

Private and not for Publication

W. J. Bowden 41
Notice No. W.W.75

BRITISH RAILWAYS
(WESTERN REGION)

**PYLE WEST JUNCTION-
BAGLAN LOOP**

**MULTIPLE ASPECT
SIGNALLING SCHEME**

**INTRODUCTION OF FINAL
STAGE 3**

R. C. HILTON
Divisional Manager

CARDIFF

30th September, 1963
(WW/PWS/55) (Ext. 2471)

BRITISH RAILWAYS

(WESTERN REGION)

Pyle West Junction—Baglan Loop Multiple Aspect Signalling Scheme Introduction of Final Stage 3

Between the hours of 12.1 a.m. on SUNDAY, 20th OCTOBER, 1963, and 6.0 a.m. on MONDAY, 21st OCTOBER, 1963, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged in carrying out the above stage of this scheme which will consist of extending the multiple aspect colour light signalling and continuous track circuiting on all running lines from Margam Middle to Margam Moors. Also the transfer of signalling at present worked by the control panel in Pyle West Junction Signal Box to Port Talbot Signal Box. The signalling will be in accordance with the attached diagram.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 18, 19, 20, 21 and 22 of the Regional Appendix.

CLOSING OF SIGNAL BOXES

Margam Middle, Margam East and Margam Moors Signal boxes will be closed and all existing semaphore signalling worked from these boxes will be recovered and certain colour light signals will be transferred to Port Talbot as detailed below.

TRANSFER OF SIGNALLING

The following existing multiple aspect colour light signals worked from existing boxes as detailed, will now be worked from Port Talbot and will have new identification numbers as detailed.

Existing Signals	To Become
Margam Middle	Port Talbot
MD84	PT22
Margam Moors	
MM10	PT35
MM58 (3 Aspect)	PT6 (4 Aspect)
Pyle West	
PW101	PT37
PW102	PT2
PW103	PT239
PW104	PT4

ALTERATIONS TO LAYOUT

In the Margam Moors area Up Sidings Nos. 1 and 2 will be **brought into use** as through sidings, also the line between the Up Sidings and the Newlands branch will be **brought into use**.

In the Margam East area, the facing connection from Up Goods to Up Main at the east end of Margam Halt will be **brought into use**.

In the Margam Middle area the remodelled layout in the down lines as shown on the attached plan will be brought into use.

The No. 2 Up Goods line will be brought into use as a through line and the facing points in the No. 1 Up Goods at 201 miles 60 chains will be worked from the signal box.

SPEED OF LINES

The maximum permissible speed of the Up Goods line between Port Talbot and Margam Moors area and the Down Goods line between Margam East area and Port Talbot will be increased to 25 m.p.h.

The maximum permissible speed over No. 2 Up Goods Line between Signal PT.121 and PT.225 and over No. 2 Down Goods Line between Signals PT.318, PT.18 and PT.220, will remain at 10 m.p.h.

BLOCK ARRANGEMENTS

Track circuit block working will apply on all running lines.

Block Bells for emergency working are provided as follows:—

- Port Talbot to Baglan Loop
- Port Talbot to Pyle West
- Port Talbot to Copper Works Junction (Taibach Loop Lines)
- Port Talbot to Copper Works Junction (O.V.E. Lines)
- Port Talbot to Margam Yard
- Port Talbot to Abbey Works West
- Port Talbot to Abbey Works East

The Up Departure Line and the branch line to Newlands will be described by telephone.

The existing block switches at Abbey Works East and Abbey Works West signal boxes will be recovered.

The Copper Works Junction box-to-box telephone to Port Talbot will be switched through to the Docks when Copper Works Junction is switched out.

TRACK CIRCUITS

Existing track circuits will be rearranged or renamed and new track circuits brought into use giving extended continuous track circuiting on all running lines, as shown on the attached plan.

POINT MACHINES

Points at present worked from Pyle West and now transferred to Port Talbot, i.e. those controlling the main line entrance and exit to Margam Hump Yard will continue to be operated by GRS type 5A machines and their emergency operation will remain unchanged.

