

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

LLANHARAN

NEW LAYOUT

Between the hours of 22.00 on Saturday, 19th September, 1970, and 06.00 on Monday, 21st September, 1970, or until completion of work, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in bringing into use new and altered signalling as set out below.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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In connection with the provision of a private siding for the N.C.B. at Llanharan, new track and signalling will be brought into use as shown on the attached diagram. The signalling will be controlled from Port Talbot Signal Box.

Automatic Signal DMI84 will become a controlled signal (PT60) and its profile adjusted to include the provision of a Draw Ahead Aspect. Automatic Signal UMI84 and its associated AWS Ramp will be recovered. The existing runaway catchpoint in the Up Main at 184 m. 299 yds. will be repositioned at 184 m. 623 yds. as shown on the diagram.

Continuous track circuiting will be provided on the Up and Down Main Lines. Track circuiting will also be provided on the Backshunt Line, in advance of position light signal 584.

Llanharan Ground Frame: The connection leading from the Backshunt Line to the Exchange Sidings will be worked from a new ground frame to be known as "Llanharan Ground Frame", as shown on the attached diagram. The ground frame will be released by an Annett's key held in a release instrument at ground frame, and controlled from Port Talbot Signal Box.

All points (with the exception of those operated by the ground frame) in the area shown on the diagram and worked from Port Talbot Signal Box will be operated by the SGE-HB Style machine and instructions for the emergency operation of these machines have been issued separately. A handcrank will be provided in a release instrument situated in a cupboard adjacent to the ground frame. The handcrank can only be withdrawn when a release is given from Port Talbot Signal Box.

Telephones giving communication with the signalman at Port Talbot Signal Box will be provided:—

- (1) At running signals PT60 and PT89.
- (2) At Llanharan Ground Frame.
- (3) At the handcrank release instrument.

Routing of Signals

Key to Abbreviations

M—Main Aspect

DA—Draw Ahead

S—Shunt

Signal No. P.T.	Route	Destination	Type of Signal
60	A	Exchange Sidings	DA
	B	Down Main	M
89		Up Main	M
581	A	Up Main	S
	B	Backshunt	S
582		Down Main	S
583		Up Main	S
584		Signal 582	S
586	A	Exchange Sidings	S
	B	Down Main	S

Shunt Signal 583 will in addition read to Backshunt and simultaneously Shunt Signal 584 to Exchange Sidings by independent operation from Llanharan Ground Frame after the release has been given by Port Talbot Signal Box.

District Signalling Inspector, Swansea, to make all arrangements, including the provision of the necessary handsignalmen in accordance with Rule 77.

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

4th September, 1970.
Cardiff (Extn. 2476)

E. R. WILLIAMS,
Divisional Manager,
CARDIFF.
(WP/874)

LLANHARAN—NEW LAYOUT

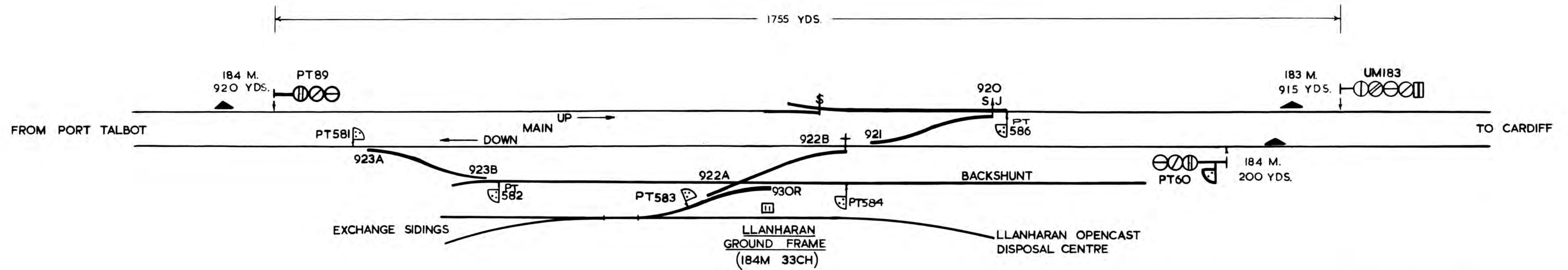
I have received copy/copies of Notice No. WW.346 dated 4th September, 1970, in connection with the above.

Date Station





Department..... Signature

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

LLANHARAN



KEY TO SYMBOLS
MULTI LENS SIGNAL

- | | |
|---|---|
|  | SECOND YELLOW
GREEN
YELLOW
RED
DRAW AHEAD |
|  | GROUND POSITION LIGHT
RED/WHITE NORMAL |
|  | AUTOMATIC |
|  | AWS RAMP |