

Private and not for publication

Notice No. W.941

# BRITISH RAILWAYS

(WESTERN REGION)

## NEWPORT MULTIPLE ASPECT SIGNALLING SCHEME

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### INTRODUCTION OF STAGE 3

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

**District Traffic Superintendent.**

**NEWPORT,**

**1st November, 1961.**

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

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# BRITISH RAILWAYS

## (WESTERN REGION)

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### Introduction of Stage 3 of the Newport Multiple Aspect Signalling Scheme

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Commencing at 10.0 a.m. on SATURDAY, 25th NOVEMBER, 1961, until 6.0 a.m. on MONDAY, 27th NOVEMBER, or until completion, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged carrying out the following work in connection with the introduction of Stage 3 of the Newport Multiple Aspect Signalling Scheme:—

#### Redesignation of Lines

Existing	..	Location	..	To Become
Down Goods	..	Gaer to Ebbw Junction	..	Down Relief
Up Goods	..	Ebbw Junction to Gaer	..	Up Relief

#### Speed of Trains

The maximum permitted speed of trains over the new Up and Down Relief lines between Gaer and Ebbw Junction will be 40 m.p.h. subject to any temporary restrictions imposed from time to time.

#### Reversible Working

Reversible Working will apply over the Up Main, Down Main, Up Relief and Down Gaer Branch lines as indicated on sketch.

#### Bringing into use new Ground Frames

- (1) Gaer Main (159m. 27chs.)
- (2) Gaer Relief (159m. 51chs.)

For details of method of working see Appendix Instructions.

#### Existing Signal Boxes to be taken out of use

Gaer Junction  
Alexandra Dock Junction  
Waterloo Loop

#### New Signal Boxes to be brought into use

Gaer (Temporary Panel)  
Waterloo Loop (Mechanical)

#### Introduction of Multiple Aspect Signalling

Multiple Aspect Signalling will be brought into use between Newport West and Ebbw Junction, as shewn on the attached sketch. Signals will be capable of displaying aspects in accordance with Rule 43, and as described on pages 19-22 of the Regional Appendix.

### Symbols for Identification of Lines

These symbols are as shewn on the attached sketch and will be displayed on Route Indicators when required.

### Symbols for 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 (Track Circuit Block)
Newport West—Gaer Junction .. ..	Newport West—Gaer
Gaer Junction—Alexandra Dock Junction } Alexandra Dock Junction—Ebbw Junction }	Gaer—Ebbw Junction
Gaer Junction—Park Junction .. ..	Gaer—Park Junction
Alexandra Dock Junction—Waterloo Loop	Gaer—Waterloo Loop
Ebbw Junction—Park Junction .. ..	To remain

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 **brought into use**, giving continuous track circuiting on all running lines between Newport West and Ebbw Junction Down Home Signals.

### Point Machines

All new point machines will be of the Westinghouse Brake and Saxby Signal Company's Style M.3 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 as follows:—

- (1) Newport West Signal Box
- (2) Gaer Panel Signal Box
- (3) Waterloo Loop Signal Box

**Power Operated Points**

Points controlled from Gaer Panel Signal Box will have identification numbers fixed to the sleeper between the point tongues. This will be a three-figured number followed by an arrow indicating the normal lie of the points.

**A.W.S. Ramps**

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

In those cases where the ramps are not positioned the standard distance from the signal the actual distance is indicated on the diagram.

For Signals N.123 and N.134 (Up Main) and N.234 and N.223 (Down Main) which cover the reversible working through Newport Tunnel, one ramp will be provided for each line, being positioned centrally in the Tunnel 389 yards to the rear of each signal and applying to both Up and Down trains on the line concerned.

**Telephones**

Telephones will be provided at all multiple aspect signals and at ground frames communicating with the controlling signal box.

The signalman 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 frames at Newport West and Ebbw 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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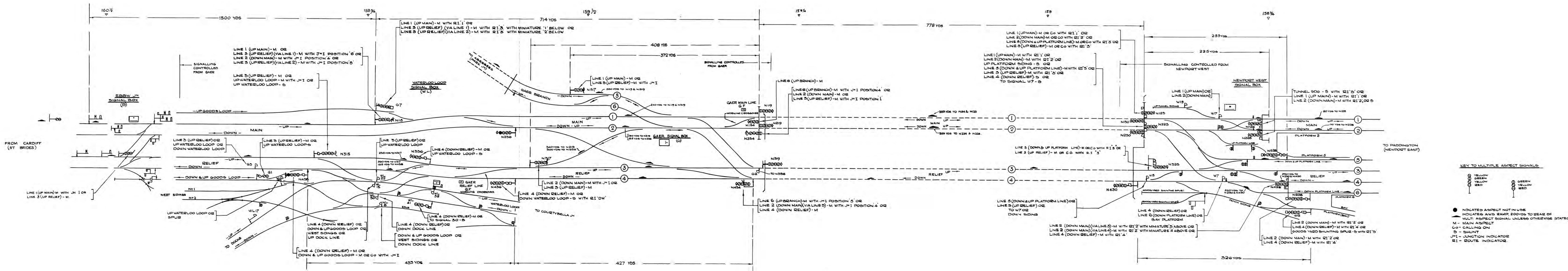
Received copy of Mr. C. H. D. Read's Notice No. W.941 re introduction of Stage 3 of Newport Multiple Aspect Signalling Scheme.

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

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

To: DISTRICT TRAFFIC SUPERINTENDENT

NEWPORT (W1/10921)



**KEY TO MULTIPLE ASPECT SIGNALS**

YELLOW  
 GREEN  
 RED

GREEN  
 YELLOW  
 RED

● INDICATES ASPECT NOT IN USE  
 ▲ INDICATES AWS RAMP, 200YDS TO REAR OF MULTI ASPECT SIGNAL UNLESS OTHERWISE STATED  
 M - MAIN ASPECT  
 CO - CALLING ON  
 S - SHUNT  
 JMI - JUNCTION INDICATOR  
 RI - ROUTE INDICATOR