

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

INTRODUCTION OF STAGE IV(B)

WEST WALES M. A. S.

SWANSEA LOOP EAST TO SWANSEA HIGH ST.

At 18.00 hours on Sunday, 14th October or when completed, the Chief Signal and Telecommunications Engineer and the Divisional Civil Engineer will be engaged in introducing the IVB stage of this scheme and will bring into use multiple aspect colour light signalling in accordance with the enclosed sketch.

1. REDUNDANT SIGNAL BOXES

The signal boxes at Swansea High Street and Swansea Loop East will be closed and all associated signalling will be recovered.

2. PERMANENT WAY ALTERATIONS

The new layout will be in accordance with the attached diagram.

3. DESCRIPTION OF LINES

The platforms at Swansea High Street Station will be re-numbered as indicated on the sketch.

4. GROUND FRAMES

Two new Ground Frames will be provided as follows:—

Vivians Ground Frame situated on the Down Side at approximately 215½ M.P. controlling the connection from the Down Goods Loop to the Down Sidings.

Down Siding Ground Frame situated on the Down Side in Swansea Station area controlling the connection from the Down Goods to No. 7 and No. 8 Carriage Sidings and associated ground position light signals.

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.

SIGNALLING RECORD SOCIETY

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5. POWER OPERATED POINTS

With the exception of those mentioned under "Ground Frames" 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 extended from Port Talbot (Landore and Swansea Loop West area) to Swansea High Street Station.

7. TELEPHONES

Telephones giving exclusive communication with the Signaller at Port Talbot will be provided at all running signals and adjacent to PT539, also Down Side adjacent to Carriage Sidings.

Automatic telephones will be provided at Vivians Ground Frame, Down Sidings Ground Frame and Swansea Loop West end of Down Loop Siding also for emergency operation of points at Swansea Loop East on the Upside adjacent to the double junction and on the Down Side adjacent to the connection Down Main to Down Goods Loop and at Swansea High Street Station on the Upside adjacent to the new No. 1 and No. 2 Platform lines crossover.

Communication with the Signaller at Port Talbot can be obtained from the automatic telephones by dialling 6160.

8. AUTOMATIC WARNING SYSTEM

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

9. ROUTES OF THE NEW SIGNALS WILL BE AS FOLLOWS:—

Signal No.	Route	Destination	Type of Signal
179	A	Up Main	M
	B	Signal 281	DA
	C	Down Main L.O.S.	DA
	D	Signal 545	DA with RI, DG
	E	Carriage Sidings	DA with RI, CS
279	A	Up Main	M
	B	Signal 281	DA
	C	Down Main L.O.S.	DA
	D	Signal 545	DA with RI, DG
	E	Carriage Sidings	DA with RI, CS
281	A	Down Loop	M with JI, POS I
	B	Up Main	M
379	A	Up Main	M
	B	Signal 281	DA
	C	Down Main L.O.S.	DA
	D	Signal 543	DA
	E	Down Goods Loop via 926	DA with RI, DG
	F	Down Goods Loop via 928	DA with RI, DG
	G	Carriage Sidings via 926	DA with RI, CS
	H	Carriage Sidings via 928	DA with RI, CS
	J	Sidings 7.8.	DA with RI, S
479	A	Up Main	M
	B	Signal 281	DA
	C	Down Main L.O.S.	DA
	D	Signal 543	DA
	E	Down Goods Loop via 926	DA with RI, DG
	F	Down Goods Loop via 928	DA with RI, DG
	G	Carriage Sidings via 926	DA with RI, CS
	H	Carriage Sidings via 928	DA with RI, CS
	J	Sidings 7.8.	DA with RI, S

<i>Signal No.</i>	<i>Route</i>	<i>Destination</i>	<i>Type of Signal</i>
262	A	Down Goods Loop	M/DA with JI, I
	B	Down Main	M
	C	Signal 520	DA with RI, UM
	D	Up Sidings (Goods)	DA with RI, GS
264	A	Platform 4	M/DA with RI, 4
	B	Platform 3	M/DA with RI, 3
	C	Signal 522	DA
	D	Platform 2	M/DA with RI, 2
	E	Platform I	M/DA with RI, I
362	A	Signal 264	M
462	A	Down Goods Loop	M/DA with RI, DG
	B	Down Main	M with RI, M
	C	Signal 520	DA with RI, UM
	D	Up Sidings (Goods)	DA with RI, GS
464	A	Spur	DA
	B	Platform 4 via 928	M/DA with RI, 4
	C	Platform 4 via 926	M/DA with RI, 4
	D	Platform 3 via 928	M/DA with RI, 3
	E	Platform 3 via 926	M/DA with RI, 3
	F	Signal 522	DA
	G	Platform 2	M/DA with RI, 2
	H	Platform I	M/DA with RI, I
512	A	Signal 520	S
	B	Up Sidings (Goods)	S
514	A	Up Sidings (Goods)	S
518	A	Spur	S with RI, SP
	B	Platform 4 via 928	S with RI, 4
	C	Platform 4 via 926	S with RI, 4
	D	Platform 3 via 928	S with RI, 3
	E	Platform 3 via 926	S with RI, 3
	F	Signal 522	S
	G	Platform 2	S with RI, 2
	H	Platform I	S with RI, I
520	A	Signal 522	S
	B	Platform I	S
522	A	Platform 4	S
	B	Platform 3	S
	C	Platform 2	S
	D	Platform I	S
524	A	Spur	S
	B	Platform 4	S
	C	Platform 3	S
539	A	Down Loop Siding	S
	B	Down Loop	S
	C	Up Main	S
	D	Down Goods Loop	S

<i>Signal No.</i>	<i>Route</i>	<i>Destination</i>	<i>Type of Signal</i>
541	A	Signal 543	S
543	A	Signal 545	S
	B	Carriage Sidings	S
	C	Sidings 7.8.	S
545	A	Down Main	S
	B	Down Goods Loop	S

District Signalling Inspector, Swansea 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

1st October, 1973
Cardiff (Extn. 2472)

E. R. WILLIAMS,
Divisional Manager

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

I have received copy/copies of Notice WW.413 dated 1st October, 1973, in connection with the above.

.....DateStation

.....Dept.Signature

E. R. WILLIAMS, Esq.,
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CARDIFF.