All other points worked from the new signal box will be operated by Siemens and General Electric Co.'s style HB point machine. The relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand cranks for the emergency operation of points are located in release instruments adjacent to the points. A hand crank can only be withdrawn when a release is given from Port Talbot.

TELEPHONES

Telephones giving exclusive communication with the Port Talbot signalmen will be provided as follows:—

- (i) At all multiple aspect signals bearing the prefix PT.
- (ii) At position light signals 612 and 620 and automatic-signal DG201.

(iii) At all hand crank release instruments.

(iv) Adjacent to the Up side shunters cabin in the Margam Middle area and at Heol-y-Delaid crossing.

TRAIN DESCRIBER APPARATUS

The train describer apparatus will be brought into use between Port Talbot Signal Box and the fringe boxes at Baglan Loop, Pyle West Junction, Copper Works Junction, Margam Yard, Abbey Works West, Abbey Works East and Margam Hump Yard.

Chief Inspector Harris, Swansea, to make all arrangements for the safe working of the line including the appointment of handsignalmen in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

R. C. HILTON

Divisional Manager

CARDIFF

30th September, 1963

(W.W./PWS/55) (Ext. 2471)

Received copy of Notice No. W.W.75 re Introduction of Stage 3 of the Pyle West Junction—Baglan Loop Multiple Aspect Signalling Scheme.

