

BRITISH RAILWAYS

(WESTERN REGION.)

DOUBLING OF EAST USK BRANCH NEWPORT

Between the hours of 7.0 a.m. on SUNDAY, 28th SEPTEMBER, 1952, and 5.0 p.m. on FRIDAY, 3rd OCTOBER, 1952, or until the work is completed, new signal boxes, to be known as "Corporation Road" and "Uskmouth," also new ground frames, will be brought into use on the East Usk Branch, and double line will extend from East Usk Junction signal box to Uskmouth signal box.

The line from East Usk Junction to Uskmouth will be the Up line, and the line from Uskmouth to East Usk Junction will be the Down line.

An Up Goods Loop will be brought into use on the Up side of the Up Main line at Corporation Road signal box, accommodating engine, 85 12-ton wagons, and brake-van. The facing points in the Up Main line leading to loop will be worked electrically by the hand-generator system; the trailing catch point in the loop will be a spring point.

A Down Goods Loop will be brought into use on the Down side of the Down Main line at Corporation Road signal box, accommodating engine, 51 12-ton wagons, and brake-van. The facing points in the Down Main line leading to loop will be worked electrically by the hand-generator system; the trailing catch point in the loop will be a spring point.

SEE ATTACHED DIAGRAM.

EAST USK JUNCTION.

The existing Up Branch to single line at the East Usk Junction end of the branch will be slued from a point near the 0 m. $\frac{1}{4}$ m.p. to connect up with the new Up Line, and from the same point a new Down line will be brought into use, connecting the single line with the existing Down Branch line; the existing single line will then become the Down Branch line. The trailing crossover road between the Up and Down Branch lines will be temporarily clipped and spiked out of use.



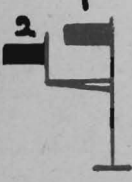



The Down Branch Home signal and the Up Branch Advanced Starting for East Usk Junction, both on the same post, will be moved to a new position 65 yards farther from the signal box with no alteration in height or form, lettered "A" on diagram. The telephone at this signal will be moved at the same time.


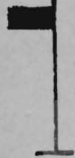





The existing Down Branch Distant signal for East Usk Junction will be taken out of use.


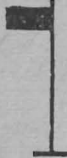
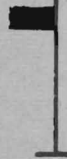




CORPORATION ROAD.


The new signal box, to be known as "Corporation Road" Signal Box, will be situated at a point 1 mile 7 chains on the Up side of the Up Main line.

The following new signals will be brought into use at Corporation Road Signal Box:—

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
	B	1. Up Main Home. 2. Up Main to Up Loop Home. <i>(Telephone to signal box at this signal.)</i>	Up side of Up Main line.	1,112 yards.
	C	1. Up Main Inner Home. 2. Up Main to Tube Works Sidings Inner Home.	Up side of Up Main line.	334 yards.
	D	1. Up Loop to Up Main Inner Home. 2. Up Loop to Tube Works Sidings Inner Home. <i>(Telephone to signal box at this signal.)</i>	Up side of Up Loop Line.	334 yards.
		Backing from Down Main to Down Main or Up Main, or Tube Works Sidings.	Between Up and Down Main Lines.	304 yards.
		Nos. 1, 2, and 3 Sidings Starting to Up Main or to Tube Works Sidings.	Up side of Sidings.	278 yards.
		Backing from Up Main to Down Main, or Up Loop, or Nos. 1, 2, and 3 Sidings.	Up side of Up Main Line.	222 yards.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
		Tube Works Sidings Starting to Up Main or Nos. 1, 2, and 3 Sidings.	Down side of Tube Works Sidings.	151 yards.
	E	Up Main Starting.	Up side of Up Main line.	47 yards.
		Backing from Down Main to Up Main or Down Main.	Between Up and Down Main lines.	48 yards.
		Backing from Up Main to Down Main or Up Main.	Up side of Up Main line.	101 yards.
		Backing from Down Main to Down Loop, or Nos. 1 and 2 Sidings or Lysaghts Outlet Sidings.	Down side of Down Main line elevated 5 feet on bridge girder.	118 yards.
	F	Up Main Advanced Starting.	Up side of Up Main line.	813 yards.
	R	<ol style="list-style-type: none"> 1. Down Main Home. 2. Down Main to Down Loop Home. 3. Down Main to Lysaghts Inlet Sidings Home, for Lysaghts Inlet ground frame. <p>(Telephone to signal box at this signal.)</p>	Down side of Down Main line.	1,002 yards.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
		Stop Lamp.	Down side of Down Loop at trailing end of Down Main to Down Loop points.	763 yards.
	U	Down Main Inner Home.	Between Down Main & Down Loop.	199 yards.
	S	Down Loop Intermediate Home. (Telephone to signal box at this signal.)	Between Down Loop & No. 1 Siding.	272 yards.
	V	Down Loop to Main Inner Home.	Down side of Down Loop line.	201 yards.
	T	Down Sidings Starting.	Down side of No. 2 Siding.	272 yards.
	W	Lysaghts Outlet to Down Main Starting.	Down side of Lysaghts Outlet Sidings.	199 yards.
	X	Down Main Starting.	Down side of Down Main line.	248 yards.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
	Y	Down Main Advanced Starting.	Down side of Down Main line.	680 yards.

