

BRITISH RAILWAYS
(WESTERN REGION)

**PORT TALBOT EXTENSION
MULTIPLE ASPECT
SIGNALLING SCHEME**

**INTRODUCTION OF STAGE 2
PORT TALBOT
TO
NEATH GENERAL EAST
AND
DYNEVOR JUNCTION**

R. C. HILTON
Divisional Manager

CARDIFF

15th March, 1965

(WW/PWS/39) (Ext. 2470)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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, John McCrickard, John Midcalf, Roger Newman, Richard Pulley 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 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 list of [Weekly](#) Notices or [Signalling](#) Notices page.

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 2 (Port Talbot to Neath General East and Dynevor Junction) of the Port Talbot Extension Multiple Aspect Signalling Scheme

Between the hours of 2200 on **SATURDAY, 27th MARCH, 1965** and 0600 on **MONDAY, 29th MARCH, 1965**, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged in introducing the second stage of this scheme, consisting of multiple aspect colour light signalling and continuous track circuiting on all running lines between Port Talbot and Neath General East and between the junction with the Main lines and Dynevor Junction.

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 except as subsequently modified by Rules 44(A) and 55(g).

Signal Boxes to be taken out of use

Baglan Loop, Briton Ferry, Court Sart Junction and Neath Junction (R. & S.B.) Signal Boxes will be **taken out of use** and all existing signalling controlled from these boxes will be recovered.

Alterations to Layout

New permanent way and connections will be **brought into use** as shown in heavy type on the attached sketch.

The diamond in the Down Relief line at Briton Ferry will be replaced by plain line connecting with the new Up through Siding.

The Down Relief between Briton Ferry and Court Sart Junction will be **taken out of use**.

The crossover between Up and Down Main and the trailing points in the Up Main forming a connection from the Up Goods at Briton Ferry will be clipped and padlocked pending recovery.

Ground Frames

A new two lever ground frame named "Neath Canalside" will be **brought into use** as shown on attached sketch.

This ground frame will work the Up R. & S.B. to Neath Canalside points, also a slot on the in and out-going signals, the signals themselves being controlled from Port Talbot.

The Goods Line Ground Frame at present controlled from Court Sart Junction will, in future, be controlled from Port Talbot. This ground frame has two levers and works the points between the Up and Down through Sidings at the West end and a slot on the out-going signal, the signal being controlled from Port Talbot panel.

Each ground frame will be released by an Annetts Key held in a release instrument adjacent to the respective points.

Track Circuits

Existing track circuits will be rearranged or renamed and new track circuits **brought into use** giving continuous track circuiting on all running lines between Port Talbot and Neath General East and Dynevor Junction.

Block Arrangements

Track circuit block working will apply on all running lines between Port Talbot and Neath General East and Dynevor Junction.

The four digit type of train describer will be **brought into use** between Port Talbot and Neath General East and Dynevor Junction.

Block Bells for emergency working will be provided as follows:

Port Talbot to Neath General East

Port Talbot to Dynevor Junction

Point Machines

The points shown in heavy type on the attached sketch will be operated by Siemens and General Electric Co's. style HB machines.

All other points shown on the attached sketch, except spring points and points worked by ground frame will be operated by Westinghouse Brake and Signal Co's. style M3 Machine.

The relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix and must be complied with insofar as they apply.

Hand cranks for the emergency operation of points will be located in release instruments adjacent to the points.

A hand crank can only be withdrawn when a release is given from Port Talbot.

A.W.S. Ramps

A.W.S. Ramps will be provided as shown on the sketch and will be 200 yards to the rear of the signal to which they apply.

Telephones

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

1. At all multiple aspect signals bearing the prefix PT.
2. At all automatic multiple aspect signals.
3. At the Goods Line and Neath Canalside ground frames.
4. At all hand crank release instruments.
5. At Briton Ferry Yard East End and West End Shunters' Cabins.

A telephone giving exclusive communication with Dynevor Junction will be provided at DJ1 signal.

The telephone at present giving exclusive communication between Court Sart Level Crossing and Court Sart Junction will now give exclusive communication to Neath General East.

Speed over Fittings

The speed over the new crossover between the Up and Down Main lines at Briton Ferry and the connections between the Down Main and Up and Down Through Sidings will be 20 m.p.h.

Occupation of the Locking Frame at Dynevor Junction 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 any Handsignalmen, in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

R. C. HILTON
Divisional Manager

CARDIFF
15th March, 1965
(WW/PWS/39) (Extn. 2470)

**INTRODUCTION OF STAGE 2
(PORT TALBOT TO NEATH GENERAL EAST AND
DYNEVOR JUNCTION) OF THE PORT TALBOT
EXTENSION MULTIPLE ASPECT SIGNALLING SCHEME**

Received copy/copies of Notice No. W.W.148, dated 15th March, 1965 in connection with the above.

.....DateStation
.....Dept.Signature

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

