

BRITISH RAILWAYS—WESTERN REGION

(For the use of employees only)

INTRODUCTION OF STAGE 2
(Caldicot Junction to Awre Junction)
of the Newport (Extension) Multiple Aspect Signalling
Scheme

SATURDAY, 22nd FEBRUARY to
MONDAY, 24th FEBRUARY, 1969

Between the hours of 20.00 on Saturday 22nd February and 06.00 on Monday 24th February 1969 or until completion, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in introducing the second stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting from Caldicot Junction to Awre Junction.

Signal boxes taken out of use

The following signal boxes will be taken out of use, and all signals worked therefrom removed:—

Caldicot Junction	Beachley Junction
Chepstow	Lydney Junction
Wye Valley Junction	

In addition, all signals worked from the following signal boxes, etc., will be removed:—

Caldicot Junction (except for signal CJ3; see below)
 Lydney West
 Naas Crossing Ground Frame

NEWPORT signal box

The new signalling will be controlled from the existing signal box at Newport.

Alterations to signalling and layout

Caldicot Junction: The signal box will be renamed Caldicot Crossing Ground Frame and will remain to operate level crossing gates, points and shunting signals, subject to release from Newport.

Signal CJ3 will be renamed N157 and its Draw-Ahead aspect brought into use.

Lydney West: The signal box will be renamed Lydney Crossing Ground Frame and will remain to operate level crossing gates, subject to release from Newport.

Naas Crossing: The ground frame will remain to operate level crossing gates, subject to release from Newport.

Awre Junction: All existing signals will be removed with the exception of the Down Main Distant and Down Main Home. A new Up Main Home, AJ24, will be provided. A lower distant arm will be added to the Down Main Home; it will act as Distant for signal DMI29, showing "off" when that signal is displaying a Yellow or Green aspect.

New connections and runaway catch points will be provided as shown in heavy print on the attached sketch, which shows the signalling and layout as at the completion of work.

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. Exceptionally, the ramp for the distant for signal DMI29 is positioned immediately in advance of the Down Main Home for Awre Junction.

Ground Frames

The following ground frames will be brought into use, electrically released from Newport:—

Chepstow West	Wye Valley
Chepstow East	Lydney Crossing

Point Machines

All points shown on the sketch (except spring points, hand points and ground frame worked points) will be operated electrically.

Electric point machines are Westinghouse Brake and Signal Company's "Style 63", emergency operating instructions for which are issued separately.

Hand cranks for emergency operation are located in release instruments adjacent to the points, the release being given by Newport.

Telephones

Telephones, communicating with Newport signal box, will be provided at:—

- (i) All multiple aspect signals
- (ii) All ground frames
- (iii) All hand crank release instruments
- (iv) Woolaston level crossing

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www.s-r-s.org.uk

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A telephone, communicating with Awre Junction, will be provided at signal AJ24.
The telephone at signal CJ3 (NI57) will be altered to communicate with Newport.

Block arrangements

Track Circuit Block arrangements will apply on all running lines covered by this Notice.

Train description

The train description display field at Newport will be extended to include all the running lines covered by this Notice.

District Inspectors, Newport, and Gloucester to make all arrangements, including the provision of the necessary hand-signalmen in accordance with Rule 77.

OCCUPATION ARRANGEMENTS:

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25(a) (iii) will apply throughout the section from Caldicot Junction to Awre Junction.

The following signals will be maintained at danger to protect the work:—

- Caldicot Junction — Up Line CJ3
- Awre Junction — Down Line — Down Main Home

Handsignalmen will be stationed at each intermediate signal box and Signal NI88. Trains must proceed from point to point, receiving instructions at each signal box from handsignalman.

The following signal will be maintained in working order and enginemmen must act in accordance with the indication displayed:—

- Down Line — NI90 (near Caldicot Halt)

Headquarters Control

C.S. and T.E.'s Resident Engineer's Office at Severn Tunnel Junction.

Telephone Numbers

	Cardiff Extension	Severn Tunnel Junction Temporary Exchange
Signal Department Controller	2116	259*
Traffic Department Representative	2118	263*
Engineering Department Representative	2118	264*

*Newport extensions (other than Newport Panel) can only obtain these numbers with Newport Operator assistance (Dial "0").

Special Trains

For details of special trains see weekly speed and engineering notice.

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

3rd February, 1969
Cardiff (Extn. 2504)

R. C. HILTON,
Divisional Manager,
Cardiff.
(WW/PWS/218)

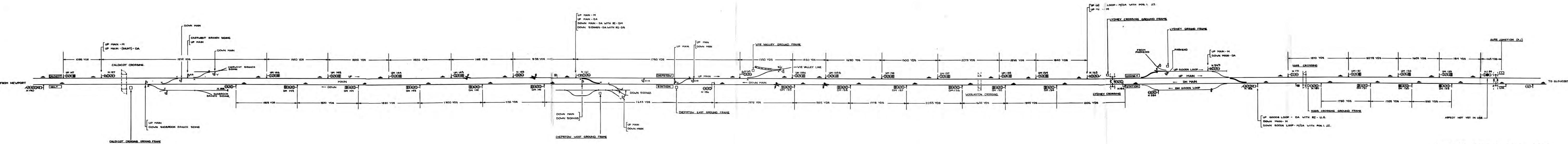
H. C. SANDERSON,
Divisional Manager,
Bristol.
(WW/900/B/54)

**INTRODUCTION OF STAGE 2 OF THE NEWPORT (EXTENSION)
M.A.S. SCHEME**

I have received copy/copies of Notice No. W.W.302 dated 3rd February, 1969, in connection with the above.

.....DateStation
.....DeptSignature

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



- KEY TO ABBREVIATIONS**
- M - MAIN ASPECT
 - DA - DRAW AHEAD ASPECT
 - RI - ROUTE INDICATOR
 - J.I. - JUNCTION INDICATOR
- KEY TO SYMBOLS**
- SIGNAL ASPECTS**
- ⊙ GREEN
 - ⊙ YELLOW
 - ⊙ RED
- JUNCTION INDICATOR POSITIONS**
- Pos. 1
 - Pos. 2
 - Pos. 3
 - Pos. 4
 - Pos. 5
 - Pos. 6
- ROUTE INDICATOR
 - ▷ DRAW AHEAD
 - ⊙ POSITION LIGHT ('V' INDICATES NORMAL YELLOW LIGHT)
 - ⊞ LIMIT OF SHUNT
 - ▲ A.M.S. RAMP
 - X POINTS OPERATED LOCALLY FROM GROUND FRAME
 - ⊞ INDICATES AUTOMATIC SIGNAL
 - ⊞ SPRING POINT
 - ⊞ SLOTTED JOINT

NEWPORT EXTENSION MAS - STAGE 2