

BRITISH RAIL—WESTERN REGION

(For the use of employees only)

INTRODUCTION OF STAGE 2

OF THE BARRY CENTRALISATION OF SIGNALLING SCHEME

SUNDAY, 27th JULY, 1969.

Between 06.00 and 14.00 hours on Sunday, 27th July, 1969, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged in carrying out Stage 2 of the Barry Centralisation of Signalling scheme.

The existing double line absolute block telegraph working between Barry and Cadoxton South will be withdrawn. Track Circuit Block Regulations will apply between Cardiff and Barry, and the train description apparatus at present at Cadoxton South transferred to Barry.

Cadoxton South signal box will be abolished and all signalling worked therefrom removed, except that the existing connections in the running lines to and from Graving Dock Junction will be retained. These points (except for the unaltered spring-controlled trap points in the Down Reception) will be worked electrically by means of AGS Model 5A point machines, emergency operating instructions for which are issued separately. A hand crank for their emergency operation will be in the custody of the Train Meeter nearby.


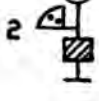
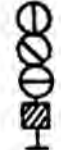

The stop lamps on the Down Reception at Cadoxton will remain.
Signal B58 will be disconnected from the Signal box and will become an automatic signal, redesignated UB.7.

Signal UB4R will be converted to an automatic signal and redesignated UB.5.

A.W.S. ramps will be provided 200 yards to the rear of all new Multiple Aspect Signals with the exception of B.9.

All signals whose designations are prefixed 'B' will be controlled by Barry signal box.
Continuous track circuiting will be provided on both running lines throughout.

New signals to be brought into use:—

Profile	Description
	1. Down Main (already in use: CX92).
	2. Down Main to Down Reception. This signal will be redesignated B.39.
	Down Main (DB6).
	Up Main (B57).

SIGNALLING RECORD SOCIETY

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Docks to Up Main (B9).



Up Main to Docks (B6).

These signals are positioned as shown on the attached sketch.

Telephones to Barry signal box will be provided at:—

- (i) Signals B9, B57 and DB6.
- (ii) Adjacent to the points in the Down Main at Cadoxton leading to the Down Reception.

A telephone to Cardiff signal box will be provided at signal UB5.

The following existing telephones, at present connected to Cadoxton South, will be diverted to Barry signal box:—

- (i) At Signals DB3A, DB3B, DB4 and the presently designated CX92.
- (ii) In the Train Meeter's Cabin at Cadoxton.

Levers in the Barry Locking Frame will be bolted out of use as appropriate.

During the time the work is in progress, Signals CX92 (B39) (Down Main) and B57 and B59 (Up Main) will display a red aspect, and Handsignalmen will be positioned at these signals.

Chief Signalling Inspector, Cardiff, to make all arrangements, including the provision of the necessary hand-signalmen in accordance with Rule 77.

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

14th July, 1969
Cardiff (Extn. 2504)

E. R. WILLIAMS,
Divisional Manager.

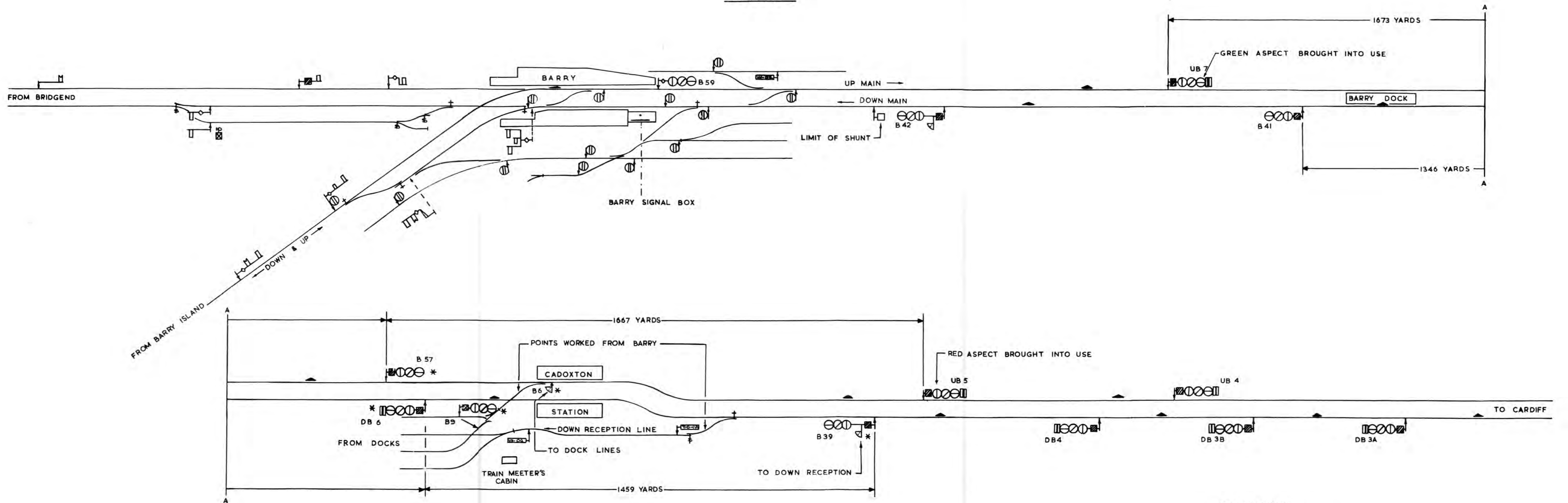
INTRODUCTION OF STAGE 2 OF THE BARRY CENTRALISATION OF SIGNALLING SCHEME

I have received copy/copies of Notice No. W. W. 311 dated the 14th July, 1969, in connection with the above.

..... Date Station
..... Dept. Signature

E. R. WILLIAMS, Esq.,
Room No. 351, Marland House,
Cardiff.

BARRY



KEY TO SYMBOLS

- | | | | |
|---|-----------------------|---|------------------------------|
| ⊙ | GREEN ASPECT | * | NEW SIGNALS |
| ⊖ | YELLOW ASPECT | ⊞ | AUTOMATIC SIGNALS |
| ⊗ | RED ASPECT | ☒ | TELEPHONE - RULE 55 |
| ⚡ | DRAW AHEAD ASPECT | ☒ | TELEPHONE - GENERAL PURPOSES |
| ⚡ | GROUND POSITION LIGHT | | |