## **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. I 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 Un Main Home, Up Goods Home, and Down Main Distant will be removed.

The existing Down Main Home will be designated TW16.

A new Up Math 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.

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The existing Goods Lines between Magor and Severn Tunnel Junction West will be equipped for passenger train working and known as the Up Relief and Down Relief.

The Up Goods Loop between Severn Tunnel Junction East and Caldicot Halt will be renamed Up Main Goods Loop.

The Up Goods between Severn Tunnel Junction East and Severn Tunnel West will be renamed Up Tunnel Goods.

The nomenclature of certain sidings will be altered; the attached sketch shows the names by which these shall be known.

Variations to maximum permissible speeds, and temporary restrictions of speeds will be detailed in the working time-table and weekly speed and engineering notice.

### **ALTERATIONS TO DISTANT SIGNALS**

The existing Down Main Distants for Severn Tunnel Junction East will act as Distants for signal N.190, showing "off" when that signal is displaying a Yellow, Double Yellow or Green aspect.

### "Right-Away" Indicator

An electric indicator, displaying the letters "RA", is associated with signal N.181 at Severn Tunnel Junction Station and conveys a guard's right-away signal to his driver.

### **Ground Frames**

The release of the following ground frames will be transferred to Newport:-

Bishton Crossing

\*Magor

Undy

Severn Tunnel Junction East

(\*to be renamed Magor East)

The following ground frames will be brought into use, electrically released from Newport:—

Magor West Severn Tunnel Junction West

### Point Machines

All points shown on the sketch (except spring points, hand points, ground frame worked points and points worked from signal boxes which remain) will be operated electrically.

All points controlled from Down Hump Yard Control Box at Severn Tunnel Junction (and which are on the approach side of the hump summit) will be operated electrically.

Electric point machines are Westinghouse Brake and Signal Company's "Style 63", emergency operation instructions for which are issued separately.

Hand cranks for emergency operation are ordinarily located in release instruments adjacent to the points, the release being given by Newport. Exceptionally, those for the Down Hump Yard Control Box points will be located therein.

## **Telephones**

Telephones, communicating with Newport signal box, will be provided at:-

- (i) All multiple aspect signals, having the prefix "N" (Direct to Panel).
- (ii) Signal J22 (Direct to Panel).
- (iii) Automatic signals UMI50, DMI50, DRI50 and UMI47 (Direct to Panel).
- (iv) All ground frames (Dial telephone).
- (v) All hand crank release instruments (Dial telephone).

Telephones, communicating with the controlling signal box, will also be provided at:-

(i) Caldicot Junction:

Signal CJ3

(ii) Severn Tunnel West:

Signals TW2, TW3 and TW16

(iii) Down Hump Yard:

Signal DH4

The telephones at all controlled and automatic signals which at present communicate with Magor will be connected instead to Newport.

### **Block Arrangements**

Track Circuit Block Regulations will apply on all running lines covered by this Notice. These regulations apply additionally to Nos. I and 2 Down Hump Reception lines as far as Signals DHI0 and DHI2 respectively.

#### Train Description

The train description display field at Newport Panel Box will be extended to include all the running lines covered by this Notice.

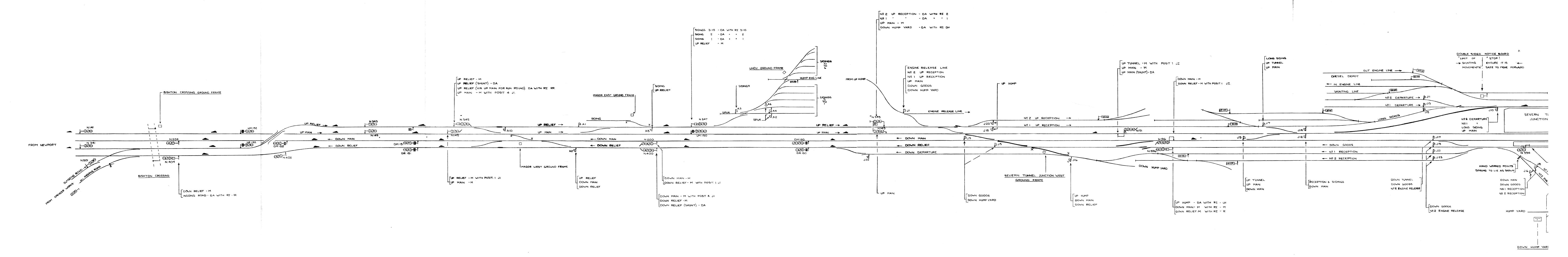
Occupation of the locking frame at Severn Tunnel West will be required for the purpose of altering and testing the locking.

