

BRITISH RAILWAYS – WESTERN REGION

(For the use of employees only)

Notice to Enginemen, Guards, etc.**Introduction of Stage 4 (Final Stage)
(Pyle West to Pencoe East) of the
Port Talbot Extension Multiple
Aspect Signalling Scheme****SATURDAY to MONDAY, 11th to 13th September, 1965**

Between the hours of 2330 on Saturday, 11th September, 1965, and 0600 on Monday, 13th September, 1965, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in introducing the fourth and last stage of this scheme, completing the multiple aspect colour light signalling and continuous track circuiting on all running lines between Port Talbot and Llantrisant West and between the junctions with the main lines and Cefn Junction, Coity Sidings and Cowbridge Road.

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, together with all existing signalling worked therefrom**

Pyle West	Bridgend Middle	Tremains West
Pyle East	Bridgend East	Tremains East
Stormy Sidings	Cowbridge Road Junction	Pencoe East
Bridgend West	(replaced by new Box, see below)	

The Multiple Aspect Signals at present controlled from Pencoe East bearing the prefix 'P.C.' on the identification plates will be controlled from Port Talbot, as shewn on the attached sketch, and the identification plates altered accordingly.

To be brought into use

A new Signal Box named Cowbridge Road will be provided on the Down side of the Down Branch line at 303 yards on the Bridgend side of the 18½ m.p.

To be renamed

Coity Junction Signal Box will be renamed Coity Sidings Signal Box.

Alterations to layout

New connections and runaway catch points will be brought into use as shewn in heavy type on the attached sketch which indicates the final layout.

The Down Branch line from Bridgend Middle to Coity Sidings will become the Up and Down Branch single line and the Up Branch line will become the Branch Siding.

The Up Goods Loop at Pencoe will be brought back into use with the entrance and exit points operated from Port Talbot.

Ground Frames

The following new Ground Frames will be brought into use:—

Stormy.—A 1-lever ground frame to work the trailing crossover in the Up and Down Main lines.

Bridgend River Bridge.—A 4-lever ground frame to work the trailing crossover in the Up and Down Main and the facing connection from Up Main to Up Siding together with the Position Light Draw Ahead Signal on PT.63.

Bridgend Up Sidings.—A 3-lever ground frame to work the connection from Up and Down Branch to Up Sidings together with the Position Light Draw Ahead Signal with Route Indicator on PT.180.

Bridgend Branch Siding.—A 3-lever ground frame to work the connection from Up and Down Branch to Branch Siding together with the Position Light Draw Ahead Signal with route indicator on PT.180.

Bridgend Middle Siding.—A 1-lever ground frame to work the connection from Up Main to Siding.

Bridgend Bay Line.—A 3-lever ground frame to work the connection from Bay Line to Siding together with the Position Light Draw Ahead Signal with Route Indicator on PT.267.

Tremains Goods Loop.—A 1-lever ground frame to work the connection from Siding to Down Goods Loop.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Level Crossing Controls

Coychurch Crossing will be reduced in status to that of an Accommodation Crossing, and the gates will cease to be interlocked with protecting Signals. Notice Boards incorporating miniature red and green lights will be provided at each side of the crossing for the guidance of road users. Telephone communication will be provided to Port Talbot Signal Box.

"S.W." boards will be provided on the approach side of the crossing in each direction.

Pencoed East Signal Box structure will be retained and renamed Pencoed Crossing Ground Frame operating the level crossing gates and emergency crossover, released from Port Talbot.

The release of Penprisk and Brynrygwynnon Crossing ground frames will be transferred from Pencoed East to Port Talbot.

Stop Lamps

Stop Lamps will be brought into use as indicated on sketch.

Point Machines

All points shewn on the attached sketch except spring points, points worked by ground frame and points at Coity Sidings will be operated by Westinghouse Brake & 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 shewn on the attached sketch and will be 200 yards to the rear of the Signal to which they apply.

Track Circuits

Existing track circuits will be rearranged or renamed, and new track circuits brought into use giving continuous track circuiting on the Up and Down Main lines between Pyle West and Pencoed East and between the junctions with the main lines and Cefn Junction, Coity Sidings and Cowbridge Road.

Speed over fittings

Stormy Sidings

	m.p.h.
Emergency crossover between Up and Down Main lines ...	20
Facing connection Up Main to Up Goods Loop ...	25
Facing connection Up Goods Loop to Up Main ...	20
Connection at entrance to and exit from Down Goods Loop ...	20

Block arrangements

Track circuit block working will apply on the Up and Down main lines between Port Talbot and Llantrisant West and the Branch lines to Cefn Junction, Coity Sidings and Cowbridge Road.

