

BRITISH RAILWAYS
WESTERN REGION

**NEWPORT MULTIPLE ASPECT
SIGNALLING SCHEME**

INTRODUCTION OF STAGE 2

C. H. D. READ,

District Traffic Superintendent.

NEWPORT,
31st July, 1961.
(W.1/10921).

SIGNALLING RECORD SOCIETY

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BRITISH RAILWAYS

WESTERN REGION

Introduction of Stage 2 of the Newport Multiple Aspect Signalling Scheme

Commencing at 12.1 a.m. and until 6.0 p.m. on **SUNDAY, 20th AUGUST, 1961**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged carrying out the following work in connection with the introduction of Stage 2 of the Newport Multiple Aspect Signalling Scheme between Llantarnam Junction and Maindee Junction North, as shown on the enclosed sketch.

The lines between Maindee Junction North and Llantarnam Junction will be redesignated as follows:—

Down Main	to become	Down Hereford Line
Up Main	,,	Up Hereford Line

Existing Signal Boxes to be Taken Out of Use

The following existing Signal Boxes will be taken out of use together with all semaphore signals and discs worked therefrom:—

- (1) Caerleon. (The controls for Caerleon Works Siding Ground Frame to be transferred to Maindee Junction North Signal Box.)
- (2) Ponthir.

Other Signals to be Taken Out of Use

(1) Maindee Junction North

Down Main Distant
Down Main Home and Down Main to Down Avoiding Line
Home Bracket
Up Main Advanced Starting

(2) Llantarnam Junction

Down Main Distant. (See Notice No. W.930.)
Down Main Home
Down Main Inner Home
Down Main to Down Goods Loop Inner Home
Down Branch to Down Main Inner Home
Down Branch to Down Goods Loop Inner Home
Down Main Starting
Down Goods Loop to Down Main Starting
Down Main Advanced Starting
Up Main Distant
Up Main Home

}	Bracket
}	Signal
}	Bracket
}	Signal

Llantarnam Junction Slot on Cwmbran Junction Down Eastern Valley Branch Advanced Starting Signal will be removed. (This signal will then become Cwmbran Junction Down Eastern Valley Branch Advanced Starting Signal only.)

Existing Ground Frame to be controlled from Maindee Junction North Signal Box Caerleon Works Siding

For details of the method of working of this Ground Frame see Appendix instructions.

A telephone is provided at this Ground Frame giving direct communication to Maindee Junction North Signal Box.

Bringing into Use New Ground Frames

- (1) Caerleon North 39m. 44½ch.
 (2) Caerleon South 39m. 55½ch.

“Shutting In” is permitted at these Ground Frames.

For details of the method of working of these Ground Frames, see Appendix instructions.

Telephones are provided at the Ground Frames giving direct communication to Maindee Junction North Signal Box.

Runaway Catch Points on the Up Hereford Line

The existing catch point at 37m. 1,280yds. to the rear of Llantarnam Junction Up Home Signal will be recovered and new catch points will be situated at the following positions:—

- 36m. 1,622yds.
 37m. 875yds.
 38m. 112yds.
 38m. 1,045yds.
 40m. 471yds.

Introduction of Multiple Aspect Signalling

Multiple Aspect Signalling will be brought into use between Llantarnam Junction and Maindee Junction North Boxes, to be controlled from these two signal boxes.

Method of Signalling

The multiple aspect signals will be capable of displaying aspects in accordance with Rule 43.

For a general description of this method of signalling reference should be made to pages 19-22 of the Regional Appendix.

Symbols for Identification of Lines and Signals

1. **Lines.** For the purpose of identification of the lines, each line will be allocated a single number as follows:—

Up Hereford Line	5
Down Hereford Line	6

2. **Signals.** All new signals will carry an identification plate as follows:—

(a) Multiple Aspect Controlled Signals

These carry a plate bearing one or two letters followed by a number. These letters will be:—

LJ	..	For those signals controlled from Llantarnam Junction Signal Box.
N	..	For all other signals.

In the case of signals prefixed by the letter “N” the plate will carry three numerals, the first of these corresponding to the number of the line which the signal controls and the whole three figured number is even for a Down direction signal and odd for an Up direction signal.

(b) Automatic Signals

These carry a plate bearing two letters followed by a two figured number, the two letters refer to the line which the signal controls and the number refers to the lower of two mile posts between which the signal stands.

When two or more signals are located between mile posts, they will be distinguished by an additional letter, e.g.:—

DH37A	}	Both signals located between mile posts 37 and 38 with DH37B in advance of DH37A
DH37B		

Block Telegraph Arrangements

The Block Sections will be re-arranged as follows:—

Existing (Block Telegraph)	To Become (Track Circuit Block)
Llantarnam Junction to Ponthir	} Llantarnam Junction to Maindee Junction North
Ponthir to Caerleon	
Caerleon to Maindee Junction North	

The switch at Llantarnam Junction Signal Box will be recovered.

Emergency Block Bells will be provided and until further notice these will be used for the purpose of train description and in an emergency.

