

BRITISH RAILWAYS
(WESTERN REGION)

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

INTRODUCTION OF STAGES

2 (a) Port Talbot East

2 (b) Margam Middle

CARDIFF

23rd September, 1963
(WW/PWS/55) (Ext. 2471)

R. C. HILTON

Divisional Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BRITISH RAILWAYS

(WESTERN REGION)

Pyle West Junction - Baglan Loop Multiple Aspect Signalling Scheme Introduction of Stages 2(a) & 2(b)

Between the hours of 7.30 a.m. and 5.0 p.m. on **SUNDAY, 6th OCTOBER, 1963**, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged carrying out the above stages as follows:—

Stage 2 (a) Port Talbot East

The remodelled layout in the Port Talbot East area with its associated multiple aspect colour light signalling and continuous track circuiting will be **brought into use** 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.

Alterations to Layout

In the Port Talbot East area the Up Relief Line will be extended as a through line to signal PT. 119 and a new connection from Up Sidings to Up Relief will also be **brought into use** as shewn on the attached diagram.

Ground Frame

A new ground frame controlled from Port Talbot will be **brought into use**. This ground frame named Up Sidings and situated on the Up side of the Up Sidings has two levers working the new Up Sidings to Up Relief points and slots the in and outgoing signals. It will be released by an Annetts Key held in an adjacent release instrument.

Track Circuits

Track Circuits will be **brought into use** giving continuous track circuiting on the Up Relief line.

Block Arrangements

Track circuit block working will apply on the Up Relief Line.

Telephones

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

- (i) At signals PT.117, PT.119.
- (ii) At the Up Sidings ground frame.

Stage 2 (b) Margam Middle

All signalling for crossing movements in the Down lines and Down Sidings will be **taken out of use** and the associated points **clipped and padlocked**, pending remodelling of the layout and introduction of the Final Stage III of the scheme.

The following Signals will be taken out of use:—

- (1) Down Main to Down Goods Home (Arm of bracket signal).
- (2) Down Main to Down Sidings Home (Arm of bracket signal)
- (3) No. 1 Down Goods to Down Sidings Home (Arm of bracket signal)
- (4) No. 2 Down Goods to Down Sidings Home and No. 2 Down Goods to No. 1 Down Goods Home bracket signal
- (5) Down Sidings to No. 2 Down Goods Starting and Down Sidings to No. 1 Down Goods Starting bracket signal
- (6) Down Sidings to Down Goods Starting
- (7) Down Sidings to Up Goods or Up Main, or Sidings Route Indicating signal

The following connections together with their associated ground signals will be **clipped, padlocked and spiked as necessary** pending the remodelling of the layout in the down lines and down sidings.

- (1) The Down Sidings to Down Goods connection on the west side of the signal box.
- (2) The ladder of points comprising of trailing connection in the Up Goods, a single compound in the Up Main, a double compound in the Down Main together with facing point lock, a double compound in the Down Goods and a trailing connection in the Down Sidings.
- (3) The No. 2 Down Goods to No. 1 Down Goods facing crossover
- (4) The connection from Down Sidings to No. 2 Down Goods on the east side of the signal box.

Occupation of the locking frame will be required for the purpose of bolting levers in the frame.

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

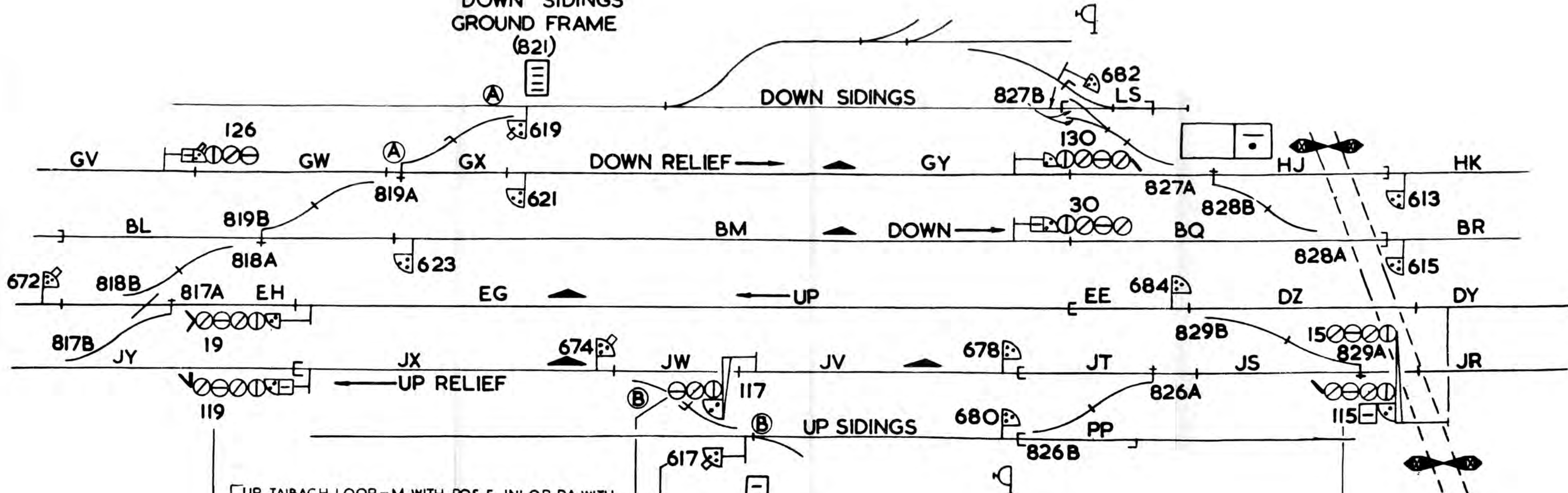
CARDIFF
23rd September, 1963
(W.W./PWS/55) (Ext. 2471)

Received copy of Notice No. W.W. 71 re Introduction of Stages 2 (a) and 2 (b) Pyle West Junction—Baglan Loop Multiple Aspect Signalling Scheme.

.....DATESIGNATURE
.....DEPT.STATION

To: DIVISIONAL MANAGER
CARDIFF
(WW/PWS/55)

DOWN SIDINGS
GROUND FRAME
(821)



UP TAIBACH LOOP - M WITH POS 5 JN1 OR DA WITH
POS 5 JN1 OR.
UP MAIN - M WITH POS 4 JN1 OR
UP GOODS - M OR CO.

UP SIDINGS
GROUND FRAME
(822)

(WORKING POINTS 'B')
UP RELIEF
UP RELIEF - M OR DA

UP MAIN - M WITH POS 4 JN1 OR
UP RELIEF - M OR
UP SIDINGS - DA WITH 'US' RI