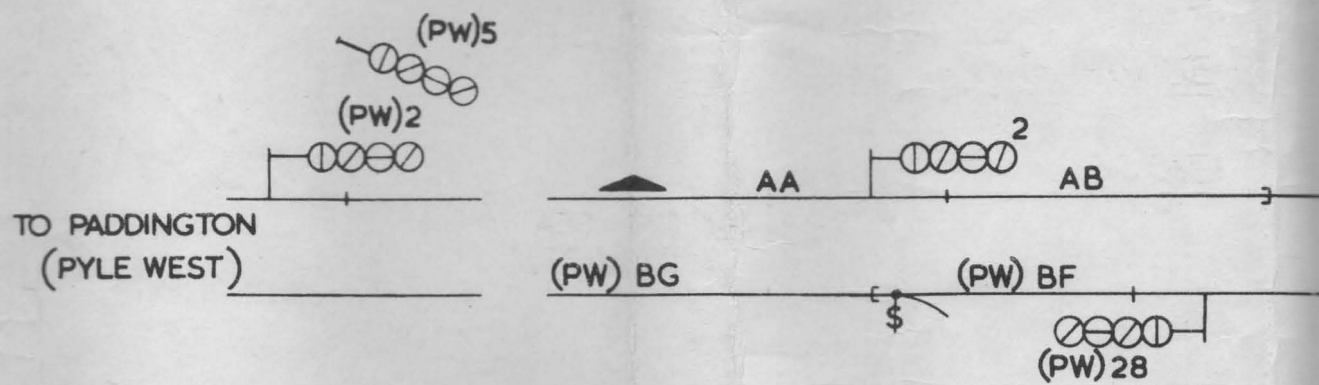
.....DATE.....SIGNATURE

.....DEPT.....STATION

To: DIVISIONAL MANAGER

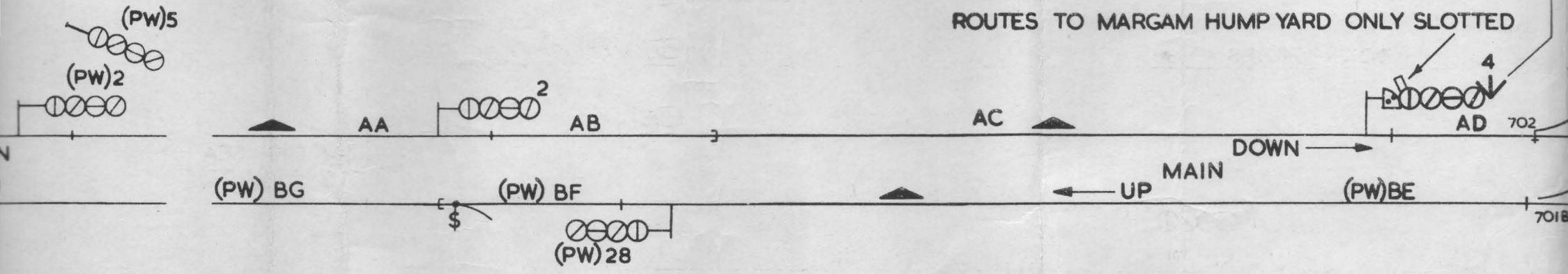
CARDIFF

(WW/PWS/55)

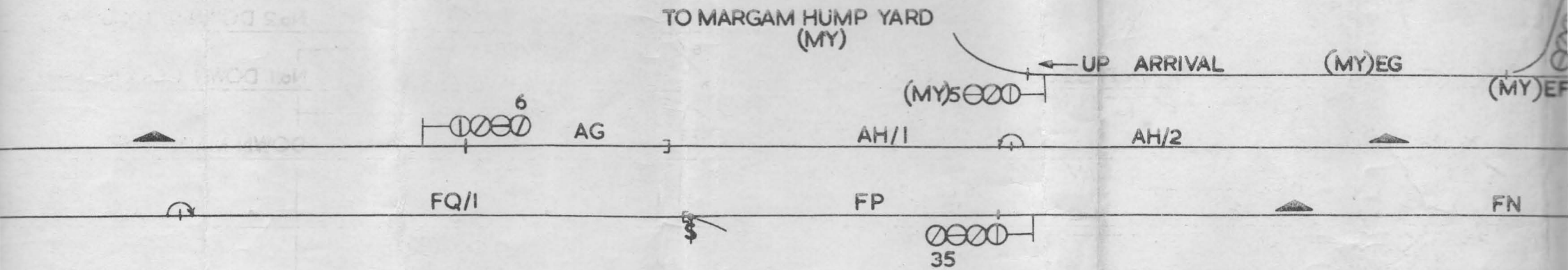


DN THRO' LINE-MORDA WITH POS 3 JNI OR
ARRIVAL A'-M WITH POS 2 JNI OR
ARRIVAL B'-M WITH POS 1 JNI OR
DOWN MAIN-M

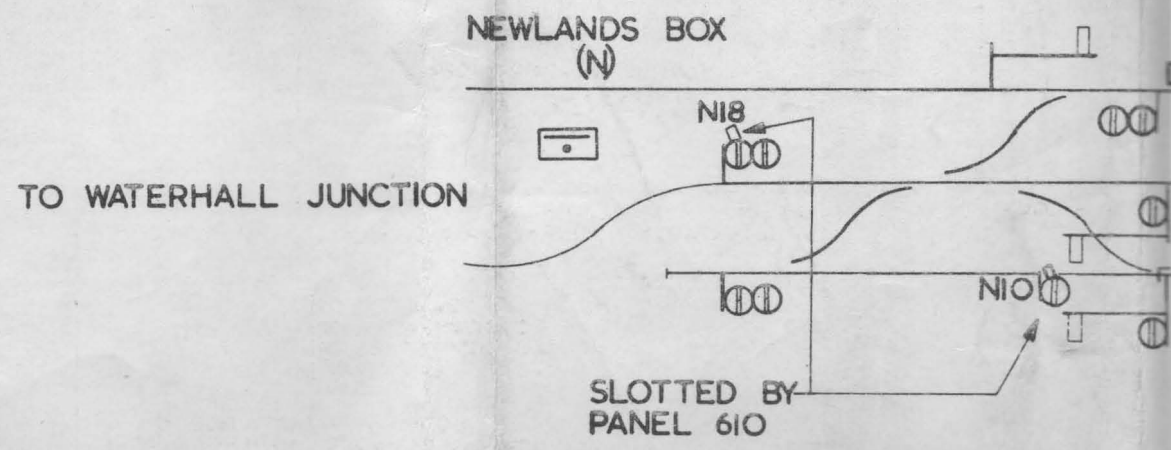
ROUTES TO MARGAM HUMP YARD ONLY SLOTTED



DOWNGOODS BRANCH—MOR DA WITH
 DOWN LOOP—MOR DA WITH
 DOWN MAIN—MOR
 NO1 SIDING—DA WITH 'S1' R
 NO2 SIDING—DA WITH 'S2' R
 NO3 SIDING—DA WITH 'S3' R
 NO4 SIDING—DA WITH 'S4' R



