

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

INTRODUCTION of STAGE III

WEST WALES M. A. S.

GROVESEND COLLIERY LOOP TO LLANDILO JUNCTION/PANTYFFYNNON

Between the hours of 12.00 Saturday, 7th July, and 06.00 Monday, 9th July, the Chief Signal and Telecommunications Engineer and the Divisional Civil Engineer will be engaged in introducing the third stage of this scheme and will bring into use multiple aspect colour light signalling in accordance with the enclosed sketch.

I. ALTERATIONS TO SIGNALLING

The following signal boxes, together with all associated semaphore signalling will be recovered:—

Grovesend Colliery Loop
Morlais Junction
Hendy Junction

At Llandilo Junction the Down District Line Distant and Home signals and also the disc signal reading from Down Genwen Loop to Down District, together with the "Limit of Shunt" indicator will be recovered.

The new colour light signal LJ.90.R will display only two aspects—green and yellow.

The following existing colour light signals will be renamed:—

<i>Existing</i>	<i>New</i>
GC.4	PT.372
HY.15	PT.483
ML.28	PT.383

The down line between Hendy Junction and Morlais Junction will be taken out of use and the up line will become a single line (up/down) under the complete control of Port Talbot Panel.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

2. PERMANENT WAY

At Hendy Junction the down line from Grovesend will be reconnected with the single line as shown. The runaway catch point in advance of signal PT.483 will be recovered.

3. GROUND FRAMES

A new ground frame to be known as Morlais West Ground Frame will be provided to operate the existing connection Up District to Siding at 3 M. 29 Chs. The existing Morlais Colliery Ground Frame will be renamed Morlais East Ground Frame. The above ground frames, together with the existing Pontardulais Ground Frame will be released by Annetts keys held in the instruments adjacent to each ground frame and electrically released from Port Talbot Signal Box.

4. POWER OPERATED POINTS

With the exception of the ground frame points, spring points, hand worked points and the connections worked from Llandilo Junction, all points shown on the attached 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 will be introduced as under:—

Port Talbot (Grovesend Colliery Loop) and Llandilo Junction.

Port Talbot (Grovesend Colliery Loop) and Port Talbot (Hendy Junction).

Port Talbot (Morlais Junction) and Port Talbot (Hendy Junction).

Track circuit block with Acceptance Switch/Lever will also be introduced between Port Talbot (Hendy Junction) and Pantyffynnon. Train description will be single stroke bell.

6. TELEPHONES

Telephones giving exclusive communication with the Signaller at Port Talbot will be provided at all running signals controlled from Port Talbot and with the Signaller at Llandilo Junction for signals DD.11 and LJ.90. Automatic telephones will be provided at all the ground frames and at both Hendy and Morlais Junctions for the emergency operation of the points. Communication with the signaller at Port Talbot can be obtained by dialling 6130.

7. AUTOMATIC WARNING SYSTEM

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

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

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

25th June, 1973
Cardiff (Extn. 2472)

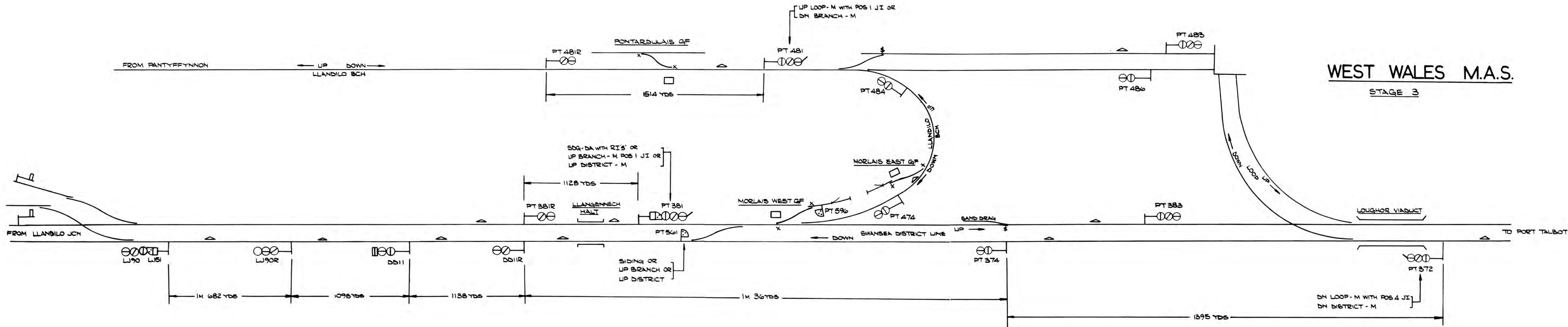
E. R. WILLIAMS,
Divisional Manager

INTRODUCTION OF STAGE III—WEST WALES M.A.S. SCHEME

I have received copy/copies of Notice W.W.405 dated 25th June, 1973, in connection with the above.

.....DateStation
.....Dept.Signature

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



KEY TO SYMBOLS

- ▲ INDUCTORS
- X CONNECTION WORKED BY ADJACENT GF
- M MAIN ASPECT
- 1 4 JUNCTION INDICATORS (JI)
- GREEN
- YELLOW
- RED
- DRAW AHEAD (DA)
- ROUTE INDICATORS (R.I.)
- ☺ POSITION LIGHT
- ☺ RED/WHITE NORMAL