

**BRITISH RAILWAYS—WESTERN REGION**

(For use of Employees Only)

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**Newport (Extension) Multiple Aspect Signalling  
Scheme—Preparatory Work to Introduction of  
Stage 2**

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Stage 2 of the above-mentioned scheme, which will embrace the section from Caldicot Junction to Awre Junction Signal Box, the latter becoming the fringe box to Newport Panel, will be carried out between the hours of 20.00 on Saturday, 22nd February and 06.00 hours on Monday, 24th February, 1969 or until completion, and will be covered by Notice WW.302.

Work to be carried out prior to Stage 2 occupation is detailed below:—

**Wednesday, 5th February, 1969**

Between the hours of 09.00 and 13.00 or until completion.

**At Caldicot Junction:** The track circuit (C4T) to the rear of the Up Main Advanced Starting will be taken out of use and the diamond sign on the signal removed.

**At Chepstow:** The track circuit (51T) to the rear of the Up Main Advanced Starting will be taken out of use and the diamond sign on the signal removed.

**Wednesday, 12th February, 1969**

Between the hours of 09.00 and 13.00 or until completion.

**At Chepstow:** The track circuit (2AT) to the rear of the Down Main Home will be taken out of use and the diamond sign on the signal removed.

**At Lydney West:** The track circuit (6T) to the rear of the Down Main Starting will be taken out of use and the diamond sign on the signal removed.

**At Lydney Junction:** The track circuits (B2T and 3T) to the rear of the Down Main Inner Home and the Down Main Starting respectively will be taken out of use and the diamond signs on the signals removed.

**Saturday, 15th February, and Sunday, 16th February, 1969**

Between 21.00 hours Saturday, 15th February, and 20.00 hours Sunday, 16th February, 1969, or until completion of work.

**Newport (Magor):** The existing Down Relief Facing Connection to Down Main (situated in advance of signal N400) will be removed and a similar new connection provided such that its facing end is nearer Severn Tunnel Junction and its trailing end nearer Newport than at present.

Two-aspect position light shunting signal, A12, will be repositioned and adjustments made to track circuits correspondingly.

During the occupation, signals N200 and N400 will be disconnected from the signal box and maintained at Danger.

**Sunday, 16th February, 1969**

Between the hours of 09.00 and 11.00 or until completion.

**At Chepstow:** The track circuit (4T) to the rear of the Down Main Outer Advanced Starting will be taken out of use and the diamond sign removed.

Between the hours of 00.01 and 19.00 or until completion.

**At Beachley Junction:** The Down Goods Loop will be placed out of use.

The Down Main Home to Down Goods Loop and the Down Goods Loop Starting will be removed.

The following track circuits will be taken out of use and the diamond signs on the signals removed:—

- (i) In rear of Up Main Starting (2T)
- (ii) In rear of Down Main Home (24AT)
- (iii) In rear of Down Main Advanced Starting (23T).

Levers in the locking frame will be bolted out of use as appropriate.

**Monday, 17th February, 1969**

Between the hours of 09.00 and 16.00 or until completion.

**At Lydney Junction:** All Siding facilities on the Up side of the Up Main Line will be placed out of use with the exception of Up Siding No. 1 and the Branch to Parkend.

The existing access from the Siding at both its ends to the Up Main will be maintained, together with access to the Down Main at its Station end.

The Main Crossover facility will be retained.

The points in No. 1 Up Siding leading from the Parkend Branch will be re-connected to a new

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Ground Frame and the Annett's key deposited in the Signal Box. The trap point in the Branch itself will be clipped in the closed position.

Only the following Signals associated with the Up Sidings will be retained:—

At the Awre Junction end; Disc Starting from Sidings to Up Main.

At the Station end; Disc Starting from Up Siding to Down Main.

The following Two-Aspect Position Light Shunting Signals will be brought into use:—

(i) At the site of the former Trap Point in the Parkend Branch.

