCTION

The Signal Box will be taken out of use and all Signals and points disconnected. All Signals with the exception of those previously referred to will be recovered.

BARRY DOCK STATION

The Signal Box will be taken out of use together with all Signals and connections except the Down Distant previously referred to, and the coal mileage siding connection. This siding connection will be temporarily retained and will be clipped and padlocked and worked under special instruction.

CADOXTON SOUTH

The Down Main Advanced Starting Signal at present released by Line Clear (One Pull) will in future be released by Line Clear (one train).

The Up Main Distant Signals, lower arms on Barry Dock Station Home and Starter will be recovered and in future Barry Up Advanced Starting (B.58) will also be controlled as Up Distant for Cadoxton South.

BARRY ISLAND

A new track circuit AA will be brought into use in rear of the Up Home Bracket Signal. A diamond sign will be provided on the Signal.

Occupation Arrangements

For special working arrangements during the period of occupation see Notice No. WW.98.

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

ACKNOWLEDGE RECEIPT ON FORM BELOW

R. C. HILTON

Divisional Manager

CARDIFF

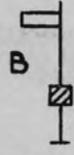
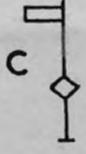
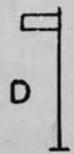
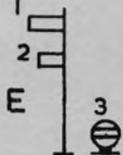
24th April, 1964.

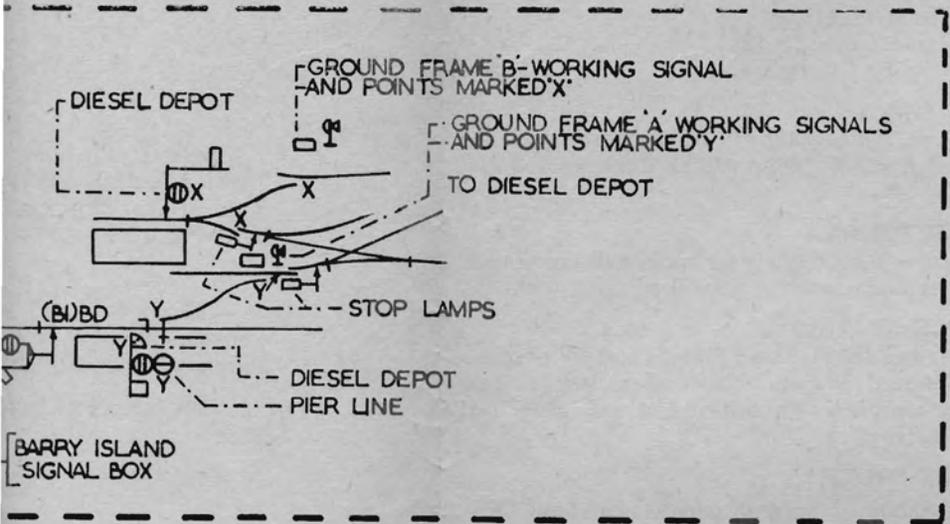
LAYOUT AND SIGNAL ALTERATIONS—BARRY

I have received copy/copies of Notice No. WW.97, dated 24th April, 1964, in connection with the above.

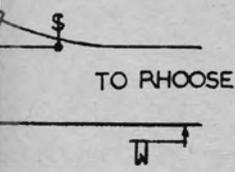
.....DATESTATION
DEPT.SIGNATURE

R. C. HILTON, Esq.
Room 351, Marland House
Cardiff (Extn. 2471)

PROFILE	DESCRIPTION	POSITION	DISTANCE FROM SIGNAL BOX
	<p>Up Main Starting</p> <p>Identification Plate 'B.59'</p>	<p>Up Side of Up Main</p>	<p>32 yards</p>
	<p>Up Branch Home</p> <p>The Signal will be 18 feet above rail level</p>	<p>Up Side of Up Branch</p>	<p>670 yards</p>
	<p>Down Branch Starting</p> <p>The Signal will be 18 feet above rail level</p>	<p>Between Down Branch and Down Branch Loop</p>	<p>1,002 yards</p>
	<p>Down Branch Loop Starting</p> <p>The Signal will be 18 feet above rail level</p>	<p>Down Side of Loop</p>	<p>1,002 yards</p>
	<p>(1) Up Main Home</p> <p>(2) Up Main Warning</p> <p>(3) Up Main Home to Down Main or Through Siding</p> <p>The Signal will be 30 feet 6 ins. above rail level</p>	<p>Up Side of Up Main</p>	<p>490 yards</p>



