

**BRITISH RAILWAYS**

(WESTERN REGION)

**NEWPORT MULTIPLE ASPECT  
SIGNALLING SCHEME**

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**INTRODUCTION OF  
PRELIMINARY STAGE OF STAGE 3**

**C. H. D. READ,**

**District Traffic Superintendent.**

**NEWPORT,**

**1st November, 1961.**

**(W.1/10921).**

# SIGNALLING RECORD SOCIETY

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# BRITISH RAILWAYS

## (WESTERN REGION)

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### Introduction of a Preliminary Stage of Stage 3 of Newport Multiple Aspect Signalling Scheme

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Commencing at 10.0 p.m. on SATURDAY, 18th NOVEMBER, until 5.0 p.m. on WEDNESDAY, 22nd NOVEMBER, 1961, or until completion, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged carrying out the following work in connection with Stage 3 of the Newport Multiple Aspect Signalling Scheme.

#### Existing Signal Box to be Taken out of Use

Maesglas Sidings.

#### Introduction of New Signalling

New Signals will be brought into use in the Park Junction, Ebbw Junction, Gaer Junction and Maesglas Junction areas, the complete signalling being as shewn on the attached sketch. Multiple Aspect Signals will be capable of displaying aspects in accordance with Rule 43, and as described on pages 19-22 of the Regional Appendix.

The present method of block working will continue to operate until such time as the complete Stage is introduced, vide Notice W.941.

#### Symbols for the Identification of Boxes and Colour Light Signals

These symbols are as shewn on the attached sketch and will be displayed on the appropriate identification plates.

#### Block Telegraph Arrangements

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

Existing		To Become
Ebbw Junction—Maesglas Sidings	}	Ebbw Junction—Park Junction
Maesglas Sidings—Park Junction		
Maesglas Junction—Maesglas Sidings	}	Maesglas Junction—Park Junction
Maesglas Sidings—Park Junction		
Gaer Junction—Park Junction	..	To remain

**Point Machines**

The Down Cardiff Curve to Down Goods Line (Gaer Branch) Facing Points and Down Goods Loop to Down Main Line Facing Points are worked by Westinghouse Brake and Saxby Signal Company's Style "C" Machines, and the relevant instructions for emergency operation are given in pages 139 and 140 of the Regional Appendix to the Rule Book.

Hand Cranks and Keys for emergency operation will be located in Park Junction Signal Box.

**A.W.S. Ramps**

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

**Telephones**

Telephones will be provided at all multiple aspect signals.

The Signaller is called by first removing the telephone hand set from its rest and then 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.

**Occupation**

Occupation of locking frame at Park Junction will be required for the purpose of locking alterations.

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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.

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**ACKNOWLEDGE RECEIPT**

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**C. H. D. READ,**  
District Traffic Superintendent.

NEWPORT,  
1st November, 1961.  
(W1/10921)

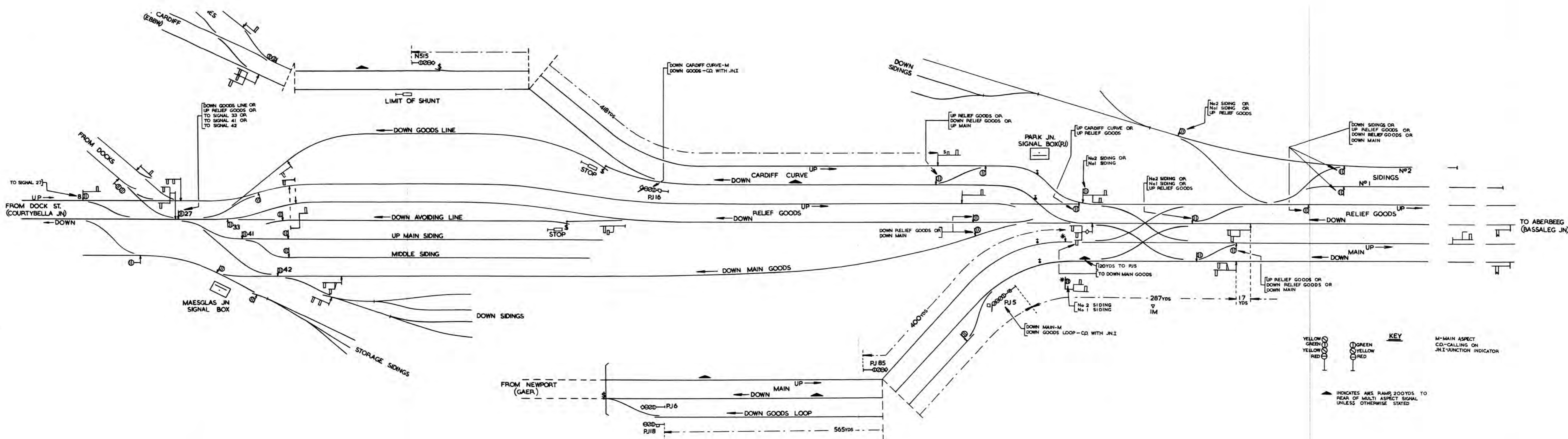
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Received copy of Mr. C. H. D. Read's Notice No. W.940 re Introduction of Preliminary Stage of Stage 3 of Newport Multiple Aspect Signalling Scheme.

.....DATE .....SIGNATURE

.....DEPT. ....STATION

To: DISTRICT TRAFFIC SUPERINTENDENT,  
NEWPORT (W1/10921)



**KEY**

YELLOW  
 GREEN  
 YELLOW  
 RED

GREEN  
 YELLOW  
 RED

M-MAIN ASPECT  
 CO-CALLING ON  
 J.N.I-JUNCTION INDICATOR

INDICATES AWS RAMP 200YDS TO REAR OF MULTI ASPECT SIGNAL UNLESS OTHERWISE STATED