

W.990

Private and not for Publication

Notice No. W.990

BRITISH RAILWAYS
(WESTERN REGION)

**NEWPORT MULTIPLE ASPECT
SIGNALLING SCHEME**

INTRODUCTION OF STAGE 4.

C. H. D. READ

District Superintendent

NEWPORT

1st May, 1901
(W.1/10921)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BRITISH RAILWAYS

(WESTERN REGION)

Introduction of Stage 4 of Newport Multiple Aspect Signalling Scheme

Commencing at 12.1 a.m. on **SUNDAY, 27th MAY**, until 6.0 a.m., **MONDAY, 28th MAY**, or until completion, the Chief Signal and Telecommunications Engineer and the Chief Civil Engineer will be engaged carrying out the following work in connection with the introduction of Stage 4 of the Newport Multiple Aspect Signalling Scheme as shown on the attached sketch.

Redesignation of Lines

Existing		To Become
Up Avoiding Line	..	Up and Down Hereford Goods and Up Hereford Goods
Down Avoiding Line	..	Down Hereford Goods

Reversible Working

Reversible working will apply over the Up and Down Hereford Goods Line as indicated on sketch.

Existing Signal Box taken out of use

Maindee Junction North.

New Signal Box to be brought into use

Maindee North (Temporary Panel) situated on Up Side of Up Hereford Goods at approximately 41m. 695 yards.

Existing Ground Frame to be taken out of use

Engineer's Siding Ground Frame.

Alteration in Control of Ground Frames

The control of the existing Caerleon Works Siding Ground Frame and Caerleon Station Sidings North and South Ground Frames will be transferred to the new signalling panel. The working of these Ground Frames will remain in accordance with the instructions included on page 124 of the Newport District Sectional Appendix to the Working Timetable and Books of Rules and Regulations (K.2/598 and 600).

Introduction of Multiple Aspect Signalling

Multiple Aspect Signalling will be brought into use in the area previously controlled from Maindee Junction North Signal Box as shown 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

Symbols for the identification of lines are shown on the attached sketch and will be displayed on Route Indications when required.

Symbols for Identification of Boxes and Colour Light Signals

Symbols for the identification of the Signal Box and Colour Light Signals are shown on the attached sketch and will be displayed on the appropriate Identification Plate.

Block Telegraph Arrangements

The Block Sections will be re-arranged as follows:

Existing	To Become
Maindee Main-Maindee Jct. North (Track Circuit Block)	Maindee Main-Maindee North (Track Circuit Block)
Maindee Jct. North-Llantarnam Jct. (Track Circuit Block)	Maindee North-Llantarnam Jct. (Track Circuit Block)

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 lines.

Point Machines

All Point Machines will be of the W.B. & S.CO's style M.3 and the relevant instructions for emergency operation are given on pages 139 and 140 of the Regional Appendix to the Rule Book.

Hand Cranks and Keys for the emergency operation will be located in Maindee North Panel Box.

Power Operated Points

Points controlled from Maindee North Panel 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 shown on the attached sketch and will be 200 yards to the rear of the Multiple Aspect Signal to which they apply.

Telephones

Telephones will be provided at all Multiple Aspect Signals communicating with the controlling Signal Box.

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.

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 Superintendent

NEWPORT

1st May, 1962

(W.1/10921) (Ext. 215)

Received copy of Mr. C. H. D. Read's Notice No. W.990 re Introduction of Stage 4 of Newport Multiple Aspect Signalling Scheme.

