

BRITISH RAILWAYS **(WESTERN REGION)**

Occupation, etc., Arrangements in connection with Introduction of Stage 2 of Port Talbot Extension Multiple Aspect Signalling Scheme

Commencing at 2200 hours on **SATURDAY, 27th MARCH, 1965**, and 0600 hours on **MONDAY, 29th MARCH, 1965**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged carrying out the work necessary to implement Stage 2 of the extension of the Port Talbot Multiple Aspect Signalling Scheme.

For details of work involved see Notice W.W.148, dated 15th March, 1965.

During the period of occupation the following arrangements will apply:—

Block Instruments

Block instruments and bells will be kept working throughout the occupation, between the following Signal Boxes:—

Baglan Loop
Briton Ferry
Court Sart Junction
Neath General East
Neath Junction (R. & S.B.)
Dynevor Junction

Commencing 2200 hours Saturday, 27th March, 1965, or after the passing of the 1905 Milford Haven to Paddington

Track Circuit Block working will be suspended between Port Talbot and Baglan Loop, and the Train Describers disconnected. The single stroke bell will be maintained.

Up line signals at Baglan Loop, Briton Ferry, Court Sart Junction and Neath Junction (R. & S.B.) will be disconnected and all new Up line colour light signals will exhibit a red aspect.

Track circuits will be disconnected at Baglan Loop, Briton Ferry, Court Sart Junction and Neath Junction (R. & S.B.) and the relevant electric locks disconnected to allow Down line signals to be worked.

Commencing 2330 hours on Saturday, 27th March, or after the passing of the 2000 Paddington to Fishguard Harbour

Down line signals at Baglan Loop, Briton Ferry, Court Sart Junction and Neath Junction (R. & S.B.) will be disconnected, and all remaining new colour light signals will exhibit a red aspect.

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Appointment of Handsignalmen

Handsignalmen will be appointed as follows:—

Port Talbot—At Signals PT.32/PT.132. (These signals will be maintained at red throughout the occupation).

Baglan Loop—at the box.

Briton Ferry—at the box.

Court Sart Junction—Down Main—at Signal PT.48.

Up Main—at Signal PT.5.

Up District line—at Signal PT.105 (from the box).

Neath East—at the box.

Neath Junction (R. & S.B.)—at the box.

Temporary telephones will be provided from Court Sart Junction Signal Box to Signals PT.5 and PT.48.

ENGINEMEN TO PROCEED IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM THE HANDSIGNALMEN.

All Up line signals at present controlled from Port Talbot panel (i.e. from Signal PT.11) will be kept working throughout the occupation. Enginemen will be instructed to proceed to Signal PT.11 and obey the aspect displayed by that signal.

Headquarters Control

The work will be supervised from a control room on the ground floor of Port Talbot Signal Box, telephone No. Port Talbot 549. A temporary automatic telephone exchange will be provided, through which communication will be available between the control room and all signal boxes and relay interlockings concerned.

WORK TO COMMENCE IN ADVANCE OF MAIN OCCUPATION

The following arrangements will apply as from 0700 hours on Saturday, 27th March, 1965:—

At Neath Junction (R. & S.B.)—Crossover points 14 and the connections from Up and Down Goods to Down District line and from Neath Canalside to Up District line may be disconnected from the box and movements hand-signalled, as necessary.

At Court Sart Junction—The connection between Up and Down Goods and Down Main No. 53 may be disconnected from the box.

At Briton Ferry—Track circuits in Up line may be **out of use**, and electric locks on Up line signals disconnected.

Chief Inspector Harris 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

18th March, 1965

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