

**BRITISH RAILWAYS—WESTERN REGION**

(For the use of employees only)

**Notice to Enginemen, Guards, etc.****INTRODUCTION OF STAGE 6  
of the Cardiff Multiple Aspect Signalling Scheme  
Cardiff Bute Road – Queen Street, Heath Junction –  
Llandaff Loop Junction****SATURDAY to MONDAY, 25th to 27th JUNE, 1966**

Between the hours of 1900, Saturday, 25th and 0630, Monday, 27th June, or until completion of work, the Chief Signal & Telecommunications Engineer will be engaged in introducing the sixth stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting between Cardiff General and Llandaff Loop Junction and between Bute Road and Heath Junction, controlled from Cardiff.

Signal aspects, signal identification plates and A.W.S. ramps will be generally in accordance with the description on pages 18 to 22 of the Regional Appendix except as subsequently modified by Rules 44 (A) and 55 (g).

**Signal boxes to be taken out of use**

The following signal boxes will be taken out of use together with all signalling worked therefrom:—

Bute Road	Maindy Bridge
Queen Street South	Maindy Fuel Sidings
Crwys Sidings	

**Alterations to Layout and Signalling**

The layout and signalling as at the completion of work are as shown on the attached sketch, all new layout facilities being shown in heavy print.

**Renaming of lines**

The existing Taff lines north of Queen Street, will be renamed Up and Down LLANDAFF.

The existing Rhymney Lines north of Queen Street will be renamed Up and Down CAERPHILLY.

**Roath Branch Junction**

The Signal Box will cease to control the main lines and all existing signalling connected therewith will be recovered.

There will be no alteration to the existing signalling applying to the relief lines.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://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](http://www.s-r-s.org.uk/membform.html)

**Ground frames**

The following ground frames will be brought into use and released from Cardiff:—

Maindy Bridge

Maindy Fuel

The following ground frame will be closed:—

Fairoak

**A.W.S. Ramps**

A.W.S. ramps will be provided as shown on the sketch, being generally 200 yards in rear of the signal to which each applies.

**Point Machines**

All points shown on the sketch (except spring points and ground frame worked points) will be operated by electric point machines (S.G.E. Type HB596).

Hand cranks for emergency operation are located in release instruments adjacent to the points and can only be withdrawn when a release is given from Cardiff.

**Block Arrangements**

Track Circuit Block Regulations will apply to all running lines covered by this notice, including the new single line to Bute Road station.

**Occupation Arrangements**

The work will be carried out under "Blockade" conditions and trains will be diverted and omnibus services introduced, as necessary.

\_\_\_\_\_

District Inspector Fry to make all arrangements for safe working including the appointment of the necessary handsignalmen, in accordance with Rule 77.

\_\_\_\_\_

PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW

\_\_\_\_\_

18th June, 1966  
Cardiff (Ext. 2470)

**R. C. HILTON**  
*Divisional Manager*

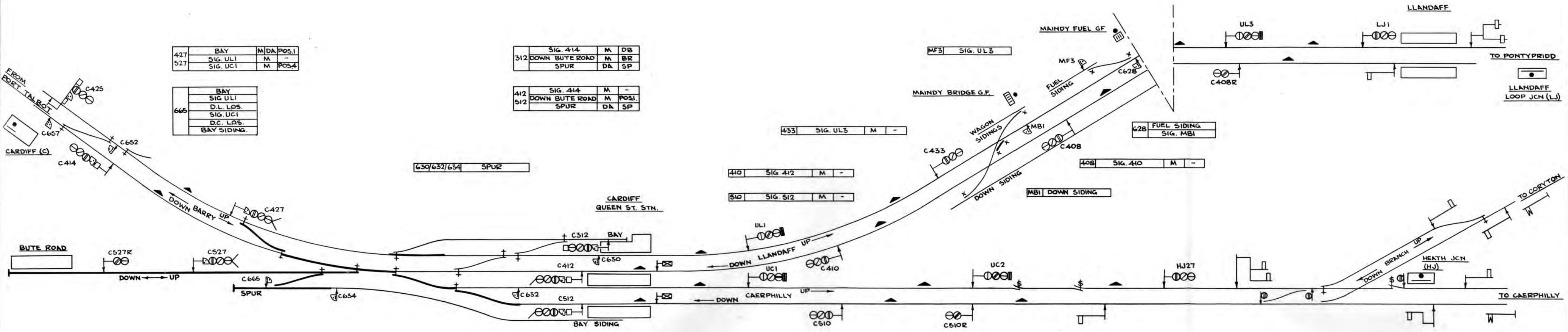
**CARDIFF M.A.S. STAGE 6**

I have received copy/copies of Notice No. W.W. 224 dated 18th June, 1966

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

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

R. C. Hilton, Esq.  
Room 351, Marland House, Cardiff.



427	BAY	M	DA	POS.1
527	SIG. ULI	M	-	-
	SIG. UCI	M	POS.4	-

665	BAY			
	SIG. ULI			
	D.L. LOS.			
	SIG. UCI			
	D.C. LOS.			
	BAY SIDING.			

312	SIG. 414	M	DB	
	DOWN BUTE ROAD	M	BR	
	SPUR	DA	SP	

412	SIG. 414	M	-	
	DOWN BUTE ROAD	M	POS.1	
	SPUR	DA	SP	

630/632/634 SPUR

410 SIG. 412 M -

510 SIG. 512 M -

MF3 SIG. UL3

628 FUEL SIDING  
SIG. MBI

408 SIG. 410 M -

MB1 DOWN SIDING

CARDIFF  
QUEEN ST. STN.

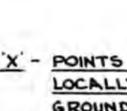
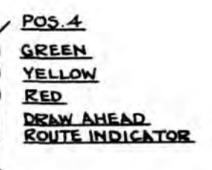
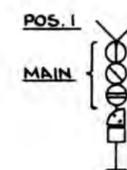
LLANDAFF

TO PONTYPRIDD

LLANDAFF  
LOOP JCN (LJ)

TO CAERPHILLY

TO CORYTON



X - POINTS OPERATED  
LOCALLY FROM  
GROUND FRAME

SIG. NO.	DESTINATION	ASPECT	ROUTE INDICATION

TELEPHONES PROVIDED AT ALL MULTIPLE ASPECT COLOUR LIGHT STOP SIGNALS.