

BRITISH RAILWAYS – WESTERN REGION

(For the use of employees only)

Western Valleys – Resignalling**Stage 3 – Aberbeeg Jcn. to Ebbw Vale Sidings South**

Between the hours of 08.00 Saturday, 6th July, and 14.00 hours Wednesday, 10th July, 1968, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

Stage 3 of the above scheme consisting of the provision of Multi Aspect Signalling on the lines between Aberbeeg Junction and Ebbw Vale Sidings South, will be introduced as shown on the attached diagram. The following new signals will be brought into use as shown on the attached diagram.

- A** Signal UM18 — Main — sited at 18m. — 1,660 yards.
- B** Signal DM18 — Main — sited at 18m. — 1,165 yards.
- C** Signal UM18R — Distant for UM18 — sited at 18m. — 810 yards.
- D** Signal DM17 — Main — sited at 17m — 1,639 yards.
- E** Signal UM17 — Main — sited at 17m — 1,587 yards.
- F** Signal UM17R — Distant for UM17 — sited at 17m — 687 yards.
- G** Signal DM16R — Distant for DM16 — sited at 17m — 470 yards.
- H** Signal DM16 — Main — sited at 16m — 959 yards.
- J** Signal UM16 — Main — sited at 16m — 700 yards.
- L** Signal AG9R — Distant for AG9 — 2,867 yards from the Signal Box.
- M** Signal UM16R — Distant for UM16 — sited at 15m — 1,560 yards.
- N** Signal UM15 — Main — sited at 15m — 445 yards.
- P** Signal UM15R — Distant for UM15 — sited at 14m. — 1,255 yards.
- Q** Signal AG61 — Main — 147 yards from the Signal Box.

The existing signal AG61 (3 aspect) will be recovered.

New ground frames controlled from Aberbeeg Junction will be provided to work connections marked 'X' on the attached diagram. All remaining connections will be spiked out of use as necessary.

New Runaway Spring Catch points will be provided as shown on the attached diagram.

Continuous Track Circuiting will be provided.

Telephones will be provided as shown on the attached diagram.

Ebbw Vale Sidings South Signal Box will be reduced in status to a manned ground frame.

The ground disc Down Main to Up and Down Goods or No. 1 Up siding or No. 2 Up siding will be re-positioned on the same side of the line approximately 40 yards further from the manned ground frame.

The block release facility will be removed from the Down Main Starting Signal and Duffryn Sidings ground frame release will be transferred to Aberbeeg Junction.

The Up Main Distant Signal will be recovered.

The following Signal Boxes and their associated signalling equipment will be taken out of use:—

- Graig Fawr Signal Box
- Cwm Colliery South Signal Box
- Waun Llwyd South Signal Box

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Peter Barlow, Phil Deaves, Robert Dey, David Ingham, Simon Lowe, Richard Maund, John McCrickard, John Midcalf, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The existing block sections:—

Aberbeeg Junction — Graig Fawr

Graig Fawr — Cwm Colliery South

Cwm Colliery South — Waun Llwyd South

Waun Llwyd South — Ebbw Vale Sidings South

will be withdrawn and a new Track Circuit Block Section Aberbeeg Junction — Ebbw Vale Sidings South, will be introduced.

Levers in the locking frame at Aberbeeg Junction will be bolted out of use as appropriate.

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

PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW

R. C. HILTON

Divisional Manager

24th June, 1968
Cardiff (Ext. 2473)

WESTERN VALLEY RESIGNALLING

STAGE 3 — ABERBEEG JUNCTION TO EBBW VALE SIDINGS SOUTH

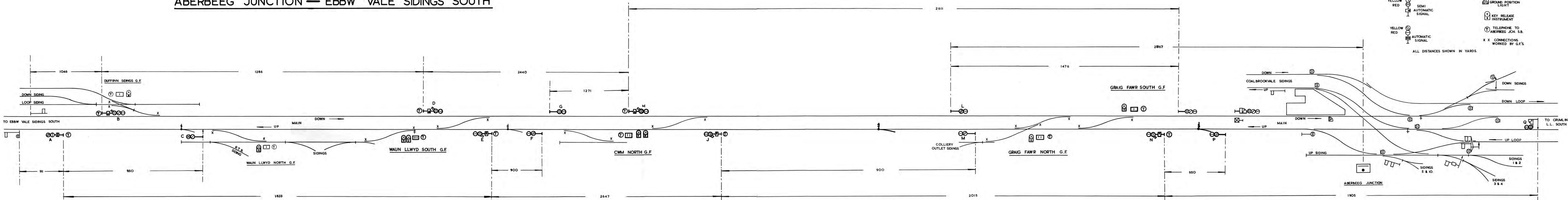
I have received copy/copies of Notice No. WW.273 dated 24th June, 1968.

.....DateStation

.....Dept.Signature

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

ABERBEEG JUNCTION — EBBW VALE SIDINGS SOUTH



KEY

- GREEN
YELLOW
RED
SEMI
AUTOMATIC
SIGNAL
- YELLOW
RED
AUTOMATIC
SIGNAL
- GROUND POSITION
LIGHT
- KEY RELEASE
INSTRUMENT
- TELEPHONE TO
ABERBEEG JCN. S.B.
- CONNECTIONS
WORKED BY G.F.'S

ALL DISTANCES SHOWN IN YARDS.