New connections will be brought into use in accordance with the attached sketch.

A new 3-lever ground frame, to be known as "Lysaghts Inlet Ground Frame," will be brought into use on the Down side of the Down Main line, near the facing end of the Down Main to Down Loop points, to operate a trailing crossover between the Up and Down Main lines, and a new facing connection from Down Main to Lysaghts Sidings. This ground frame, which will be released by Annetts Key—controlled from Corporation Road signal box—will also operate the Down Main to Lysaghts Sidings Home signal, "R" on sketch.


Telephone communication with loud-sounding bell between Corporation Road signal box and the ground frame and a telephone with loud-sounding bell connected to the Branch Selective Circuit will be provided.





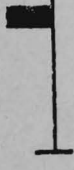
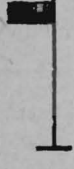
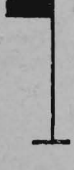
At the same time the existing 1-lever ground frame, known as "Lysaghts Inlet Ground Frame," will be taken out of use; also the Engineering Department Siding just beyond Lysaghts Inlet, the points being spiked pending removal.



USKMOUTH.

The new signal box, to be known as "Uskmouth" signal box, will be situated at a point 2 miles 79 chains on the Down side of the Down Loop line.

The following new signals will be brought into use at Uskmouth signal box:—

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
	G	Up Main Home.	Up side of Up Main line.	791 yards.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
	H	Up Main Inner Home Route Indicating Signal. To No. 1 Siding (Power Station). To No. 2 Siding (Power Station). To No. 3 Siding (B.A.C. Spur).	Up side of Up Main line.	59 yards.
		No. 1 Siding Starting to Up Main.	Between No. 1 Siding and Down Main at Trap Points.	13 yards.
		Backing from Down Loop to No. 3 Siding.	Between Down Loop & Down Main.	21 yards.
	J	No. 3 Siding Starting Route Indicating Signal. To Down Main. To Down Loop. To B.A.C. Siding.	Down side of No. 3 Siding.	119 yards.
	K	No. 2 Siding to Down Main Starting.	Between No. 2 Siding & Cross-over leading from No. 3 Siding to Down Main.	112 yards.
	L	B.A.C. Siding to No. 3 Siding Starting.	Up side of B.A.C. Siding.	19 yards.
	M	Down Main Starting.	Between Down Main & Down Loop.	410 yards.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from Signal Box.
		Stop Lamp.	Down side of Down Loop at Down Loop Exit Trap Points	410 yards.
	N	Down Main Advanced Starting.	Down side of Down Main.	695 yards.

New connections will be brought into use in accordance with the attached sketch.

A new 2-lever ground frame, to be known as "Monsanto Ground Frame," will be brought into use on the Up side of the Up Main line at the existing connection to Monsanto Siding. The ground frame will operate a trailing crossover between the Up and Down Main lines and a trailing connection in the Up Main line from the Siding. The ground frame will be released by Annetts Key—controlled from Uskmouth signal box.

Telephone communication with loud-sounding bell between the signal box and the ground frame and a telephone connected to the Branch Selective Circuit will be provided.

At the same time the existing 1-lever ground frame known as "Monsanto Ground Frame" will be taken out of use.

A new 1-lever ground frame, to be known as "British Aluminium Sidings South Ground Frame," will be brought into use on the Down side of the Down Main line near the exit from the Down Loop.


The ground frame will work the connection from the Down Loop to Down Main and will be released by Annetts Key—controlled from Uskmouth signal box.

Telephone communication with loud-sounding bell between the signal box and the ground frame will be provided.