(ii) On the No. 1 Up Siding at the Parkend Branch Points authorising movements down No. 1 Up Siding to Parkend.

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

The "One engine in Steam" Staff working on the Parkend Branch will be withdrawn and the Line reduced to the Status of a Long Siding.

**Wednesday, 19th February, 1969**

Between the hours of 09.30 and 12.00 noon or until completion.

**Between Lydney Junction and Awre Junction**

The intermediate block section Distant and Home Signals situated on both the Up and Down Main between Lydney Junction and Awre Junction will be placed out of use, together with the associated track circuits.

The Up Main Advanced Starting for Lydney Junction and the Down Main Home for Awre Junction will be released by Line Clear.

Levers in the Locking Frames will be bolted out of use as appropriate.

**Saturday, 22nd February, 1969**

Between the hours of 08.00 and 20.00 or until completion.

**At Caldicot Junction:** The Down Main Facing Connection leading to the Goods Loop will be placed out of use and clipped for the Main Line.

The Down Main Home to Loop Signal will be removed.

The track circuits in rear (C58AT) and in advance (C45T) of the Down Main Home will be taken out of use and the diamond sign on the Signal removed.

A stop block will be provided on the Loop at its Chepstow end, resulting in its conversion to a refuge siding. The adjacent telephone will be re-positioned to be near Signal N188 (Signal not yet in use; see Cardiff Division Notice No. WW.302) for Handsignalman's use at a subsequent occupation.

Sudbrook Ground Frame will be taken out of use. The points in the new refuge siding will be converted to hand lever operation; the trap points, at the Caldicot Junction end of the branch, will be clipped in the closed position. The adjacent stop lamp will remain.

The "one engine in steam" staff working on the Sudbrook Branch will be withdrawn and the Line reduced to the status of a long siding.

The existing siding on the Sudbrook Branch will be converted to a run-round Loop by the provision of a new hand worked connection at 0m. 45ch.

Sudbrook Pulp Mills Ground Frame will be taken out of use and any remaining points on the Branch converted to hand working.

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

**At Chepstow:**

Between the hours of 10.30 and 16.00 or until completion of work.

The following points (together with any associated shunting signals) will be disconnected from the Signal Box.

(i) Main Crossover at the River Bridge end of the Station.

(ii) Connection leading from Down Sidings to Down Main.

These points will be re-connected to new Ground Frames and the Annett's keys deposited in the Signal Box.

The Trailing Crossover in the Up and Down Main and the associated Slip connection to Up Siding at the Severn Tunnel Junction end of the station will be taken out of use.

**At Wye Valley Junction**

Between the hours of 08.00 and 11.00 or until completion.

The Main Crossover will be placed out of use.

The Up Main Facing Connection to the Wye Valley Line, together with the connection leading to the sand drag will be disconnected from the Signal Box and connected to a new Ground Frame. Former "Red Lock" conditions shall apply to this Facing Connection. At the conclusion of the work the Annett's key which releases the Ground Frame will be deposited in the custody of the Signaller at **Chepstow**.

**Between Caldicot Junction and Awre Junction**

Commencing at 08.00 hours existing A.W.S. Ramps will be removed and new ones (applicable to the Multiple Aspect Signalling) laid in, but disconnected to give caution cab signals.

District Inspectors, Newport and Gloucester to make all arrangements, including the provision of the necessary Handsignalmen in accordance with Rule 77.

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PLEASE ACKNOWLEDGE RECEIPT ON FORM ATTACHED

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20th January, 1969  
Cardiff (Extn. 2504)

**R. C. HILTON**  
Divisional Manager,  
Cardiff.  
(WW/PWS/218)

**H. C. SANDERSON**  
Divisional Manager,  
Bristol,  
(WW/900/B/54)

**WORK PREPARATORY TO THE INTRODUCTION OF STAGE 2 OF  
THE NEWPORT (EXTENSION) M.A.S. SCHEME**

I have received copy/copies of Notice No. WW.298 dated 20th January, 1969, in connection with the above.

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

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