

**BRITISH RAILWAYS — WESTERN REGIONS**

(For the use of employees only)

**Western Valleys Resignalling Scheme****Stage IV (Aberbeeg Jcn. to Lime Kiln)**

Between the hours of 08.00 Saturday, 12th and 14.00 Wednesday, 16th October, or until completion, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in carrying out the following work:—

Stage 4 of the above scheme consisting of the provision of Colour Light signalling on the Main Lines between Aberbeeg Jcn. and Lime Kiln will be introduced as shown on the attached diagram.

The following new signals will be brought into use as shown on the attached diagram:—

- A** Signal DMI2—Main—sited at 12m. 1,480 yds.
- B** Signal DMI1—Main—sited at 11m. 1,024 yds.
- C** Signal UMI1—Main—sited at 11m. 478 yds.
- D** Signal UMI1R—Distant for UMI1—sited at 10m. 1,408 yards.
- E** Signal DMI0R—Distant for DMI0—sited at 10m. 1,472 yards.
- F** Signal DMI0—Main—sited at 10m. 367 yards.
- G** Signal UMI0—Main—sited at 9m. 1,476 yards.
- H** Signal UMI0R—Distant for UMI0—sited at 9m. 480 yards.

The height of all new signals will be 12 feet.

The existing automatically controlled signal UM8—marked 'J' on the attached diagram—will now be controlled from Lime Kiln signal box.

The existing signal AG15 (2 aspect) sited at 12m. 1,480 yards will be recovered.

New connections and runaway spring points will be provided as shown on the attached diagram.

New Ground Frames controlled from Lime Kiln signal box will be provided to work connections marked "X" on the attached diagram.

The existing connection from the Bunker Siding to Celynen North Colliery, at present worked from Newbridge signal box and marked "Y" on the attached diagram, will be converted to hand operation.

All remaining connections will be spiked clipped and padlocked out of use, pending recovery, as necessary.

Continuous track circuiting will be provided on the Up and Down Main Lines.

Telephones will be provided as shown on the attached diagram.

The following signal boxes, ground frame and all associated signalling apparatus will be taken out of use:—

- Navigation Colliery G.F.
- Crumlin Low Level South
- Newbridge
- Celynen
- Abercarn

with the exception of the signal controlling the exit from the R.T.B. Tin Plate Works, at present worked

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from Abercarn signal box and marked "K" on the attached diagram, which will be retained and controlled from Abercarn Tin Plate Works Ground Frame. This signal will stand normally "off" when the G.F. is not in use.

The existing block sections:—

Aberbeeg Jcn.—Crumlin Low Level South

Crumlin Low Level South—Newbridge

Newbridge—Celynen

Celynen—Abercarn

will be recovered and the existing track circuit Block Section with Block Bell between Lime Kiln and Abercarn extended to Aberbeeg Jcn.

Levers in the Locking Frame at Aberbeeg Jcn. will be bolted out of use as appropriate.

The District Inspector, Newport, to make all arrangements for safe working, including the appointment of the necessary handsignalmen in accordance with Rule 77.

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PLEASE ACKNOWLEDGE RECEIPT ON FORM BELOW

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2nd October, 1968  
Cardiff (Ext. 2473)

**R. C. HILTON**

*Divisional Manager*

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**WESTERN VALLEY RESIGNALLING**

**STAGE 4 — ABERBEEG JUNCTION TO LIME KILN**

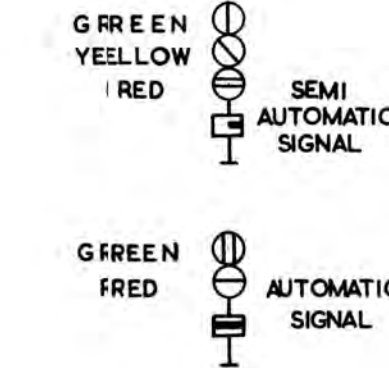
I have received copy/copies of Notice No. WW.285 dated 2nd October, 1968

.....Date.....Station  
.....Dept.....Signature

R. C. Hilton, Esq.,  
Room 351, Marland House, Cardiff

# ABERBEEG JCN. — LIME KILN

KEY



TELEPHONE TO CONTROLLING S.B.

KEY RELEASE INSTRUMENT

X. X. CONNECTIONS WORKED BY G.F.

ALL DISTANCES SHOWN IN YARDS.