At the same time the existing 1-lever ground frame known as "British Aluminium Sidings Middle Ground Frame." will be taken out of use.

At the same time three new signals as shewn will be brought into use at the following ground frames:—


BRITISH ALUMINIUM SIDINGS NORTH GROUND FRAME.

Form.	Indicated on diagram by letter	Description.	Position.	Distance from ground frame.
	O	Down Main Home.	Down side of Down Main line.	54 yards.
<p><i>THIS SIGNAL WILL NORMALLY STAND "OFF" with lever reverse, locking siding safety trap point open. Telephone communication with loud-sounding bell between Uskmouth signal box and the ground frame and a telephone with loud-sounding bell, connected to the Branch Selective Circuit, will be provided.</i></p>				

CHANNEL DRY DOCK GROUND FRAME.

Form.	Indicated on diagram by letter.	Description.	Position.	Distance from ground frame.
	P	Down Main Home.	Down side of Down Main line.	60 yards.
<p><i>THIS SIGNAL WILL NORMALLY STAND "OFF" with lever reverse, locking siding safety trap point open. A telephone connected to the Branch Selective Circuit will be provided.</i></p>				

EASTERN DRY DOCK GROUND FRAME.

Form.	Indicated on diagram by letter	Description	Position.	Distance from ground frame.
	Q	Down Main Home.	Down side of Down Main line.	47 yards.
<p><i>THIS SIGNAL WILL NORMALLY STAND "OFF" with lever reverse locking siding safety trap point open. A telephone connected to the Branch Selective Circuit will be provided.</i></p>				

The Branch will be worked by Permissive Block system in accordance with Section VII of the Regulations for Train Signalling, the Block Sections being as follows:—

East Usk Junction—Corporation Road.

Corporation Road—Uskmouth.

and all existing stop lamps and telephones throughout the Branch will be taken out of use.

TELEPHONES.

The Newport—Stoke Gifford Control Telephone Circuit will be extended to Corporation Road and Uskmouth signal boxes.

The existing East Usk Branch Telephone Circuit will be extended and selective telephones substituted for existing code ringing type, communicating with the following places:—

East Usk Junction signal box.
 East Usk Junction Inspector's Office.
 Tube Works.
 Corporation Road signal box.
 Lysaghts Outlet.
 Lysaghts Inlet ground frame.
 Eastern Dry Dock ground frame.
 Channel Dry Dock ground frame.
 British Aluminium Sidings North ground frame.
 Monsanto ground frame.
 Uskmouth signal box.

Two local code ringing telephone circuits will be provided at Corporation Road, communicating with the following places:—

1. Corporation Road signal box.
 Signal at exit from Up Loop.
 40 wagon lengths from Up Loop exit.
 60 wagon lengths from Up Loop exit.
 Trailing catch point at entrance to Up Loop.
 Up Main Home signal.
2. Corporation Road signal box.
 Signal at exit from Down Loop.
 Trailing catch point at entrance to Down Loop.
 Down Main Home signal.

TRACK CIRCUITS.

The following track circuits will be brought into use at Corporation Road signal box :

Line.	Up Main.	Up Main.	Down Main.
Track Circuit in rear of:	Up Homes (50AT)	Through Up Main to Up Loop Points (40T).	Through Down Main to Down Loop Points (11T).
Length of Track in yards.	200.	160.	215.
Position of Diamond Sign.	On Up Homes.	—	—
Signals locked electrically when track circuit is occupied	—	Points Up Main to Up Loop Normal and Reverse.	Down Main to Down Loop Facing Point, Normal and Reverse.
Whether Block Controlled.	—	—	—
Whether V.O.L. switch provided.	—	—	—

The District Inspector to arrange for all precautions for safe working to be taken while this work is in hand, including the provision of any necessary Handsignalmen, and the disconnection of Distant signals affected, in accordance with Rule 77.

The instructions shewn on pages 123-125 (up to "The British Aluminium Company's Sidings") of the Appendix to No. 7 Section of the Service Time Tables in regard to the working of the East Usk Branch, Newport, will be cancelled and replaced by the following:—

Working of East Usk Branch, Newport.

The Up and Down lines between East Usk Junction, Corporation Road, and Uskmouth signal boxes, also the Up and Down Goods Loops at Corporation Road signal box, and the Down ("B.A.C.") Loop at Uskmouth signal box, are worked in accordance with the Regulations for Signalling Trains and Engines by Permissive Block System over Goods Running Loop lines and other Permissive lines as shown in Section VII of the Book of Regulations for Train Signalling on Double and Single lines and on pages 57/58 of the General Appendix to the Rule Book.