THROUGH SIDING
DOWN MAIN



STATION

DOWN THROUGH SIDING
 UP THROUGH SIDING
 LOOP SIDING
 DOWN MAIN
 UP MAIN

UP THROUGH SIDING
 LOOP SIDING
 UP MAIN

DOWN LOW LEVEL
 DOWN MAIN

DOWN MAIN
 UP MAIN

DOWN SIDINGS

AL BOX

BH

BF

STOP LAMP

BANK ENGINE SPUR

DOWN MAIN
 DOWN BRANCH GOODS LOOP
 DOWN BRANCH
 UP MAIN

CARRIAGE SIDINGS-1.2.3.
 CARRIAGE SIDINGS-4.5.6.7.

THROUGH SIDING

DOWN LOW LEVEL
 UP LOW LEVEL
 AR
 AQ
 BB
 BC
 CC
 DE

No1
 No2
 No3
 No4
 No5
 No6
 No7

DOWN BRANCH
 DOWN
 UP

DD

CARRIAGE SIDINGS

THROUGH SIDING
 DOWN MAIN

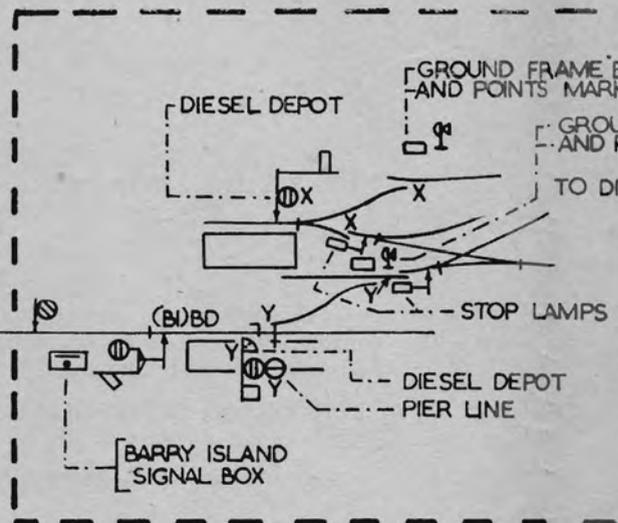
DOWN BRANCH GOODS LOOP

D

CD

C

TO RHOOSE



GROUND FRAME AND POINTS MARKED

DIESEL DEPOT

GROUND

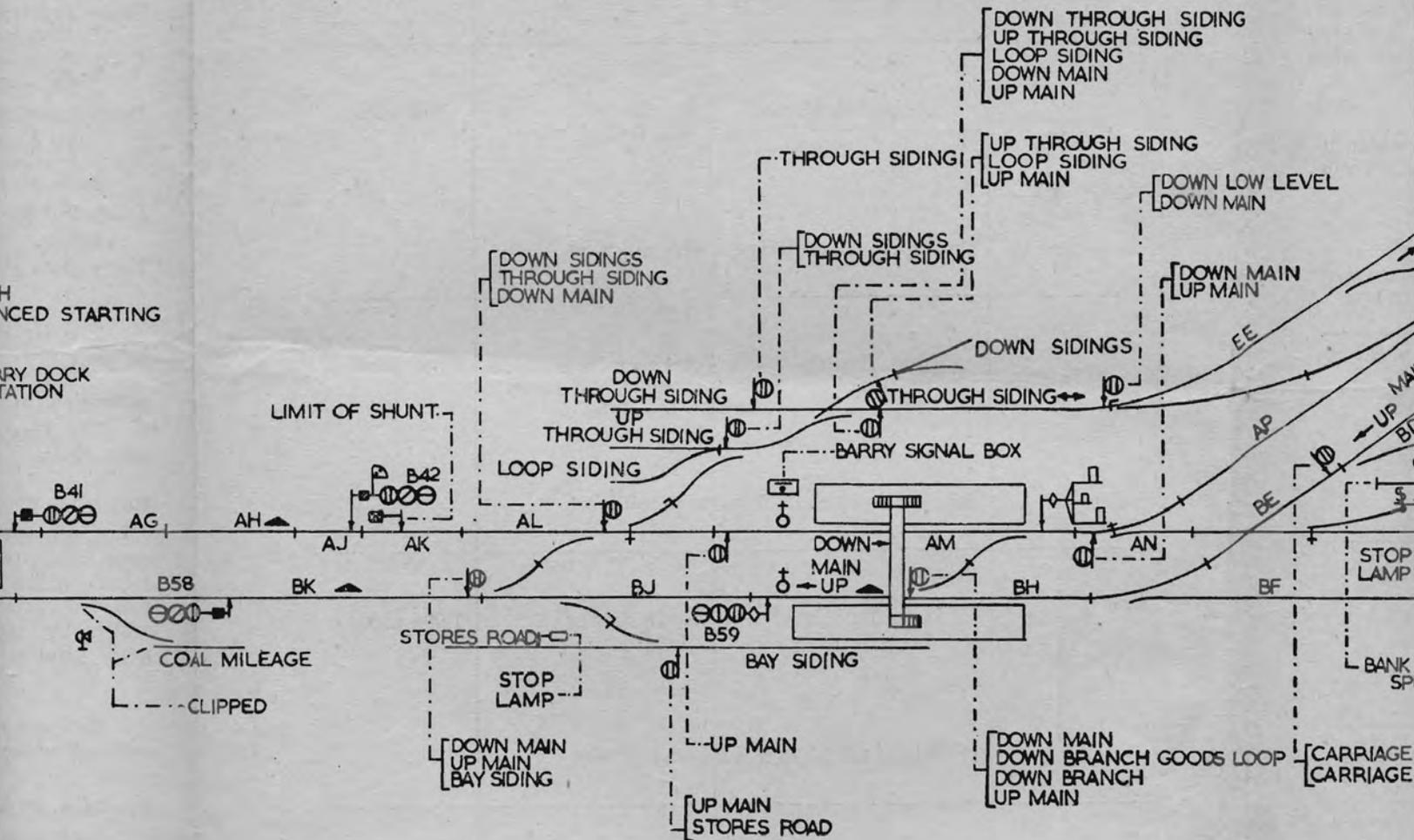
TO DIESEL DEPOT

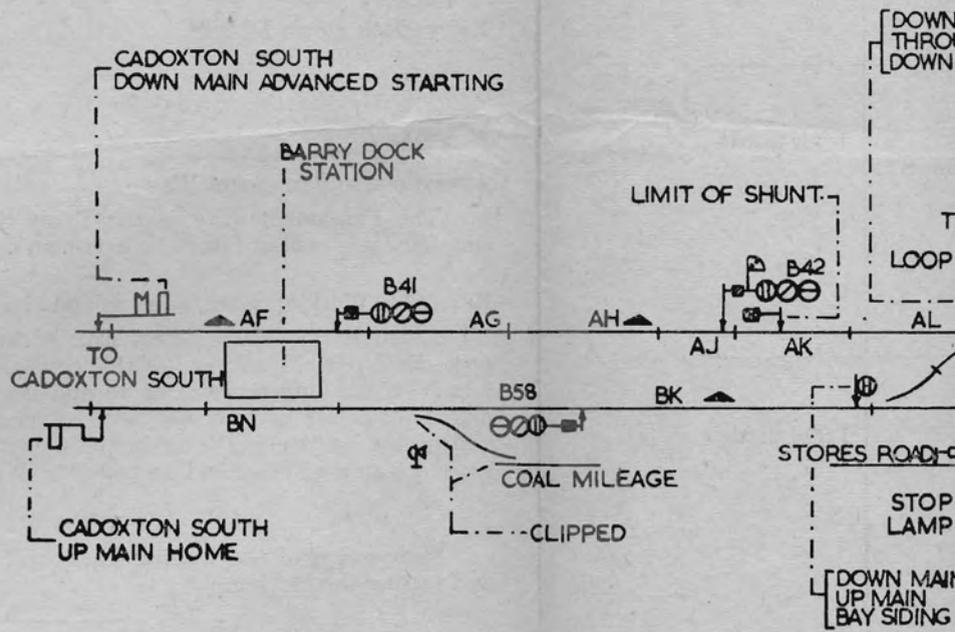
STOP LAMPS

DIESEL DEPOT PIER LINE

BARRY ISLAND SIGNAL BOX

BARRY STATION





BARRY STATION