BRITISH INDUSTRIAL SULPHATES FACTORY



NCH-M OR DA WITH POS 2 JN1 OR
 OOP-M OR DA WITH POS 1 JN1 OR
 MAIN-M OR
 DING-DA WITH 'S1' RI OR
 DING-DA WITH 'S2' RI OR
 DING-DA WITH 'S3' RI OR
 DING-DA WITH 'S4' RI

ROUTES TO MARGAM HUMP YARD ONLY SLOTTED.

[MHY UP ARRIVAL-M OR DA WITH 'HY' RI OR
 UP MAIN-M WITH 'UM' RI]

TO S.C.O.W SIDINGS

UP GOODS OR
 NO1 SIDING OR
 NO2 SIDING OR
 NO3 SIDING OR
 NO4 SIDING

DOWN GOODS → (AE)BB

← UP GOODS VY

[MHY UP ARRIVAL

ABBNEY WORKS EAST BOX (AE)

DOWN LOOP → GL

DOWN MAIN OR
UP GOODS LOS

DOWN MAIN → AL

← UP MAIN

← UP GOODS KY

No.1 SIDING

No.2 SIDING

No.3 SIDING

No.4 SIDING

DOWN MAIN OR
UP GOODS LOS

DOWN MAIN OR
UP GOODS LOS

[MHY UP ARRIVAL-S WITH 'HY' RI OR
 UP MAIN-S WITH 'UM' RI OR
 BIS. FACT. SDG-S WITH 'FS' RI OR
 BRANCH-S WITH 'B' RI]

ROUTES TO NEWLANDS OR MARGAM HUMP YARD ONLY SLOTTED

[MHY UP ARRIVAL-M OR DA WITH POS 5 JN1 OR
 UP MAIN-M WITH POS 4 JN1 OR
 BIS. FACT. SDG-DA WITH 'FS' RI OR
 BRANCH-M OR DA WITH POS 1 JN1]

[UP GOODS - M
 NO 1 SIDING - M
 NO 2 SIDING - M
 NO 3 SIDING - M
 NO 4 SIDING - M]

[UP MAIN - M OR
 UP GOODS - M
 NO 1 SIDING - D
 NO 2 SIDING - D
 NO 3 SIDING - D
 NO 4 SIDING - D]

[UP GOODS OR
 NO 1 SIDING O
 NO 2 SIDING O
 NO 3 SIDING O
 NO 4 SIDING]

UP GOODS - S WITH 'UG' RI OR
 NO 1 SIDING - S WITH 'S1' RI OR
 NO 2 SIDING - S WITH 'S2' RI OR
 NO 3 SIDING - S WITH 'S3' RI OR
 NO 4 SIDING - S WITH 'S4' RI

