

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

**(For the use of employees only)**

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## **INTRODUCTION OF STAGE II**

### **WEST WALES M. A. S.**

**FELIN FRAN TO  
GROVESEND COLLIERY LOOP**

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Between the hours of 08.00 Saturday 16th June and 06.00 Monday, 18th June, the Chief Signal and Telecommunications Engineer and the Divisional Civil Engineer will be engaged in introducing the second stage of this scheme and will bring into use multiple aspect colour light signalling in accordance with the enclosed sketch.

# SIGNALLING RECORD SOCIETY

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## **I. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING**

The signal boxes at Llangyfelach and Graig Merthyr Colliery Siding will be closed and all associated signalling will be recovered.

At Felin Fran, signal FF2 will become a two aspect with Draw Ahead and route indicator and renumbered PT.360. Signal FF2R will be renumbered PT.360.R. All other signals will be recovered. At Grovesend Colliery Loop the Down Advanced Starting Bracket Signal will be replaced by a three aspect signal with junction indicator and renumbered GC.4. All other signals will be recovered.

Hendy Junction Up Advanced Starting Signal will be replaced by a three aspect signal HY.15. Morlais Junction Up Starting Signal will be repositioned on the same side of the line 240 yards further from the signal box as a three aspect signal ML.28.

## **2. PERMANENT WAY**

The permanent way arrangements will be in accordance with the attached diagram.

## **3. GROUND FRAMES**

Felin Fran Signal Box will become Felin Fran Ground Frame and will control the new facing crossover and all connections previously worked from the signal box, also associated position light signals.

New Ground Frames will be provided as follows:—

At 8 M. 7 Chs. to be known as Pont Lliw and will control the trailing connection in the Down District Line to Siding.

At the east end of Graig Merthyr to be known as Graig Merthyr East and will control the existing connection trailing Up District to Goods Sidings and associated ground position light signals.

At the west end of Graig Merthyr to be known as Graig Merthyr West and will control the existing connections, trailing crossover between Up and Down District Lines and facing connection Up District to Goods Siding and associated ground position light signals.

At Grovesend Colliery Loop to be known as Grovesend Loop and will control the existing connection Down Goods Loop to N.C.B. Sidings and associated position light signal.

These new Ground Frames will be released by Annetts Keys held in the instruments adjacent to each Ground Frame and electrically released from Port Talbot.

## **4. POWER OPERATED POINTS**

With the exception of those mentioned under "Ground Frames," hand worked points and the double junction points at Grovesend Colliery Loop (Loughor Junction) all other connections shown on the sketch will be operated by point machines of the electro-hydraulic clamp lock type.

Special instructions for the emergency operation of Rail Clamp locks have been issued separately.

## **5. ALTERATIONS TO BLOCK WORKING**

Track circuit block working will be introduced between Port Talbot and Grovesend Colliery Loop. Train description will be by single stroke bell.

## **6. LLANGYFELACH TUNNEL**

The alarm wire when cut, will in future place or maintain at DANGER signals PT.364, PT.389 and PT.571 and will activate audible and visual indicators in Port Talbot Signal Box.

## 7. TELEPHONES

Telephones giving exclusive communication with the signalmen at Port Talbot will be provided at all running signals controlled from Port Talbot, at signals UD.3 and UD.7 and at each end of Lonlas Tunnel and Llangyfelach Tunnel.

Automatic telephones will be provided at Felin Fran, Pont Lliw, Graig Merthyr East, Graig Merthyr West and Grovesend Loop Ground Frames and adjacent to signal PT.571; also for the emergency operation of points at Grovesend on the up side adjacent to the Down District/Up District Crossover and on the Down Side adjacent to the connection Loop to Down District.

Communication with the Signalmen at Port Talbot can be obtained from the automatic telephones by dialling 6130

Telephones giving exclusive communication with the respective signal boxes will be provided at signal GC.4 to Grovesend Colliery Loop, at signal ML.28 to Morlais Junction and at signal HY.15 to Hendy Junction.

## 8. AUTOMATIC WARNING SYSTEM

B.R. pattern A.W.S. Inductors will be provided as shown on the sketch.

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District Signalling Inspectors, Swansea, and Llanelli to make all arrangements for safe working including the appointment of the necessary Handsignalmen in accordance with Section 'E' of the Rule Book.

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**PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED**

9th May, 1973  
Cardiff (Extn. 2472)

**E. R. WILLIAMS,**  
Divisional Manager

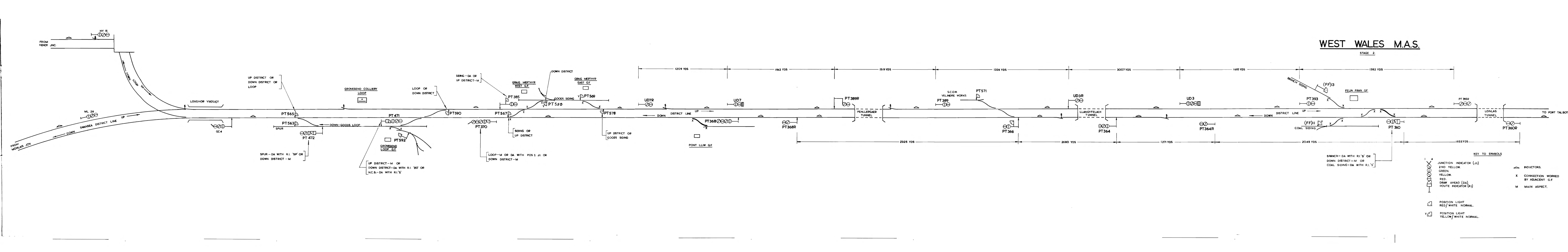
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## INTRODUCTION OF STAGE II—WEST WALES M.A.S. SCHEME

I have received copy/copies of Notice W.W.401 dated 9th May, 1973, in connection with the above.

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

**E. R. WILLIAMS, Esq.,**  
C.P.16, Room No. 351,  
Marland House, Cardiff.



WEST WALES M.A.S.  
STAGE 2.

KEY TO SYMBOLS

	JUNCTION INDICATOR (J.I.) 2ND YELLOW. GREEN. YELLOW. RED. DRAW AHEAD (DA) ROUTE INDICATOR (R.I.)		INDUCTORS.
	POSITION LIGHT RED/WHITE NORMAL.		CONNECTION WORKED BY ADJACENT G.F.
	POSITION LIGHT YELLOW/WHITE NORMAL.		MAIN ASPECT.