

BRITISH RAILWAYS - WESTERN REGION  
(For the use of employees only)

BARRY - BARRY ISLAND - SINGLING OF LINE

Between 22.30 hours Saturday 7th June and 06.00 hours Monday, 9th June or until completion, the Divisional Civil Engineer and Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:-

The Down Main Line, between the Down Main to Up Main facing connection at Barry and Barry Island signal box, will be taken out of use. The Down Main to Up Main facing connection will be retained as a trap.

The Up Main between Barry Island and Barry, at present worked as an Up and Down line when Barry Island signal box is closed, will become a permanent single line. Opening of Barry Island signal box will give access from this single line to Barry Island platforms 3 & 4 (See attached sketch).

At Barry Island the facing connection leading from No. 3 platform line to the Up Main will be spiked, clipped and padlocked reverse. The connection leading from No. 4 Platform line to the Up Main will be retained and worked as a trap point. The remainder of the connections associated with the Down Main will be clipped, spiked and padlocked out of use pending recovery.

The following new signals will be brought into use:-

At Barry Island



Description	Position	Yards from Signal Box
1. Down Main Home to No. 1 Platform)	Down side of single line	122
2. Down Main Home to No. 3 Platform)		
3. Down Main Home to No. 4 Platform)		

At Barry



1. Down Main Advanced Starting to Up)	Down side of and Down Main (existing signal) ) Down Main	390
2. Barry Island Down Distant.		

N.B. The existing Down Main Advanced Starting left hand doll of this signal will be recovered.

The following signals will be recovered:-

At Barry Island

The Down Main Homes (bracket signal)

The ground discs associated with the Down Main, the elevated discs on the Platform Starting signals reading to Spur, and the ground disc reading back from the Up Main to the platform lines.

At Barry

The Down Main Outer Advanced Starting with lower distant for Barry Island. The double line absolute block section Barry - Barry Island will be abolished and the block instruments recovered. When Barry Island signal box is open the single line section to Barry will be controlled by acceptance lever and trains will be signalled by block bell. When Barry Island signal box is closed the existing arrangement whereby a portion of the Barry Island area is controlled from Barry will remain unaltered.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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# Telephones

The Barry Island "box to box" telephone at Barry will be extended to Barry Island ground frame when Barry Island signal box is closed. The separate telephone to Barry Island ground frame will be recovered.

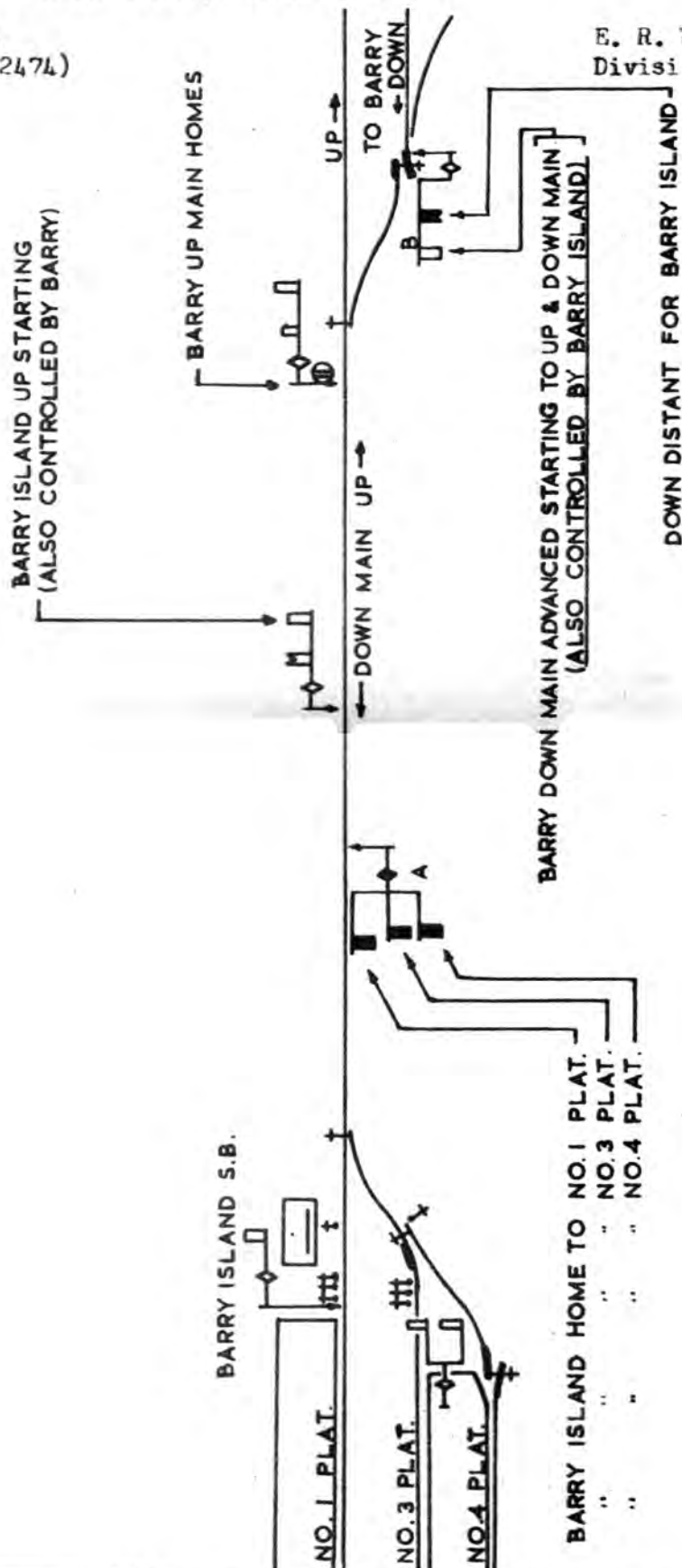
Chief Signalling Inspector Jones to make all arrangements including the provision of the necessary handsignalmen in accordance with Rule 77.

Please acknowledge receipt on form below.

21st May, 1969.  
Cardiff (Extn. 2474)

E. R. Williams  
Divisional Manager.

## BARRY ISLAND - BARRY



### BARRY - BARRY ISLAND - SINGLING OF LINE

I have received copy/copies of Notice No. WW/315 dated 21st May, 1969 in connection with the above.

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

E. R. Williams, Esq.,  
Room 351, Marland House, Cardiff.