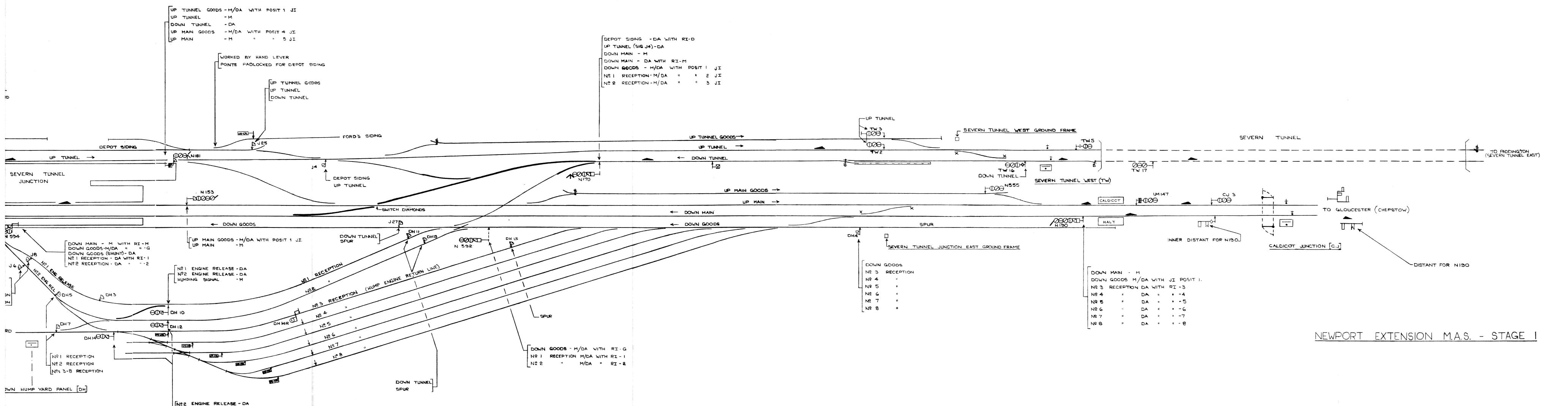
District Inspector, Newport, to make all arrangements, including the provision of the necessary hand-signalman in accordance with Rule 77.

PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

18th November, 1968 Cardiff (Extn. 2504) R. C. HILTON, Divisional Manager.

INTRODUCTION OF STAGE I OF THE NEWPORT (EXTENSION)  M.A.S. SCHEME	
I have received copy/copies of Notic connection with the above.	te No. W.W.289 dated the 18th November, 1968, in
Date	Station
Dep <b>t.</b>	Signature
R. C. HILTON, Esq.  Room No. 351, Marland House CARDIFF	





HUMPING SIGNAL - M

### KEY TO ABBREVIATIONS

M - MAIN ASPECT DA DRAW AHEAD ASPECT

RI - KOUTE INDICATOR

JI - JUNCTION INDICATOR

# KEY TO SYMBOLS

SIGNAL ASPECTS

O - GREEN

O - YELLOW

O - RED

JUNCTION INDICATOR POSITIONS

POS. 1 / POS. 4 POS. 2 - POS. 5

POS. 3 / POS 6

- ROUTE INDICATOR

AHEAD

(Y' INDICATES NORMAL YELLOW LIGHT!)

A \_ LIMIT OF SHUNT

- STOP LAMP

- AWS RAMP

X - POINTS OPERATED LOCALLY FROM GROUND FRAME

\$ - SPRING POINTS

RA- 'RIGHT AWAY' INDICATOR

= - INDICATES AUTOMATIC SIGNAL