POS. LIGHT 614

TORY

DOWN →

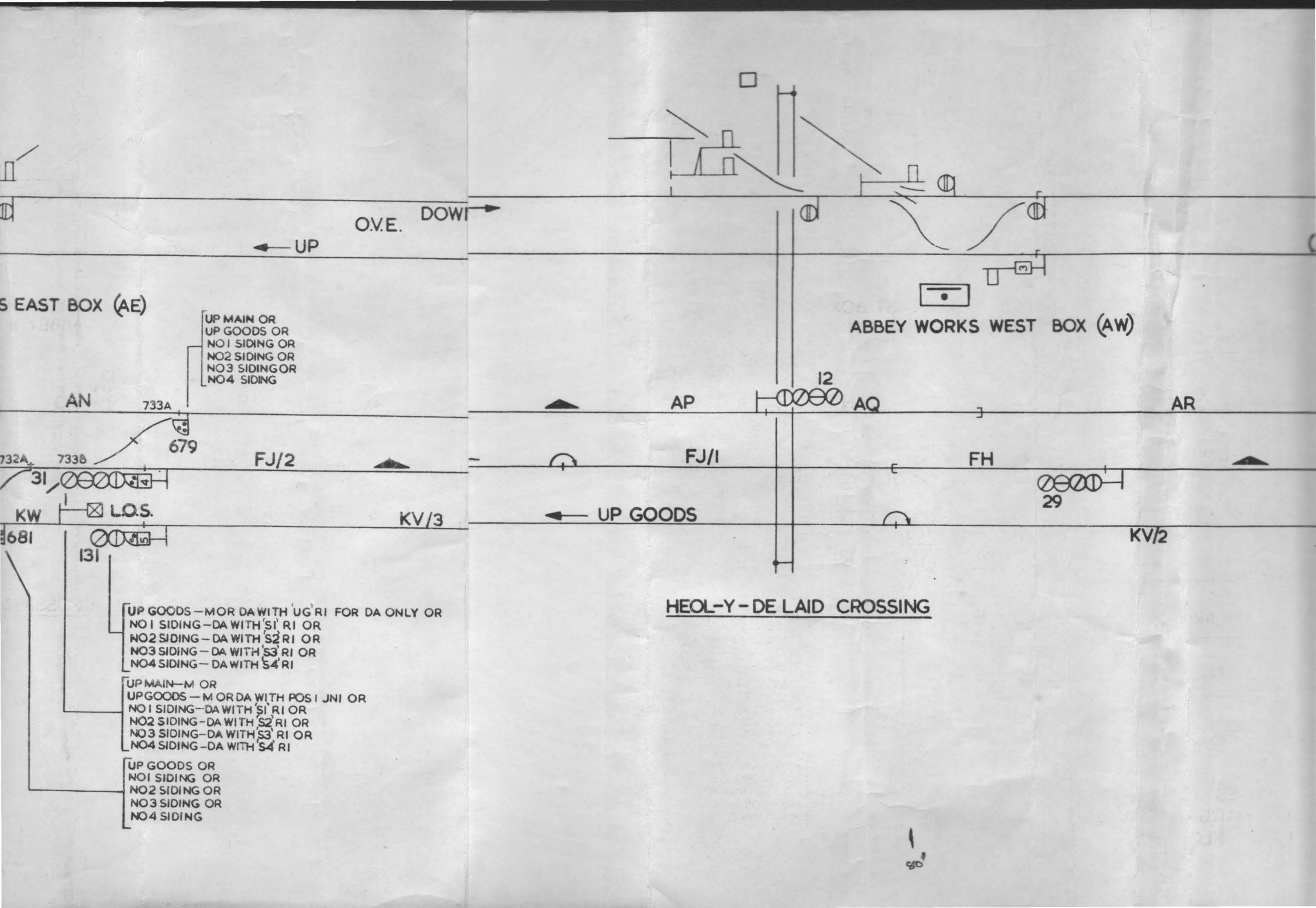
O.V.E.