Block bells will be provided for train description between Port Talbot and Cefn Junction, Coity Sidings and Cowbridge Road.

Train Describer

The 4 digit type of Train Describer will be brought into use between Port Talbot and Llantrisant West.

Telephones

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

- (1) At all multiple aspect Signals bearing the prefix 'PT' except PT.196R.
- (2) At all automatic multiple aspect Signals shown on the attached diagram except UM184 (which gives communication with Llantrisant West).
- (3) At Pyle East points hand crank release instrument.

Telephones giving exclusive communication with the signalman at Cowbridge Road Signal Box will be provided at CR1 and CR2.

Auto dialling telephones will be provided as follows:

- (1) At all new ground frames released from Port Talbot.
- (2) At all emergency hand crank release instruments except the one at Pyle East.

Occupation Arrangements

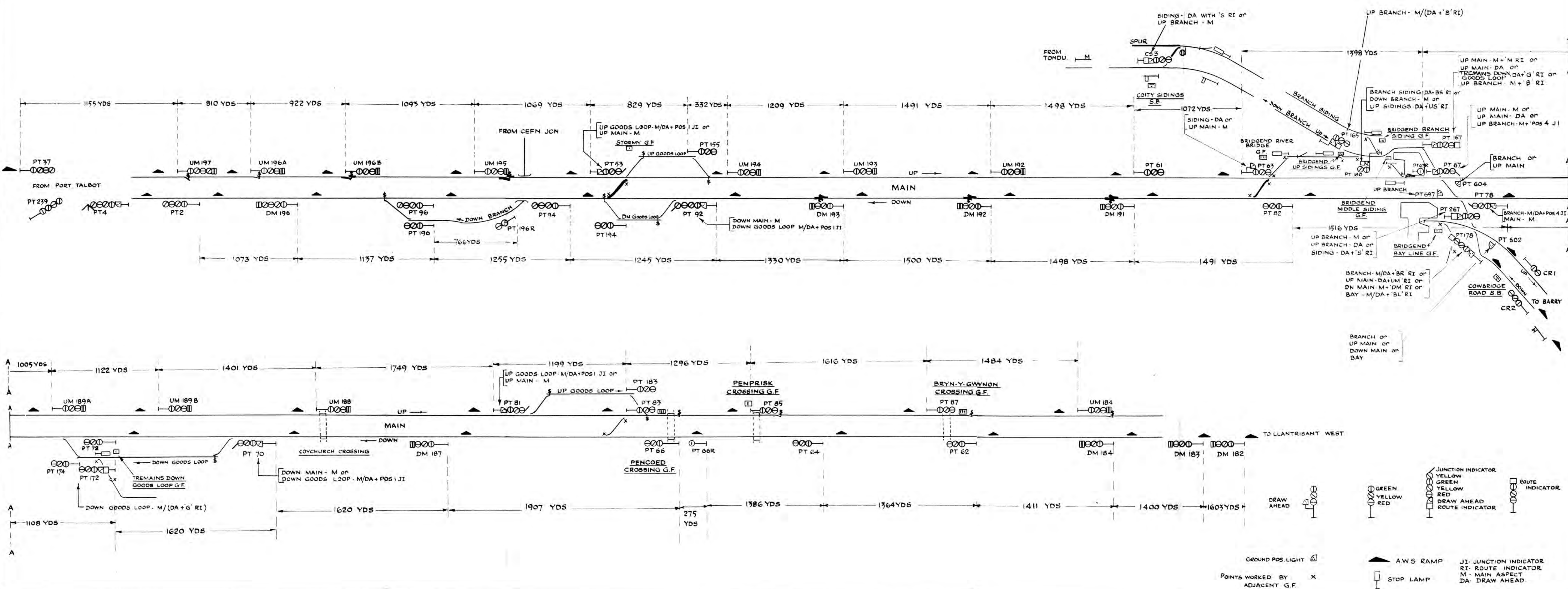
For details of occupation arrangements see notice W.W. 187

District Inspectors Bell and Fry to make all arrangements for safe working, including the appointment of the necessary handsignalmen in accordance with Rule 77.

R. C. HILTON,
Divisional Manager.

1st September, 1965.
Cardiff (Extn. 2470).

Acknowledge receipt by wire to:—Trafman Cardiff—Arno W.W.185.



GROUND POS. LIGHT

POINTS WORKED BY ADJACENT G.F. X

AWS RAMP

STOP LAMP

JI- JUNCTION INDICATOR
RI- ROUTE INDICATOR
M- MAIN ASPECT
DA- DRAW AHEAD

GREEN
YELLOW
RED
DRAW AHEAD
ROUTE INDICATOR