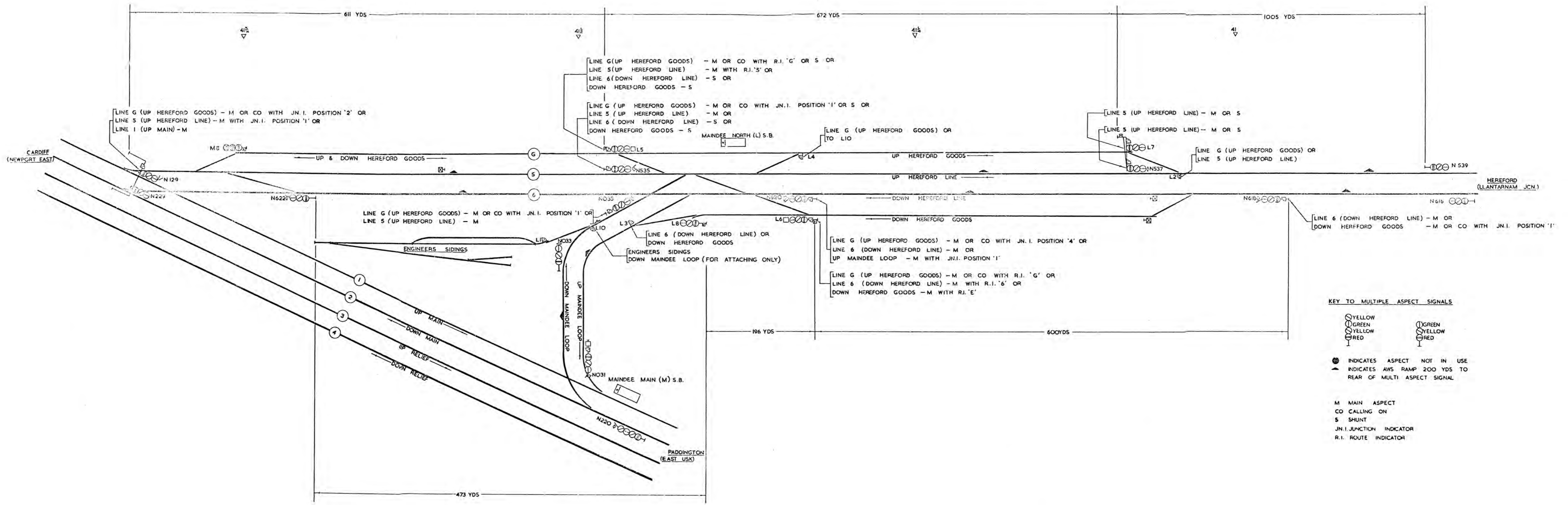
.....DATESIGNATURE

.....DEPT.STATION

To: DISTRICT SUPERINTENDENT

NEWPORT

(W.1/10921)



LINE G (UP HEREFORD GOODS) - M OR CO WITH R.I. 'G' OR S OR
 LINE 5 (UP HEREFORD LINE) - M WITH R.I. '5' OR
 LINE 6 (DOWN HEREFORD LINE) - S OR
 DOWN HEREFORD GOODS - S

LINE G (UP HEREFORD GOODS) - M OR CO WITH JN.I. POSITION '1' OR S OR
 LINE 5 (UP HEREFORD LINE) - M OR
 LINE 6 (DOWN HEREFORD LINE) - S OR
 DOWN HEREFORD GOODS - S

LINE G (UP HEREFORD GOODS) - M OR CO WITH JN.I. POSITION '2' OR
 LINE 5 (UP HEREFORD LINE) - M WITH JN.I. POSITION '1' OR
 LINE 1 (UP MAIN) - M

LINE 5 (UP HEREFORD LINE) - M OR S
 LINE 5 (UP HEREFORD LINE) - M OR S

LINE G (UP HEREFORD GOODS) - M OR CO WITH JN.I. POSITION '1' OR
 LINE 5 (UP HEREFORD LINE) - M

LINE G (UP HEREFORD GOODS) - M OR CO WITH JN.I. POSITION '4' OR
 LINE 6 (DOWN HEREFORD LINE) - M OR
 UP MAINDEE LOOP - M WITH JN.I. POSITION '1'

LINE G (UP HEREFORD GOODS) - M OR CO WITH R.I. 'G' OR
 LINE 6 (DOWN HEREFORD LINE) - M WITH R.I. '6' OR
 DOWN HEREFORD GOODS - M WITH R.I. 'E'

LINE 6 (DOWN HEREFORD LINE) - M OR
 DOWN HEREFORD GOODS - M OR CO WITH JN.I. POSITION '1'

KEY TO MULTIPLE ASPECT SIGNALS



⊙ INDICATES ASPECT NOT IN USE
 ▲ INDICATES AWS RAMP 200 YDS TO REAR OF MULTI ASPECT SIGNAL

M MAIN ASPECT
 CO CALLING ON
 S SHUNT
 JN.I. JUNCTION INDICATOR
 R.I. ROUTE INDICATOR