Protection of Commercial Department Staff whilst working at Sidings alongside Down Goods Loop near Lysaght's Works.

On occasions when Commercial Department staff are engaged carrying out work in connection with wagons standing on either of the above sidings, the following instructions must be strictly observed:—

When Operating Department staff are engaged in the vicinity on shunting operations, the Commercial Department staff must, before commencing work, come to a clear understanding with the Train or Shunting staff and place a red flag, or red light during hours of darkness, on the last wagon nearest the direction from which vehicles might be shunted against those on which the men will be at work.

When Operating Department staff are not in the vicinity of the sidings a red flag, or red light during the hours of darkness, must be placed by the Commercial Department staff before any staff commence work, on the last wagon nearest the direction from which vehicles might be shunted against those on which the men will be at work, and the Operating Department staff, on observing the red flag or light, must not commence any shunting operations until they have warned the Commercial Department staff that they are about to do so.

The red flag, or red light, must not be removed until the work has been completed, or has been suspended to admit shunting, and the Commercial Department man before removing it must satisfy himself that all the men concerned are clear.

Heeley & Peart's Outlet Ground Frame.

This ground frame is situated on the Down side of the Down Branch line at East Usk Junction, working the trailing connection from Down Branch line to outlet siding and catch point in siding, and is electrically released from East Usk Junction signal box. Telephone communication is provided between the ground frame and East Usk Junction signal box.

The Guard or Shunter, as the case may be, will be responsible for working the ground frame and the instructions for working ground frames operated by interlocking lever at signal box and key release instrument at ground frame as shewn in the General Appendix to the Rule Book must apply.

Engineering Department Siding Ground Frame.

A facing connection in the Up Branch line at East Usk Junction in advance of the Starting signal leads to the Engineering Department Sidings. The points in the Up Branch line are worked by hand lever and must normally be secured for through running over the Up Branch line and clipped and padlocked in this position, the key of the clip being kept in East Usk Junction signal box. The points must only be reversed to permit a movement being made to or from the sidings and the Guard or Shunter accompanying the movement will be responsible for seeing that the points are left properly secured in their normal position. A wheel stop is provided in the sidings to protect the Up Branch line and must be kept secured across the rail except when required to be operated for a movement to be made into or out of the sidings. No train must be allowed to run to the Up Branch while operations are being performed at these sidings.

N.B.—These instructions will only operate until the sidings are connected to a new ground frame.

Heeley & Peart's Inlet Ground Frame.

A facing connection in the Down Branch line at East Usk Junction Down Branch Home signal leads to Heeley & Peart's Inlet siding. The points in the Down Branch line, also the catch point in siding, are worked by hand lever. The points of Heeley & Peart's inlet connection must normally be secured for through running over the Down Branch line and clipped and padlocked in this position, the key of the clip being kept in East Usk Junction signal box. The points must only be reversed to permit a movement being made to or from the siding, and the Shunter accompanying the movement will be responsible for seeing that the points are left properly secured in their normal position. The catch point at Heeley & Peart's inlet connection must be kept clipped and padlocked in the open position except when required to be closed for a movement to be made into or out of the siding.

N.B.—These instructions will only operate until the inlet siding is connected to a new ground frame.

Lysaght's Inlet Ground Frame.

This ground frame is situated on the Down side of the Down line near Stephenson Road Bridge in advance of Corporation Road Down Home signals, working the trailing crossover between Up and Down lines, facing connection from Down line to Inlet sidings with catch points in sidings, and signal from Down line to Inlet sidings, and is electrically released from Corporation Road signal box. An independent telephone circuit is provided between the ground frame and Corporation Road signal box.

The Guard or Shunter, as the case may be, will be responsible for working the ground frame and the instructions for working ground frames operated by interlocking lever at signal box and key release instrument at ground frame as shewn in the General Appendix to the Rule Book must apply.

The siding connection and crossover are released by separate keys at ground frame and separate interlocking levers in signal box.

The Corporation Road Signalman and the Guard or Shunter must have a clear understanding over the independent telephone circuit in regard to all movements being made at the ground frame.

Eastern Dry Dock and Channel Dry Dock Ground Frames.

