

BRITISH RAILWAYS
(WESTERN REGION)

**PYLE WEST JUNCTION-
BAGLAN LOOP
MULTIPLE ASPECT
SIGNALLING SCHEME**

**INTRODUCTION OF STAGE 1
MARGAM MIDDLE TO BAGLAN LOOP**

VI

CARDIFF

8th September, 1963.
(WW/PWS/55). (Ext. 2471).

R. C. HILTON,
Divisional Manager

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 Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, 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

BRITISH RAILWAYS

(WESTERN REGION)

Introduction of Stage 1 of the Pyle West Junction - Baglan Loop Multiple Aspect Signalling Scheme

Between the hours of 12.1 a.m. and 11.59 p.m. on SUNDAY, 22nd SEPTEMBER 1963, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged introducing the first stage of this scheme, consisting of multiple aspect colour light signalling and continuous track circuiting on all running lines between Margam Middle and Baglan Loop in accordance with the attached diagram.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 18, 19, 20, 21 and 22 of the Regional Appendix.

New Signal Box

A new signal box to be known as Port Talbot and situated on the down side of the Down Relief line at 202 miles 48 chains will be brought into use.

Closing of Signal Boxes

Port Talbot West, Port Talbot Middle and Port Talbot East Signal boxes will be closed and all existing signalling controlled from these boxes will be recovered.

Alterations to Layout

During the occupation a new double compound in the Up Main line at present spiked, clipped and padlocked will be brought into use in the Port Talbot East area also certain connections will be clipped and padlocked out of use pending recovery.

In the Port Talbot East area the Up Relief line will be out of use pending completion of the remodelling and all movements in or out of the Up Sidings will be handsignalled.

Alteration in Designation of Running Lines.

The existing Up and Down Goods lines between Port Talbot Middle and Port Talbot East will be redesignated Up and Down Relief lines although the Up Relief line will not be brought into use as a through line until completion of the remodelling.

The maximum permitted speed of trains over these lines will be 40 m.p.h., subject to any temporary restrictions imposed from time to time. The speed over the fittings Down Main to Down Relief and Down Relief to Down Main will be 25 m.p.h.

Ground Frames

Two new ground frames controlled from Port Talbot will be brought into use as shown on attached plan:

- (1) At the west end of Port Talbot station named Port Talbot West and having one lever working the emergency crossover.
- (2) On the down side of the Down Sidings named Down Sidings, having four levers working the Down Relief to Down Sidings points and F.P.L. and slotting in and out going signals.

Both ground frames will be released by Annetts Keys held in a release instrument adjacent to them.

Block Arrangements

Track Circuit block working will apply on all lines between Baglan Loop and Port Talbot in accordance with page 37 of the Regional Appendix. Train Describers will not be brought into use at this stage and all trains will be described between Baglan Loop and Port Talbot by means of block bell signals.

Track circuit block working will apply on the Up and Down Main lines between Port Talbot and Margam Middle and trains will be described by means of block bell signals. Margam Middle will be provided with an acceptance switch for the Up Main line.

Manual permissive block working will apply on the Down Goods line between Margam Middle and signal P.T. 126 and on the Up Goods between signal P.T. 19 and Margam Middle. The existing permissive block sections Port Talbot Middle—Port Talbot East—Margam Middle being rearranged to become Port Talbot—Margam Middle.

The Number 2 Up Goods line will not be in use as a through line at this stage.

The existing block switches at Baglan Loop and Margam Middle will be recovered.

Track Circuits

Existing track circuits will be rearranged and new track circuits brought into use giving continuous track circuiting on all running lines between Baglan Loop and Margam Middle.

Point Machines

All points in the area worked from the new signal box and not worked by ground frame will be operated by Siemens and General Electric Co's style HB point machine. The relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand cranks for the emergency operation of points in the area adjacent to the signal box, for points at the west end of the station and for points in the Port Talbot East area are located in the signal box.

Telephones

Telephones giving exclusive communication with the signalman at Port Talbot will be provided as follows:

- (i) At all multiple aspect signals bearing the prefix PT.
- (ii) At automatic multiple aspect signals UM203 and UM204.
- (iii) At 680 and 682 position light signals and at the Down Sidings and Port Talbot West ground frames.
- (iv) Point telephones adjacent to 833 points and in the Port Talbot East area.

Telephones giving exclusive communication with Baglan Loop signalman will be provided at B11 and DM203 signals.

A telephone giving exclusive communication with Margam Middle will be provided at MD84.

Occupation of Locking Frame

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

Chief Inspector Harris, Swansea, to make all arrangements for the safe working of the line, including the appointment of Handsignalmen in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

R. C. HILTON,
Divisional Manager

CARDIFF

8th September, 1963

WW/PWS/55. (Ext. 2471).

Received copy of Notice No. WW68 re introduction of Stage I of Pyle West Junction—Baglan Loop Multiple Aspect Signalling Scheme.

.....DATESIGNATURE

.....DEPT.STATION

TO: DIVISIONAL MANAGER,
CARDIFF,
(WW/PWS/55).

