

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

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

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## **INTRODUCTION OF STAGE IV(A)**

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

**NEATH EAST TO  
LLANDILO JUNCTION**

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Between the hours of 23.00 Saturday 29th September and 06.00 Monday 1st October, the Chief Signal and Telecommunications Engineer and the Divisional Civil Engineer will be engaged in introducing the 4(A) 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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## **1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING**

The signal boxes at Skewen East, Landore and Swansea Loop West will be closed and all associated signalling will be recovered.

At Llandilo Junction the existing Down Main Home will be replaced by a three aspect signal LJ93 and the existing Down Main Distant will be re-numbered LJ93R.

Neath General East Signal box will become Neath East Ground Frame. All semaphore signals (except that from the Down Sidings) will be recovered, together with the colour light Down Home, Up Distant and Up Starting signals.

At Swansea High Street, and Swansea Loop East all points and signals will be disconnected and trains will be hand signalled as necessary until further notice.

## **2. PERMANENT WAY**

Runaway catchpoints will be re-positioned and provided as shown.

## **3. DESCRIPTION OF LINES**

The existing Up and Down Branch lines between Landore and Swansea Loop East will become the Up and Down Main and the existing main lines between Landore and Swansea Loop West will become the Up and Down Avoiding lines.

## **4. GROUND FRAMES**

Neath East Ground Frame will control the connections previously worked from the signal box together with the level crossing gates. The ground frame will be released electrically from Port Talbot Panel.

The new Swansea Loop West Ground Frame will control the main line trailing crossover. The ground frame will be released by Annetts Key-held in an instrument adjacent to the ground frame and electrically released from Port Talbot Panel.

## **5. POWER OPERATED POINTS**

With the exception of Spring points, Ground Frame points and hand worked points, 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.

## **6. ALTERATIONS TO BLOCK WORKING**

Track circuit block working will be introduced between Port Talbot (Neath East) and Llandilo Junction with train description by single stroke bell.

The lines between Swansea Loop East Signal box and Landore also Swansea Loop East Signal Box and Swansea Loop West Junction will be worked by telephone. Signals PT262, PT362 and PT462 will be maintained at RED and will act as temporary home signals for Swansea Loop East Signal Box.

## **7. COCKETT TUNNEL**

The alarm wire when cut will in future place or maintain at DANGER signals PT274 and UM220 and will activate audible and visual indicators in Port Talbot Panel box.



## 8. TELEPHONES

Telephones giving exclusive communication with the signalmen at Port Talbot will be provided at all running signals controlled from Port Talbot, all auto signals and at each end of Cockett Tunnel. Automatic telephones will be provided at Swansea Loop West Ground frame, adjacent to signals PT508, PT551 and for emergency operation of points at Landore adjacent to main line crossover and at Swansea Loop West adjacent to the double junction.

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

A telephone giving exclusive communication with Llandilo Junction Signal box will be provided at Signal LJ93.

## 9. AUTOMATIC WARNING SYSTEM

B.R. pattern A.W.S. inductors will be provided as shown on the sketch. A.W.R. pattern A.W.S. ramp will be provided at signal LJ93.

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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**

17th September, 1973  
Cardiff (Extn. 2472)

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

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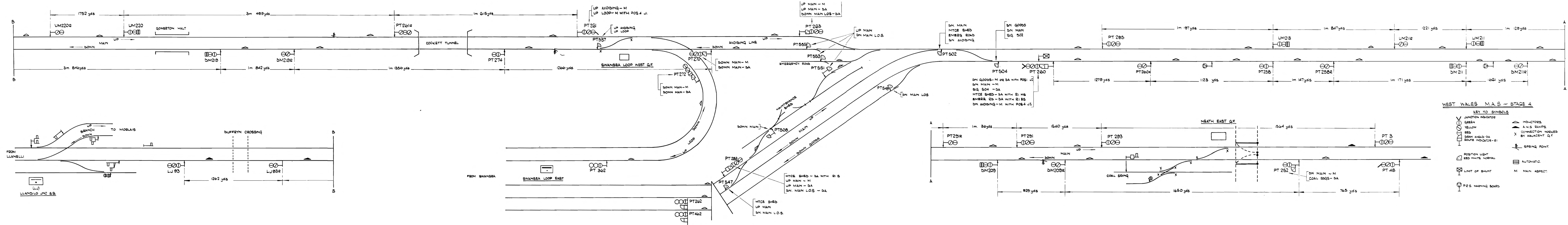
## INTRODUCTION OF STAGE 4(A)—WEST WALES M.A.S. SCHEME

I have received copy/copies of Notice WW.409 dated 17th September, 1973, in connection with the above .

.....Date .....Station
















.....Dept. ....Signature

**E. R. WILLIAMS, Esq.,**  
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Marland House, Cardiff.



WEST WALES M.A.S. - STAGE 4.

### KEY TO SYMBOLS

	JUNCTION INDICATOR		INDUCTORS.
	GREEN		A.W.S. RAMPS.
	YELLOW		CONNECTION WORKED BY ADJACENT G.F.
	RED		SPRING POINT.
	DRAW AHEAD - DA ROUTE INDICATOR - R1		POSITION LIGHT
	RED WHITE NORMAL		AUTOMATIC.
	LIMIT OF SHUNT		MAIN ASPECT.
	P.R.S. WARNING BOARD		