

**BRITISH RAILWAYS—WESTERN REGION**  
(For the use of employees only)

**Notice to Enginemen, Guards, etc.**

**INTRODUCTION OF STAGE 7 (FINAL STAGE)  
of the Cardiff Multiple Aspect Signalling Scheme  
Grangetown to Penarth and Cogan Junction to  
Cadoxton South via Dinas Powis**

**SATURDAY to MONDAY, 11th to 13th FEBRUARY, 1967**

Between the hours of 19.00 Saturday, 11th and 05.00, Monday, 13th February, 1967, or until completion of work, the Chief Signal and Telecommunications Engineer will be engaged in introducing the seventh and final stage of this scheme and will **bring into use** multiple aspect signalling and continuous track circuiting between Grangetown and Penarth; also between Cogan Junction and Cadoxton South via Dinas Powis. The new signalling will be controlled from Cardiff.

The exhibition of a Green aspect by signal C426 or C526 when applying to the Penarth Line will indicate that the line is clear to the terminal buffer stops at Penarth station.

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

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

Cogan Junction  
Grangetown

Cogan Sidings

**Other alterations to existing signal boxes etc. and signalling**

**Penarth:** There will be alterations to both layout and signalling, all existing signals on the Cardiff side of the station platform being recovered.

**Cadoxton South** The following signals will be recovered — Up Main Advanced Starting, Up Main I.B.S. Distant and Home, Down Main Distant, Down Main Home. Cadoxton South Signal Box will carry prefix "CX".

All new semaphore signals to be **brought into use** at Penarth and Cadoxton South are shown in heavy print on the attached sketch.

**ALTERATIONS TO LAYOUT**

The existing Down Goods between Grangetown and Cogan Junction will be shortened, whilst a new Up Goods will be **brought into use**.

The Up Goods between Cogan Sidings and Cogan Junction will be **taken out of use**.

Between Cogan Junction and approximately 1m. 30ch., the existing layout (including that at Cogan Junction itself) will be completely remodelled.

The line between Cogan Junction and Penarth will become a SINGLE line worked under Track Circuit Block Regulations. A controlled runaway catch point (trailing in the DOWN direction) will be provided in this single line at about 200 yards from the points in the Down Line at Cogan Junction.

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 principal lines between Grangetown and Cadoxton South via Dinas Powis will be renamed Up Barry and Down Barry (Up direction remaining unchanged). The single line to Penarth will be known as the Up and Down Penarth.

# SIGNALLING RECORD SOCIETY

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

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**Ground Frames**

The following ground frames will be **brought into use**, being released from Cardiff  
Grangetown Penarth

**A.W.S. Ramps**

A.W.S. ramps will be provided as shown on the attached sketch.

**Point machines**

All points shown on the sketch (except ground frame points and uncontrolled spring points) will be operated by electric point machines.

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.

(The foregoing does not apply to points worked from Penarth and Cadoxton South signal boxes; at the latter, the present arrangements at Biglis Junction (i.e. the Penarth line Junction between Cadoxton and Dinas Powis Stations) will continue unchanged.)

**Block arrangements**

The existing block telegraph sections:—

- Grangetown — Cogan Junction
- Cogan Junction — Cogan Sidings
- Cogan Sidings — Cadoxton South
- Cogan Junction — Penarth

will be abolished, and the lines worked in future under the Track Circuit Block Regulations.

Double line block working will continue to operate between Penarth and Cadoxton South.

**Telephones**

Telephones communicating with Cardiff signal box will be provided at:—

- (i) All multiple aspect signals having the prefix "C".
- (ii) All automatic multiple aspect signals having the prefix "UB".
- (iii) All ground frames.
- (iv) All hand crank release instruments.

Telephones communicating with Cadoxton South signal box will be provided at:—

- (i) Signal CX92.
- (ii) All automatic signals having the prefix "DB".

**Train Description**

The train describer display field at Cardiff will be extended to include all the lines to be worked under Track Circuit Block Regulations.

**OCCUPATION ARRANGEMENTS**

SEE NOTICE K2/6/67.

