

BRITISH RAILWAYS
(WESTERN REGION)

**NEWPORT MULTIPLE ASPECT
SIGNALLING SCHEME**

INTRODUCTION OF STAGE 5

C. H. D. READ

District Superintendent

NEWPORT

13th August, 1962
(W.1/10921)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BRITISH RAILWAYS

(WESTERN REGION)

Introduction of Stage 5 of Newport Multiple Aspect Signalling Scheme

On **SUNDAY, 19th AUGUST, 1962**, between the hours of **12.1 a.m. and 5.0 p.m.** or until completion, the Chief Signal and Telecommunications Engineer will be engaged carrying out the following work:—

NEWPORT EAST

A new signal (M.A.S. number N.627) will be brought into use and the existing Down No. 2 Line Home (M.A.S. Number N.224), Up and Down Platform Line to Up Relief Home (N.527) and Up Relief Home (N.327) will be re-routed, as shown on attached sketch.

The following existing semaphore signals will be recovered:—

- (1) (a) Down No. 2 Line to Up and Down Platform Line or Down No. 2 Line Starting with lower Distant arm.
(b) Down No. 2 Line to No. 1 Line Starting.
(c) Down No. 2 Line to Up and Down Platform Line or Down No. 2 Line Calling-on.
(d) Down No. 2 Line to No. 1 Line Calling-on.
- (2) (a) Up Relief to No. 1 Line Starting with lower Distant arm.
(b) Up Relief Starting with lower Distant arm.
- (3) (a) No. 6 Line (Down Platform Line) to Up Relief Starting.
(b) No. 6 Line (Down Platform Line) to Spur Starting.
(c) No. 6 Line (Down Platform Line) to No. 1 Line Starting.

NEWPORT WEST

New Signals (M.A.S. Numbers N.125, N.126, N.225, N.226) will be brought into use as shown on attached sketch.

The following existing semaphore signals will be recovered:—

- (1) (a) No. 2 Platform Line Home.
(b) No. 2 Platform Line Calling-On.
(c) No. 2 Platform Line to No. 1 Line Home.
(d) No. 2 Platform Line to No. 1 Line Calling-On.
(e) No. 2 Platform Line to T.T. and Loading Bank Sidings Home.
(f) No. 2 Platform Line to Carriage Sidings Home.
- (2) (a) No. 1 Line to No. 2 Platform Line Home.
(b) No. 1 Line to No. 2 Platform Line Calling-On.
(c) No. 1 Platform Line to Up Main Home.
(d) No. 1 Platform Line to Up Main Calling-On.
(e) No. 1 Platform Line to T.T. and Loading Bank Sidings Home.
(f) No. 1 Platform Line to Carriage Sidings Home.
- (3) (a) Up Main to No. 2 Platform Line Starting.
(b) Up Main to No. 2 Platform Line Calling-On.
(c) Up Main to No. 1 Platform Line Starting with lower Distant arm.
(d) Up Main to No. 1 Platform Line Calling-On.
- (4) (a) No. 2 Platform Line Starting.
(b) No. 2 Platform Line Calling-On.

At the same time the slip points in the connection No. 1 Line to Sidings will become hand operated as shown on the attached sketch.

Occupation of the Locking frames at Newport East and West will be required for altering and testing locking.

New telephone circuits between Signal N.627 and Newport East Signal Box, and Signals N.125, N.126, N.225, N.226 and Newport West Signal Box will be brought into use.

The existing shunters' telephone circuit between the Up Main to Platform Lines Starting Signal and Newport West Signal Box will be recovered.

District Inspector Veryard to make arrangements for the safe working of the line, including the appointment of any necessary handsignalmen in accordance with Rule 77.

ACKNOWLEDGE RECEIPT

C. H. D. READ,
District Superintendent.

NEWPORT.
13th August, 1962.
(W.1/10921. Extn. 215):

4500

Received copy of Mr. C. H. D. Read's Notice No. W.1010 re introduction of Stage 5 of Newport Multiple Aspect Signalling Scheme.