← UP

BRANCH XY

NIO

53222

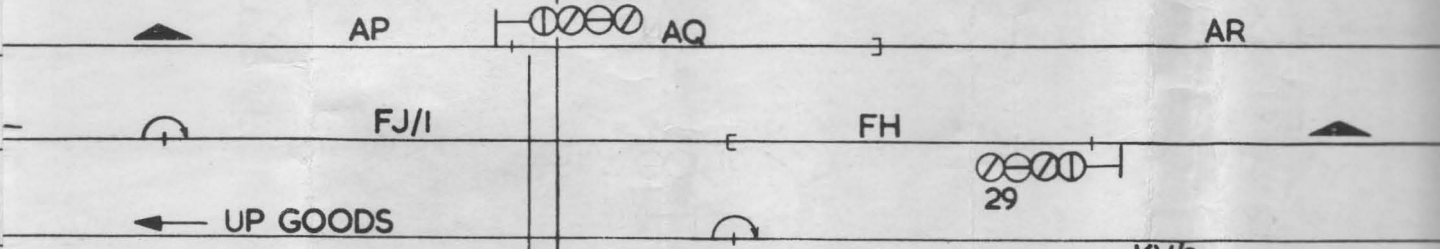
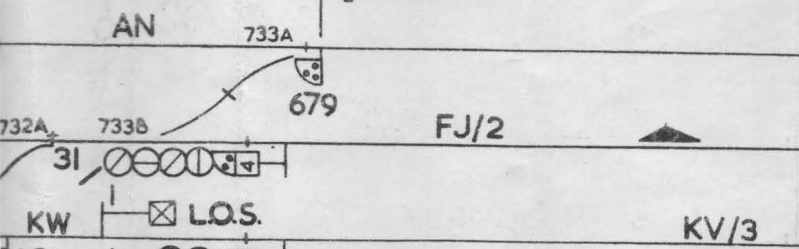


S EAST BOX (AE)

UP MAIN OR
UP GOODS OR
NO1 SIDING OR
NO2 SIDING OR
NO3 SIDING OR
NO4 SIDING

ABBAY WORKS WEST BOX (AW)

HEOL-Y-DE LAID CROSSING



UP GOODS - MOR DA WITH 'UG' RI FOR DA ONLY OR
NO1 SIDING - DA WITH 'S1' RI OR
NO2 SIDING - DA WITH 'S2' RI OR
NO3 SIDING - DA WITH 'S3' RI OR
NO4 SIDING - DA WITH 'S4' RI

UP MAIN - M OR
UP GOODS - M OR DA WITH POS I JNI OR
NO1 SIDING - DA WITH 'S1' RI OR
NO2 SIDING - DA WITH 'S2' RI OR
NO3 SIDING - DA WITH 'S3' RI OR
NO4 SIDING - DA WITH 'S4' RI

UP GOODS OR
NO1 SIDING OR
NO2 SIDING OR
NO3 SIDING OR
NO4 SIDING

50

TH 'CC' RI OR
TH 'OV' RI FOR DA ONLY

DOWN OVE - M OR DA WITH 'OV' RI OR
RECEPTION SDGS - DA WITH 'RE' RI OR
MARGAM YD - MOR DA WITH 'YD' RI

UP OVE MOR DA WITH 'OV' RI OR
UP MAIN M WITH 'UM' RI

DOWN →

SDG OR
VE OR
AIN

DOWN OVE - MOR DA WITH 'OV' RI OR
NO2 DOWN GOODS - MOR DA WITH 'G2' RI OR
NO1 DOWN GOODS - M OR DA WITH 'G1' RI

UP OVE OR
UP MAIN

← UP

OVE.

