

# BRITISH RAILWAYS—WESTERN REGION

(For the use of employees only)

## INTRODUCTION OF STAGE 1

### (Magor to Caldicot Junction: Severn Tunnel Junction to Severn Tunnel West) of the Newport (Extension) Multiple Aspect Signalling Scheme

**SATURDAY, 30th NOVEMBER & SUNDAY, 1st DECEMBER, 1968**

Between 16.30 hours on Saturday, 30th November and 23.59 hours on Sunday, 1st December, 1968, or until completion, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in introducing the first stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting on all running lines from Magor to Caldicot Junction and from Severn Tunnel Junction to Severn Tunnel West.

#### Signal boxes taken out of use

The following signal boxes will be taken out of use, together with all existing signalling worked therefrom (other than new final signalling recently brought into use at a preparatory stage):—

\*Magor  
Severn Tunnel Junction West  
Severn Tunnel Junction Middle  
Severn Tunnel Junction East

#### NEWPORT Signal Box

The new signalling will be controlled from the existing signal box at Newport, other than that in the Down Hump Yard area at Severn Tunnel Junction.

#### ALTERATIONS TO SIGNALLING AND LAYOUT

**Bishton Crossing:** The release of the level crossing gates and that of the points handcrank, together with the operation of the points themselves, will be transferred from Magor to Newport.

\***Magor:** The signal box will be taken out of use and all semaphore signals and discs worked therefrom removed. The following existing multiple aspect signals will also be removed: MG44, MG46 and MG47.

The cement siding stop lamp will be removed.

The control of all remaining signals (which bear the prefix "MG" on their identification plates) will be transferred to Newport and redesignated as shown on the attached sketch.

The control of all points which remain and which will not be ground frame operated will be transferred to Newport.

The following existing signals will have alterations to the routing of movements which they authorise: MG2, MG3 and MG4.

**Severn Tunnel Down Hump Yard Control Panel:** Will additionally control connections to reception sidings Nos. 1 to 8.

**Caldicot Junction:** The Up Main Distant and Up Main Home will be removed. A new Up Main Home CJ3 will be provided.

**Severn Tunnel West:** The Up Main Home, Up Goods Home, and Down Main Distant will be removed. The existing Down Main Home will be designated TW16.

A new Up Main Home (TW2) and Up Goods Home (TW3) will be provided.

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

#### A.W.S. Ramps

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

#### Renaming of lines and change of status

The principal Up and Down lines between Severn Tunnel Junction and Severn Tunnel West will be known as Tunnel Lines.

# SIGNALLING RECORD SOCIETY

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

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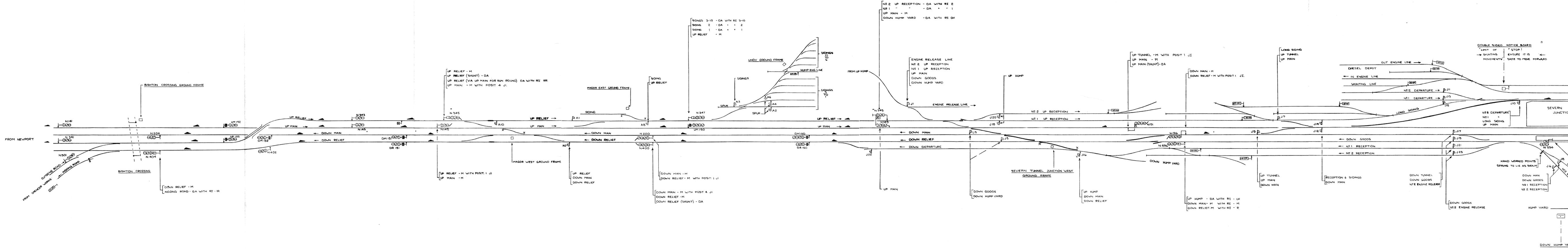


**INTRODUCTION OF STAGE I OF THE NEWPORT (EXTENSION)  
M.A.S. SCHEME**

I have received copy/copies of Notice No. W.W.289 dated the 18th November, 1968, in connection with the above.

..... Date ..... Station  
..... Dept. .... Signature

R. C. HILTON, Esq.  
Room No. 351, Marland House CARDIFF



SIDINGS 3-10 - DA WITH RI 3-10  
 SIDING 2 - DA \* \* 2  
 SIDING 1 - DA \* \* 1  
 UP RELIEF - M

NO 2 UP RECEPTION - DA WITH RI 2  
 NO 1 " " - DA " " 1  
 UP MAIN - M  
 DOWN HUMP YARD - DA WITH RI 0H

UP RELIEF - M  
 UP RELIEF (SHUNT) - DA  
 UP RELIEF (VIA UP MAIN FOR RUN ROUND) DA WITH RI RR  
 UP MAIN - M WITH POSIT 4 J1

ENGINE RELEASE LINE  
 NO 2 UP RECEPTION  
 NO 1 UP RECEPTION  
 UP MAIN  
 DOWN GOODS  
 DOWN HUMP YARD

DOWN MAIN - M  
 DOWN RELIEF - M WITH POSIT 1 J1

DOUBLE SIDED NOTICE BOARD  
 LIMIT OF STOP  
 SHUNTING  
 ENSURE IT IS SAFE TO MOVE FORWARD

HAND WORKED POINTS  
 SPRING TO LIE AS SHOWN

FROM NEWPORT

SEVERN T1 JUNCTION

DOWN HUMP YARD