**OCCUPATION CONTROL HEADQUARTERS**

Room 115, Marland House  
Telephone Extension — 2551

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

**R. C. HILTON**

*Divisional Manager*

30th January, 1967  
Cardiff (Ext. 2470)

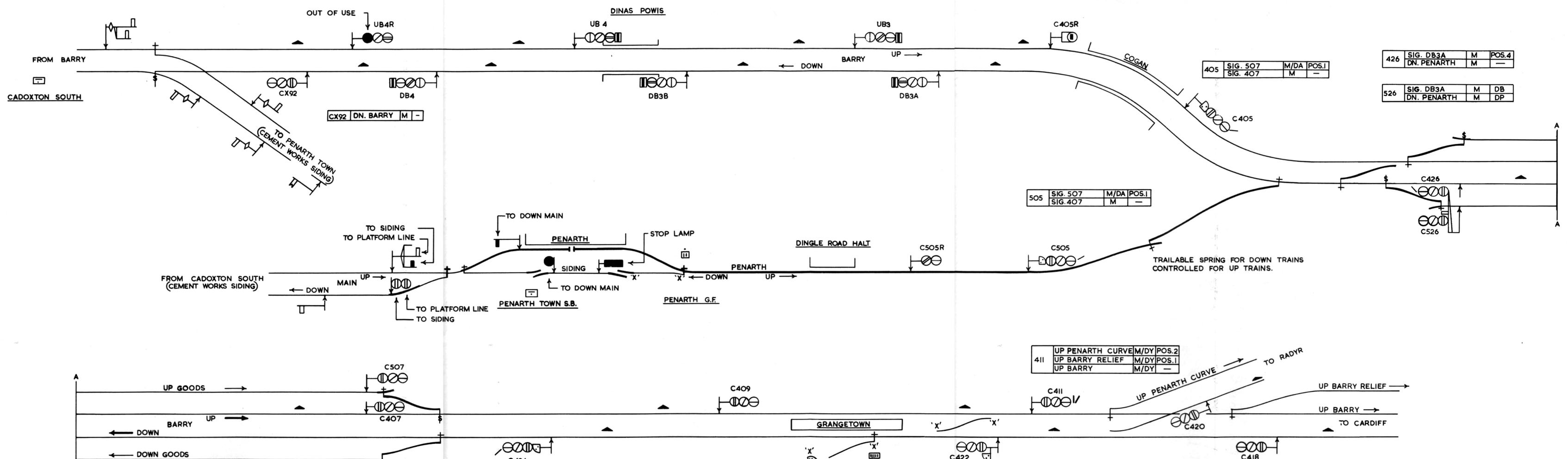
**CARDIFF M.A.S. STAGE 7**

I have received copy/copies of Notice No. WW. 238 dated 30th January, 1967.

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

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

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



426	SIG. DB3A DN. PENARTH	M	POS.4
526	SIG. DB3A DN. PENARTH	M	DB DP

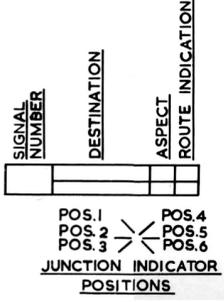
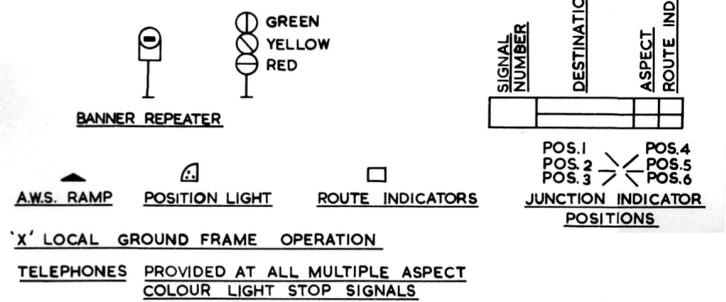
405	SIG. 507 SIG. 407	M/DA	POS.1
505	SIG. 507 SIG. 407	M	—

411	UP PENARTH CURVE UP BARRY RELIEF UP BARRY	M/DY M/DY M/DY	POS.2 POS.1 —
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424	SIG 426 SIG 526	M	—
		M/DA	POST

422	SIG 424 HARBOUR LINE	M	—
		D.A.	—

KEY TO SYMBOLS



TELEPHONES PROVIDED AT ALL MULTIPLE ASPECT COLOUR LIGHT STOP SIGNALS