

BRITISH RAILWAYS—WESTERN REGION

(For the use of employees only)

INTRODUCTION OF STAGE 1**(Magor to Caldicot Junction: Severn Tunnel Junction to Severn Tunnel West) of the Newport (Extension) Multiple Aspect Signalling Scheme****SATURDAY, 30th NOVEMBER & SUNDAY, 1st DECEMBER, 1968**

Between 16.30 hours on Saturday, 30th November and 23.59 hours on Sunday, 1st December, 1968, or until completion, the Chief Signal and Telecommunications Engineer and Chief Civil Engineer will be engaged in introducing the first stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting on all running lines from Magor to Caldicot Junction and from Severn Tunnel Junction to Severn Tunnel West.

Signal boxes taken out of use

The following signal boxes will be taken out of use, together with all existing signalling worked therefrom (other than new final signalling recently brought into use at a preparatory stage):—

***Magor**

Severn Tunnel Junction West

Severn Tunnel Junction Middle

Severn Tunnel Junction East

NEWPORT Signal Box

The new signalling will be controlled from the existing signal box at Newport, other than that in the Down Hump Yard area at Severn Tunnel Junction.

ALTERATIONS TO SIGNALLING AND LAYOUT

Bishton Crossing: The release of the level crossing gates and that of the points handcrank, together with the operation of the points themselves, will be transferred from Magor to Newport.

***Magor:** The signal box will be taken out of use and all semaphore signals and discs worked therefrom removed. The following existing multiple aspect signals will also be removed: MG44, MG46 and MG47.

The cement siding stop lamp will be removed.

The control of all remaining signals (which bear the prefix "MG" on their identification plates) will be transferred to Newport and redesignated as shown on the attached sketch.

The control of all points which remain and which will not be ground frame operated will be transferred to Newport.

The following existing signals will have alterations to the routing of movements which they authorise: MG2, MG3 and MG41.

Severn Tunnel Down Hump Yard Control Panel: Will additionally control connections to reception sidings Nos. 1 to 8.

Caldicot Junction: The Up Main Distant and Up Main Home will be removed. A new Up Main Home CJ3 will be provided.

Severn Tunnel West: The Up Main Home, Up Goods Home, and Down Main Distant will be removed. The existing Down Main Home will be designated TW16.

A new Up Main Home (TW2) and Up Goods Home (TW3) will be provided.

The layout and signalling as at completion of the work are as shown on the attached sketch, all new permanent way facilities being shown in heavy print.

A.W.S. Ramps

A.W.S. Ramps will be provided as shown, being 200 yards in rear of the signal to which each applies.

Renaming of lines and change of status

The principal Up and Down lines between Severn Tunnel Junction and Severn Tunnel West will be known as Tunnel Lines.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

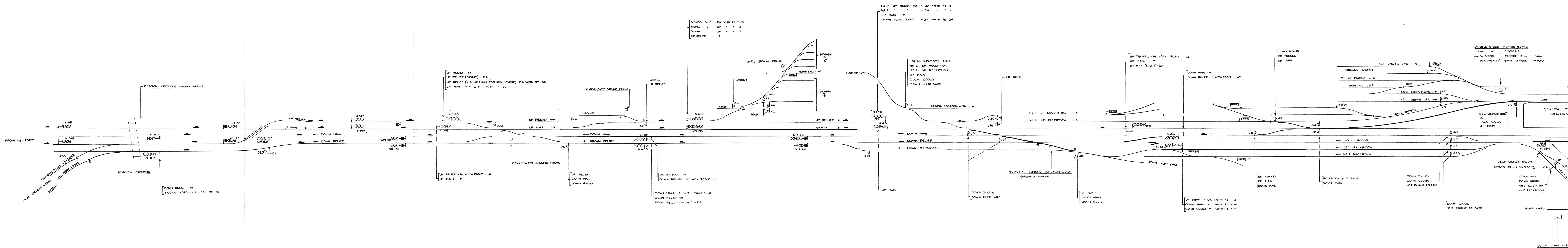
R. C. HILTON,
Divisional Manager.

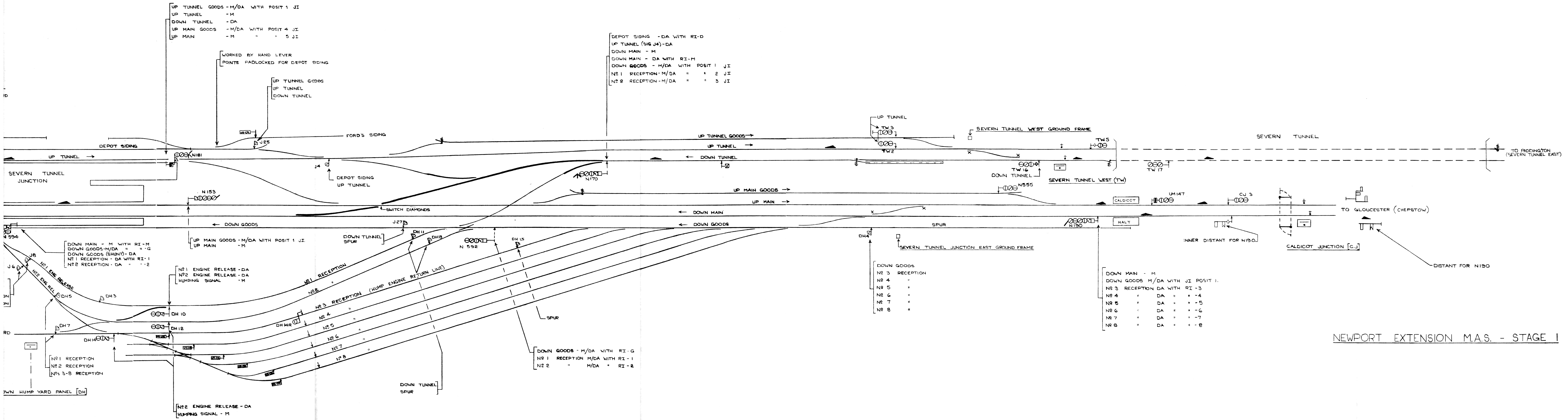
**INTRODUCTION OF STAGE I OF THE NEWPORT (EXTENSION)
M.A.S. SCHEME**

I have received copy/copies of Notice No. W.W.289 dated the 18th November, 1968, in connection with the above.

.....DateStation
.....Dept.Signature

R. C. HILTON, Esq.
Room No. 351, Marland House CARDIFF





- KEY TO ABBREVIATIONS
- M - MAIN ASPECT
 - DA - DRAW AHEAD ASPECT
 - RI - ROUTE INDICATOR
 - J1 - JUNCTION INDICATOR
- KEY TO SYMBOLS
- SIGNAL ASPECTS
- ⊖ - GREEN
 - ⦶ - YELLOW
 - ⊕ - RED
- JUNCTION INDICATOR POSITIONS
- POS. 1 / POS. 4
 - POS. 2 / POS. 5
 - POS. 3 / POS. 6
- - ROUTE INDICATOR
 - ⬢ - DRAW AHEAD
 - ⬢ - POSITION LIGHT ('Y' INDICATES NORMAL YELLOW LIGHT)
 - ⊠ - LIMIT OF SHUNT
 - ⊠ - STOP LAMP
 - ▲ - A.W.S. RAMP
 - X - POINTS OPERATED LOCALLY FROM GROUND FRAME
 - ⚡ - SPRING POINTS
 - ⬢ - 'RIGHT AWAY' INDICATOR
 - ⬢ - INDICATES AUTOMATIC SIGNAL

NEWPORT EXTENSION M.A.S. - STAGE 1