The ground frames are situated intermediately on the Down line between Uskmouth and Corporation Road signal boxes, in each case working a trailing connection from Down line to siding, also signal on Down line protecting the connection leading to siding.

Telephone communication is provided on the East Usk Branch circuit.

At each ground frame the signal must normally be kept in the all-right position and must only be replaced to danger in connection with a train calling at the ground frame.

Whenever it is necessary for a train to call at either ground frame the Guard or Shunter will be responsible for working the ground frame.

On arrival at either ground frame, the signal must be placed and maintained at danger until the train is ready to leave, when the signal must again be lowered.

The Guard or Shunter must advise the Signalman at Uskmouth signal box when the train is ready to leave either ground frame and the Uskmouth Signalman must advise the Corporation Road Signalman, and until this advice is received the Uskmouth Signalman must not allow another train to enter the section.

British Aluminium Sidings North Ground Frame.

This ground frame is situated intermediately on the Down line between Uskmouth and Corporation Road signal boxes, working a trailing connection from Down line to B.A.C. outlet sidings, also signal on Down line protecting the connection leading to sidings. Telephone communication is provided on the East Usk Branch circuit and there is also an independent telephone circuit from the ground frame to Uskmouth signal box.

The signal must normally be kept in the all-right position and must only be replaced to danger in connection with a train calling at the ground frame

Whenever it is necessary for a train to call at the ground frame the Guard or Shunter will be responsible for working the ground frame.

On arrival at the ground frame, the signal must be placed and maintained at danger until the train is ready to leave, when the signal must again be lowered.

The Guard or Shunter must advise the Signalman at Uskmouth signal box on the independent telephone circuit when the train is ready to leave the ground frame and the Uskmouth Signalman must advise the Corporation Road Signalman, and until this advice is received the Uskmouth Signalman must not allow another train to enter the section.

A train may be shunted into the sidings for others to pass, and after the Down line is clear and the ground frame points have been replaced to normal and the signal lowered, the Guard or Shunter must advise the Uskmouth Signalman accordingly on the independent telephone circuit. The Uskmouth Signalman must then advise the Corporation Road Signalman, and Clause 13 of the Permissive Regulations must be complied with by the Signalmen. Before the ground frame is operated for the train to come out again on to the Down line permission must be obtained by the Guard or Shunter on the independent telephone circuit from the Uskmouth Signalman, who must only give permission provided there is no train already in the section between Uskmouth and Corporation Road and the train concerned has again been signalled forward; after the Uskmouth Signalman has given permission for the train to come out again on to the Down line at the ground frame, he must not allow another train to enter the section until he has been advised by the Guard or Shunter that the train is ready to leave the ground frame.

Monsanto Ground Frame.

This ground frame is situated on the Up side of the Up line in advance of Uskmouth Up Home signal, working the trailing crossover between Down and Up lines and trailing connection from Up line to siding with catch point in siding, and is electrically released from Uskmouth signal box. Telephone communication is provided on the East Usk Branch circuit and there is also an independent telephone circuit between the ground frame and Uskmouth signal box.

The Guard or Shunter, as the case may be, will be responsible for working the ground frame and the instructions for working ground frames operated by interlocking lever at signal box and key release instrument at ground frame as shown in the General Appendix to the Rule Book must apply.

The siding connection and crossover are released by separate keys at ground frame and separate interlocking levers in signal box.

The Uskmouth Signalman and the Guard or Shunter must have a clear understanding over the independent telephone circuit in regard to all movements being made at the ground frame.

British Aluminium Sidings South Ground Frame.

This ground frame is situated on the Down side of the Down line in advance of Uskmouth Starting signal, working the outlet from the Down ("B.A.C.") Loop with catch point in loop, and is electrically released from Uskmouth signal box. An independent telephone circuit is provided between the ground frame and Uskmouth signal box.

The Guard or Shunter, as the case may be, will be responsible for working the ground frame and the instructions for working ground frames operated by interlocking lever at signal box and key release instrument at ground frame as shewn in the General Appendix to the Rule Book must apply.

A stop lamp is provided at the catch point at the outlet and must not be passed without the permission of the Uskmouth Signalman.

The following additional alterations to be made to the Appendix to No. 7 Section of the Service Time Tables:—

Pages 6–10. Ground Frames and Intermediate Sidings.