RECEPTION SIDINGS

DOWN GOODS - M OR DA WITH POS 1 JNI OR
DOWN MAIN - M

DOWN OVE OR
RECEPTION SIDINGS OR
MARGAM YARD

DOWN GOODS - M OR DA WITH 'DG' RI FOR DA ONLY OR
DOWN MAIN - M WITH POS 4 JNI OR
UP SIDINGS - DA WITH 'US' RI

DOWN GOODS - MOR DA WITH 'DG' RI OR
DOWN MAIN - M WITH 'DM' RI OR
UP SIDINGS - DA WITH 'US' RI

DOWN →

TO MARGAM YARD

RW

RV

RU

RT

LN

GM

No.2 DOWN GOODS →

LP

No.1 DOWN GOODS →

GN

N PASS. LOOP →

LM

AV

EW

ET

ES

← UP MAIN

EQ

DOWN MAIN →

AZ

BB

← UP GOODS

← No.1 UP GOODS

KR

KQ

EP

KT

MARGAM HALT

DA WITH POS 4 JNI OR

5 JNI OR
1 OR
'UG' RI FOR DA ONLY

DOWN OVE OR
NO2 DOWN GOODS OR
NO1 DOWN GOODS OR
DOWN MAIN

DOWN OVE - M WITH POS 3 JNI OR
DOWN GOODS MOR DA WITH POS 2 JNI OR
DOWN GOODS MOR DA WITH POS 1 JNI OR
DOWN MAIN - M

No.2 UP GOODS

DOWN PASS. LOOP OR
DOWN MAIN OR
UP MAIN

DOWN OVE OR
DOWN PASS LOOP OR
DOWN MAIN OR
UP MAIN

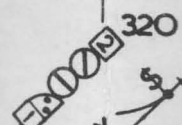
UP MAIN - M WITH POS 4 JNI OR
UP GOODS - MOR DA WITH 'UG' RI FOR DA ONLY

UP MAIN - M WITH 'UM' RI
UP GOODS - M OR DA WITH 'UG' RI OR
UP SPUR - DA WITH 'SP' RI

NO1 UP GOODS OR
NO2 UP GOODS

NO1 UP GOODS OR
NO2 UP GOODS OR
UP SIDINGS

NO2 UP GOODS OR
UP SIDINGS OR
SPUR OR
MILEAGE YARD



(CW)AA

COPPER WORKS JUNC. BOX
(CW)

RAMP ROAD

(CW) CC

(CW) CD

(CW) DD

DOWN-
TAIBAC
UP

DOWN GOODS-M OR DA WITH POS 1 JN1 OR
DOWN MAIN-M

UP MAIN-M OR
NO1 UP GOODS-M OR DA WITH POS 1 JN1 OR
NO 2 UP GOODS M OR DA WITH POS 2 JN1

DA WITH 'DG' RI FOR DA ONLY OR
IN MAIN-M WITH POS 4 JN1 OR
UP SIDINGS-DA WITH 'US' RI

DA WITH 'DG' RI OR
M WITH 'DM' RI OR
SS-DA WITH 'US' RI

[M OR DA WITH 'DG' RI FOR DA ONLY

220

120 GP

GQ

DG 201
GR/I

DOWN GOODS

20 BB

774A

BC

22 BF

777B

EN

EM

EP

777A

23

KM

21

KQ

776B

KP

782B

781B

781A

784B

KN

PR

121

KL

801

758

PV

778A

779A

780B

783B

780A

782A

PT

PS

NO1 UP GOODS OR
NO2 UP GOODS OR
UP SIDINGS

NO2 UP GOODS OR
UP SIDINGS OR
SPUR OR
MILEAGE YARD

647
645
MILEAGE YARD
SPUR

NO1 UP GOODS OR
NO2 UP GOODS

643
UP SIDINGS

UP MAIN-M WITH POS 4 JN1 OR
NO1 UP GOODS-M OR DA WITH 'G' RI FOR DA ONLY OR
NO1 UP GOODS-SS OR
NO2 UP GOODS-M OR DA WITH POS 1 JN1