Track Circuits

Existing track circuits will be re-arranged and new track circuits will be **brought into use** giving continuous track circuiting between Llantarnam Station and Maindee Junction North Signal Box on both the Down and Up Hereford Lines.

A.W.S. Ramps

An A.W.S. Ramp will be provided for each Multiple Aspect Signal except where otherwise stated in the schedule and will normally be 200 yards to the rear of the signal.

A new ramp will be **brought into use** at Llantarnam Junction Down Branch Distant Signal. (See Notice No. W.930.)

New Signals

New Signals will be **brought into use** according to the following schedule and will be located on the left of the line to which they apply unless otherwise stated.

See Page 5 for Signal Profiles.

LLANTARNAM JUNCTION (DOWN LINES)

PROFILE No.	SIGNAL No.	APPLICATION	YARDS FROM SIGNAL BOX
4	LJ 46	Down Main Distant for LJ 44	2,324
5	LJ 44	1. Junction Indicator to Down Goods Loop working with Calling-On Aspect 3 2. Down Main Home 3. Calling-On Down Main to Down Goods Loop (Junction Indicator displayed)	586
7	Down Branch Inner Distant	1. Cwmbran Junction Down Eastern Valley Branch Advanced Starting Signal (Already in use—See Notice No. W.930) 2. Down Branch Inner Distant	1,078
6	LJ 42	1. Junction Indicator to Down Goods Loop working with Calling-On Aspect 3. 2. Down Branch to Down Main Home 3. Calling-On Down Branch to Down Goods Loop (Junction Indicator displayed)	585
1	LJ 41	Down Hereford Line Starting	561
8	LJ 40	Down Goods Loop to Down Hereford Line Starting. (No A.W.S. Ramp provided)	561

MAINDEE JUNCTION NORTH (DOWN HEREFORD LINE)

PROFILE No.	SIGNAL No.	APPLICATION	YARDS FROM SIGNAL BOX
3	DH 37A	Down Hereford Line	7,610
3	DH 37B	Down Hereford Line	6,392
1	N 610	Down Hereford Line	5,023
1	N 612	Down Hereford Line	3,874
3	DH 39	Down Hereford Line	2,766
1	N 616	Down Hereford Line Home	1,724
6	N 618	1. Junction Indicator to Down Avoiding Line working with Calling-On Aspect 3 2. Down Hereford Line Intermediate Home 3. Calling-On Down Hereford Line to Down Avoiding Line (Junction Indicator displayed)	749

MAINDEE JUNCTION NORTH (UP HEREFORD LINE)

PROFILE No.	SIGNAL No.	APPLICATION	YARDS FROM SIGNAL BOX
1	N 539	Up Hereford Line Advanced Starting	1,551
1	N 541	Up Hereford Line	2,644

LLANTARNAM JUNCTION (UP HEREFORD LINE)

PROFILE No.	SIGNAL No.	APPLICATION	YARDS FROM SIGNAL BOX
2	UH 39R	Banner Repeater, repeating UH 39	5,886
3	UH 39	Up Hereford Line	5,386
3	UH 38A	Up Hereford Line	4,431
3	UH 38B	Up Hereford Line	3,460
3	UH 37	Up Hereford Line	2,460
1	LJ 2	Up Hereford Line Home	1,482

SIGNAL PROFILES.

1.



2.



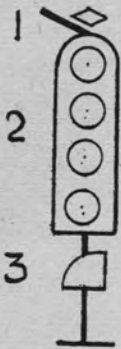
3.



4.



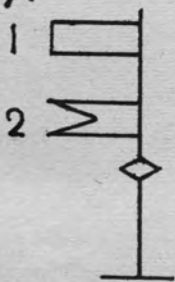
5.



6.



7.



8.



Telephones

Telephones giving exclusive communication with the controlling signal box will be provided as follows:—

- (1) At all multiple aspect signals.
- (2) At the ground frames already referred to above.

The Signaller is called by first removing the telephone hand set from its rest and then by momentarily pressing the button on the front of the telephone.

Care must be taken to ensure that the hand set is replaced properly on its rest after use.

Existing Telephones located at existing motor worked points controlled from Maindee Junction North and Llantarnam Junction Signal Boxes will be maintained in use.

All the above telephones, together with the omnibus, selective, box to box, control and exchange circuits, will be incorporated into telephone concentrators at the signal boxes.

Occupation

Occupation of locking frames at Llantarnam Junction and Maindee Junction North will be required for the purpose of locking alterations.

Chief Inspector D. A. L. Jones to make all necessary arrangements for the safe working of the Line including the appointment of any Handsignalmen in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

C. H. D. READ,

District Traffic Superintendent.

NEWPORT

31st July, 1961.

(W.1/10921.)

5000

Received copy of Mr. C. H. D. Read's Notice No. W.925 re introduction of Stage 2 of Newport Multiple Aspect Signalling Scheme.

.....DATESIGNATURE
DEPT.STATION

TO DISTRICT TRAFFIC SUPERINTENDENT
 NEWPORT (W.1/10921)

68553 2920N

NEWPORT M.A.S.

STAGE 2.