The entries on page 8 under “ East Usk Branch ” to be replaced by the following :—

Name of Station or Siding.	Where situated.	By whom attended.	How locked.	Remarks.
Heeley & Peart's Outlet.	East Usk Junction.	Guard or Shunter.	Electrically released from East Usk Jct. signal box.	See p. 123.
Engineering Dept.	do.	do.	Clipped and pad-locked.	do.
Heeley & Peart's Inlet.	do.	do.	do.	do.
Lysaght's Inlet.	Between Corporation Road and Uskmouth.	do.	Electrically released from Corporation Road signal box.	do.
Eastern Dry Dock.	do.	do.	—	do.
Channel Dry Dock.	do.	do.	—	do.
British Aluminium Sidings North.	do.	do.	—	do.
Monsanto.	do.	do.	Electrically released from Uskmouth signal box.	do.
British Aluminium Sidings South.	do.	do.	do.	do.

Pages 11–15. Single Lines and how worked.

Delete reference on page 13 to East Usk Branch.

Pages 61-63. Propelling of Vehicles.

The entry on page 62 "from East Usk Junction to Branch Terminus" to be replaced by the following:—

From.	East Usk Junction.	Uskmouth.
To.	Uskmouth (or intermediately).	East Usk Junction (or intermediately).
Distance.	3 m.	3 m.
Line.	Up.	Down.
Remarks.	Brake Van only.	Brake Van only.

Page 125. The British Aluminium Company's Sidings.

The engine restrictions to be transferred to page 55.

N.B.—The existing working in Uskmouth Power Station Sidings will continue until further notice.

ACKNOWLEDGE RECEIPT.

W. R. STEVENS,

District Operating Superintendent.

Newport,
September, 1952.
(W.7821.)

Received copy of Mr. W. R. Stevens's Notice No. W.528 re Doubling of East Usk Branch, Newport.

Date 1952. Signature.

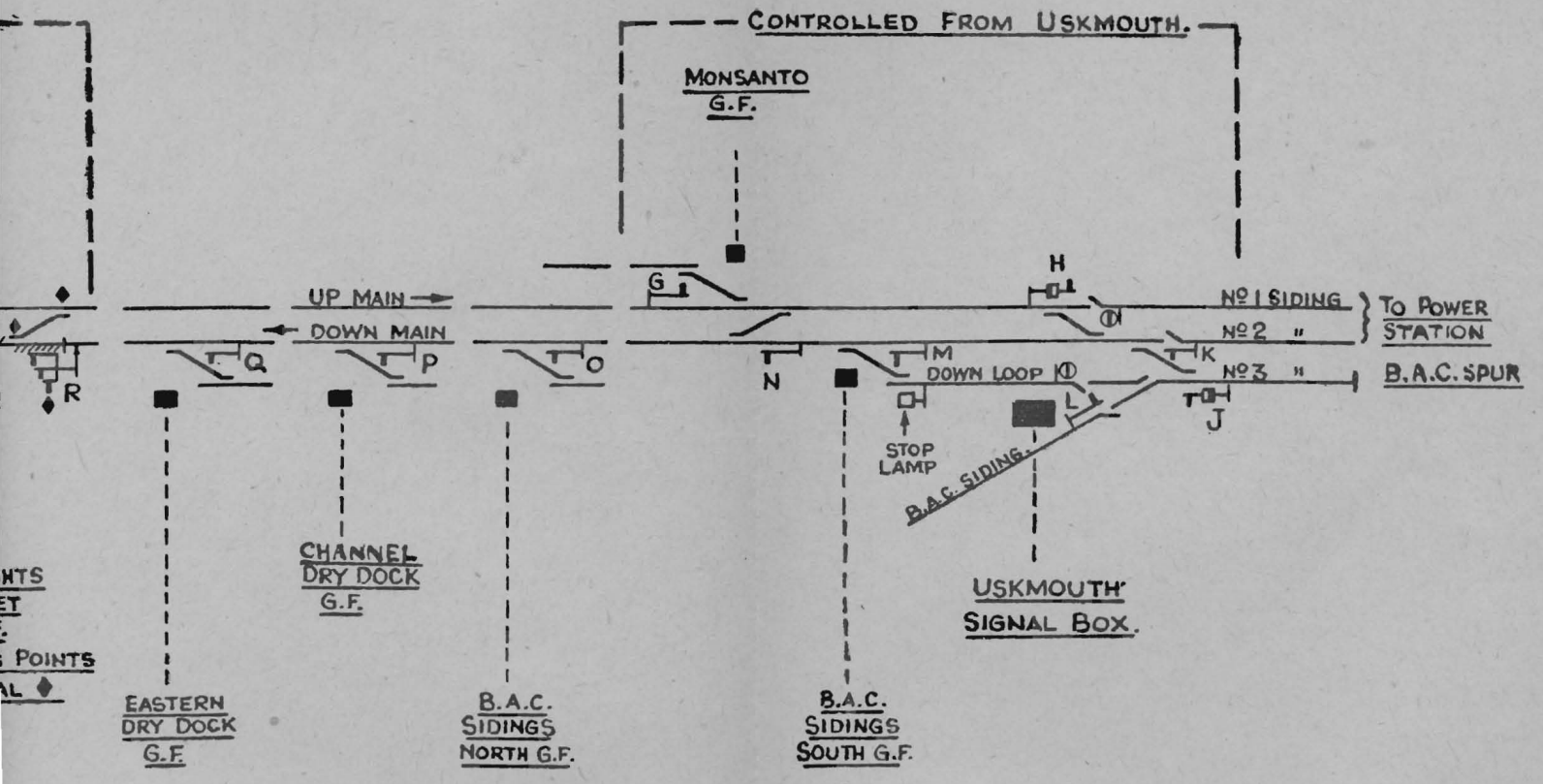
To: Department.