.....DATESIGNATURE

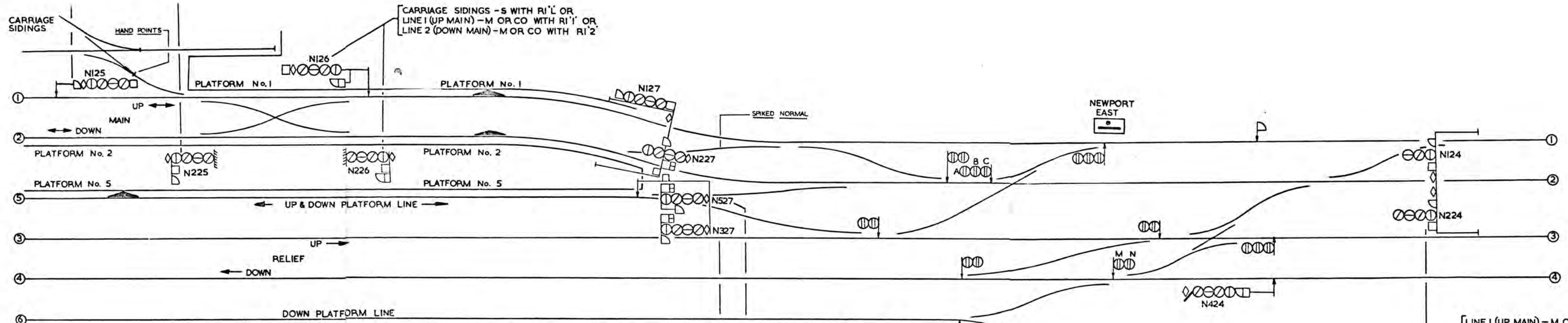
.....DEPT.STATION

To DISTRICT SUPERINTENDENT
NEWPORT W.1/10921)

68828 3733P



TO CARDIFF



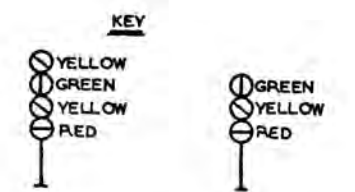
CARRIAGE SIDINGS - S WITH RI 'L' OR
 LINE 1 (UP MAIN) - M OR CO WITH RI '1' OR
 LINE 2 (DOWN MAIN) - M OR CO WITH RI '2'

LINE 1 (UP MAIN) - M OR CO WITH RI '1' - PRECEDED BY DISC 'C' OR
 LINE 2 (DOWN MAIN) - M OR CO WITH RI '2' - PRECEDED BY DISC 'B' OR
 LINE 5 (UP & DOWN PLAT LINE) - M OR CO WITH RI '5' - PRECEDED BY DISC 'A' OR
 LINE 4 (DOWN RELIEF) - M OR CO WITH RI '4' OR
 LINE 6 (DOWN PLAT LINE) - M OR CO WITH RI '6'

LINE 1 (UP MAIN) (VIA LINE 1) - M WITH RI '1' WITH MIN '1' ABOVE OR
 SHUNT TO No 1 LINE - S OR
 LINE 1 (UP MAIN) (VIA LINE 3) - M WITH RI '1' WITH MIN '3' ABOVE OR
 LINE 3 (UP RELIEF) - M WITH RI '3'

LINE 1 (UP MAIN) - M WITH RI '1' WITH MIN '2' ABOVE OR
 SHUNT TO No 1 LINE - S OR
 LINE 2 (DOWN MAIN) - M WITH RI '2' OR
 LINE 1 (UP MAIN) (VIA LINE 3) - M WITH RI '1' WITH MIN '3' ABOVE OR
 LINE 3 (UP RELIEF) - M WITH RI '3'

LINE 1 (UP MAIN) - M WITH RI '1' - PRECEDED BY DISC 'N' OR
 LINE 3 (UP RELIEF) - M WITH RI '3' - PRECEDED BY DISC 'M' OR
 SPUR - S WITH RI 'S'
 NOTE: - GREEN ASPECT NOT IN USE AT THIS STAGE.



M - MAIN.
 S - SHUNT.
 CO - CALLING ON.
 RI - ROUTE INDICATOR.
 MIN - MINIATURE.