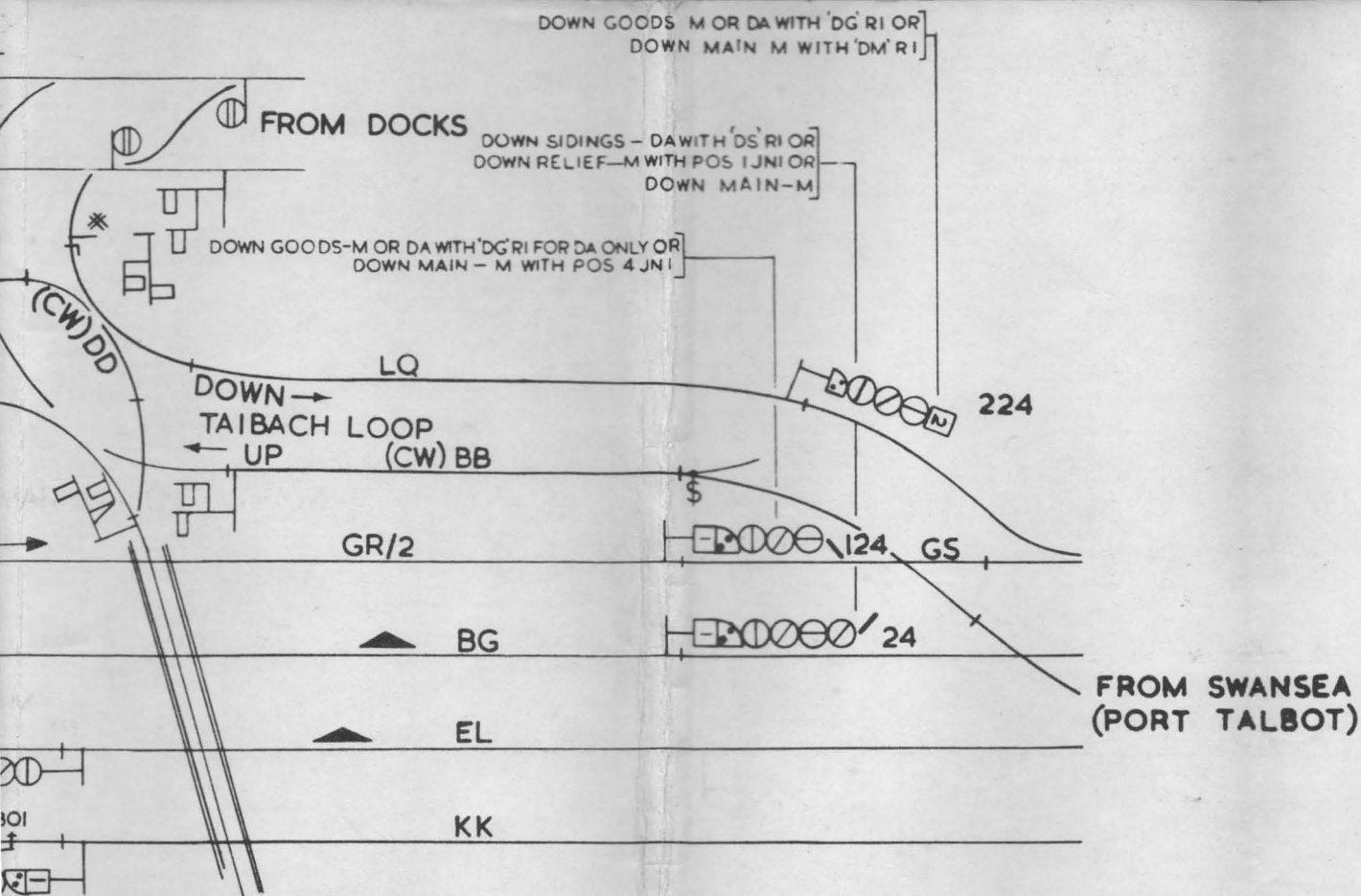
UP MAIN-M WITH 'UM' RI OR
NO1 UP GOODS 784R- M OR DA WITH 'G' RI OR
NO1 UP GOODS 784R-SS OR
NO1 UP GOODS 778R-M OR DA WITH 'G' RI OR
NO2 UP GOODS-M OR DA WITH 'G2' RI OR
NO2 UP GOODS-SS

UP MAIN OR
NO1 UP GOODS 782R OR
NO1 UP GOODS 778R OR
NO2 UP GOODS

NO1 UP GOODS-M OR DA WITH 'G' RI
NO2 UP GOODS-M OR DA WITH 'G' RI

L
120

TOWERS



KEY

- | | |
|--------------------------|-------------------------------|
| M - MAIN ASPECT | ⊙ - GREEN |
| DA - DRAW AHEAD | ⊗ - YELLOW |
| S - SHUNT | ⊖ - RED |
| SS - SUBSIDIARY SHUNT | ⊣ - LIMIT OF SHUNT |
| JNI - JUNCTION INDICATOR | ⊣ - SHUNTER'S PLUNGER RELEASE |
| RI - ROUTE INDICATOR | |

D1 UP GOODS - M OR DA WITH 'G' RI FOR DA ONLY OR
D2 UP GOODS - M OR DA WITH POS 1 JNI