District Operating Supt.,

NEWPORT. (W.7821.)

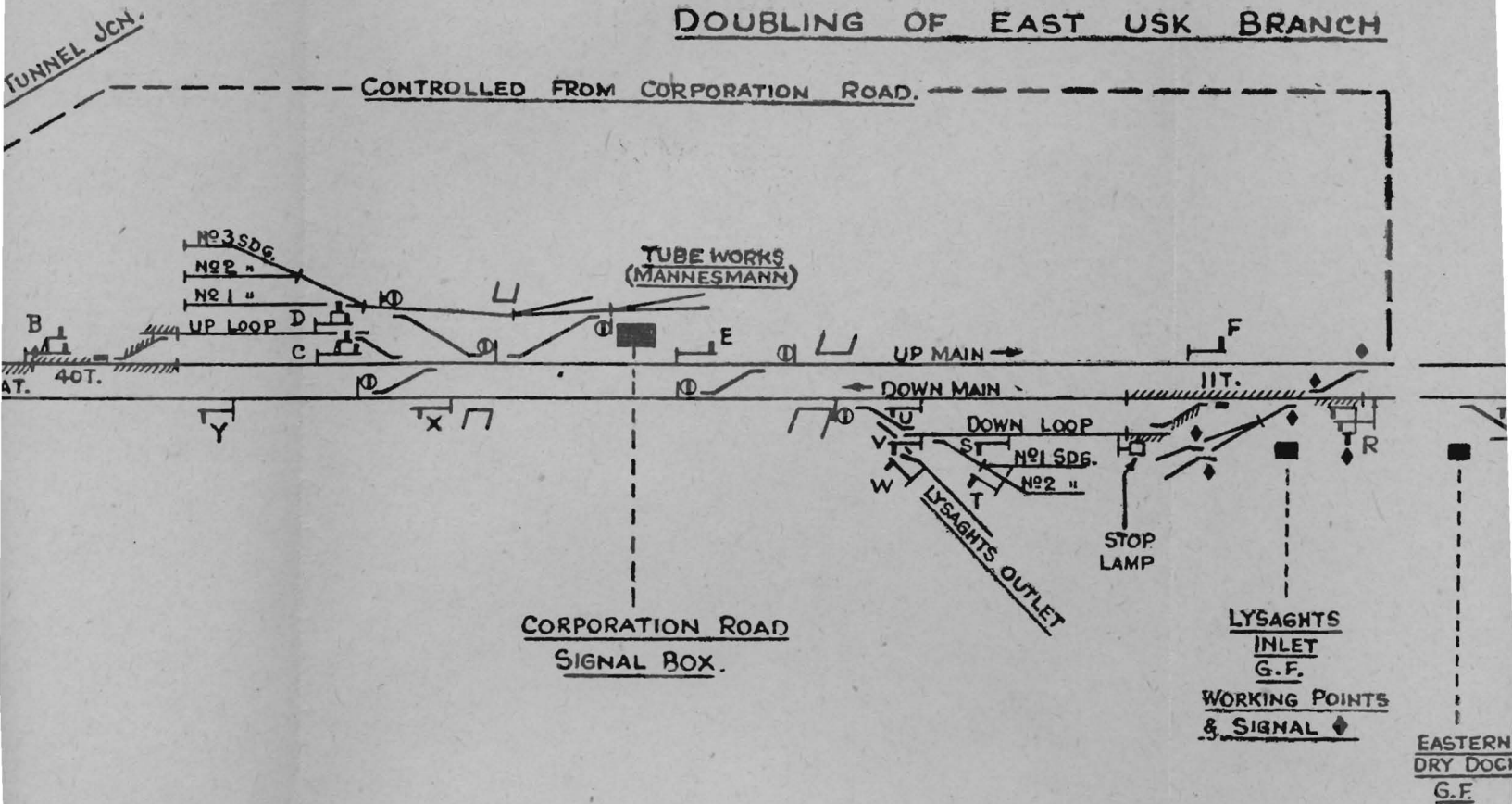
Station.

ANCH



POINTS
AL

DOUBLING OF EAST USK BRANCH



the following

FRAME.

Distance from ground frame.

54 yards.

with lever Telephone in Uskmouth be with loud-tive Circuit,

Distance from ground frame.

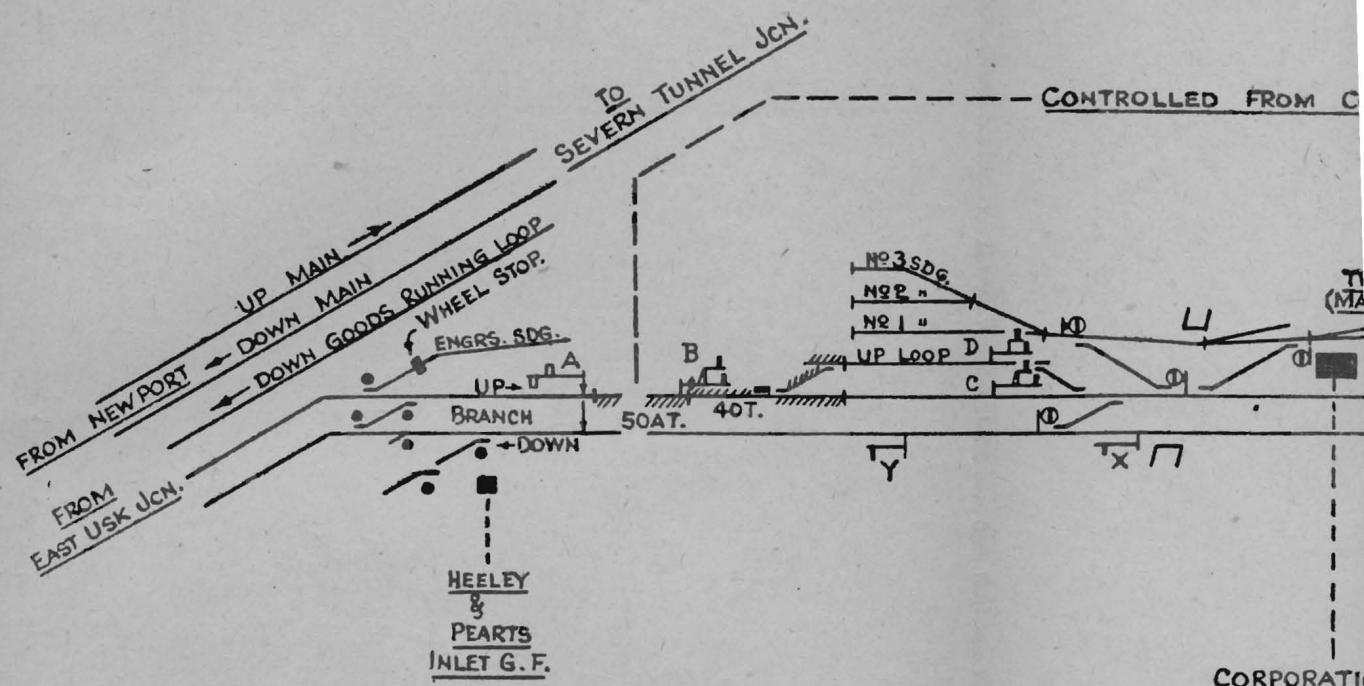
60 yards.

with lever A telephone be provided.

Distance from ground frame.

47 yards.

with lever telephone provided.



POINTS MARKED ●
CLIPPED & PADLOCKED,
SET AS SHOWN.