

**BRITISH RAILWAYS**  
(WESTERN REGION)

**NEWPORT MULTIPLE ASPECT  
SIGNALLING SCHEME**

---

**INTRODUCTION OF FINAL STAGE 7**

**C. H. D. READ**

District Superintendent, Newport

**J. H. F. PAGE**

District Superintendent, Cardiff

NEWPORT

12th April, 1963  
(W.1/10921)

# BRITISH RAILWAYS

## (WESTERN REGION)

### Introduction of Final Stage 7 of the Newport Multiple Aspect Signalling Scheme

The final implementation of the Newport Multiple Aspect Signalling Scheme will be carried out in three phases as follows:

- |  |  |
|--|--|
| (a) Preliminary work at Newport Ebbw Junction.   | Sunday, 12th May, 1963.                          |
| (b) <b>Taking out of use</b> redundant fittings and signals at St. Brides.   | Wednesday and Thursday, 15th and 16th May, 1963. |
| (c) Closing of St. Brides and Ebbw Junction Signal Boxes and extension of Multiple Aspect Signalling Scheme to Marshfield. | Sunday and Monday, 19th and 20th May, 1963.      |

#### PHASE "A" SUNDAY, 12th MAY, 1963—NEWPORT EBBW JUNCTION

The Chief Civil Engineer will have occupation of the Up and Down Relief lines between St. Brides and Signals N.315 and N.438. Newport Panel, from 00.01 to 23.59 for the purpose of carrying out track alterations and between the hours of 00.01 and 17.00 the Chief Signal and Telecommunications Engineer will be engaged in carrying out alterations to signals, as indicated below.

The Up Relief catch points and the four existing running Junctions between Main and Relief together with all associated ground signals will be recovered.

The Down Relief to Down Main facing connection—part of the new Western Double Junction, together with the new Relief facing crossover and the new Main trailing crossover will be unspiked and hand operated, movements being hand-signalled as necessary.

A new colour light Signal N.311 and A.W.S. ramp **will be brought into use**; the signal will be situated on the Up Side of the Up Relief Line 1117 yards in advance of the existing Up Relief Distant Signal which will be maintained in its present form.

The height of the new signal will be 12ft. to the red aspect.

The signal will exhibit a red aspect only and movements beyond the signal will be authorised by the handsignalman in attendance, until such time as the signal is fully operational under the final phase (C).

A new telephone circuit, between the Signal Box and a handsignalman's hut, situated on the Down Side of the Down Relief adjacent to Signal N.311 **will be brought into use**.

The following signals **will be taken out of use**:

- (1) The Up Relief Home.
- (2) The Up Relief Inner Home and Up Relief Inner Home to Up Main, colour light signal and associated A.W.S. Ramp.
- (3) The Down Main Starting Signal.

The arms and lamps will be removed from the following signals:

- (1) Down Main Inner Home to Down Relief.
- (2) Down Relief Home to Down Main.
- (3) Up Main Inner Home to Up Relief.

The ground signal for movements from the Down Relief to Down Sidings or Up and Down Goods Loop will be recovered and movements will be handsignalled as necessary.

Occupation of the locking frame will be required for the purpose of securing levers in the frame.

## **PHASE " B " WEDNESDAY AND THURSDAY, 15th and 16th MAY, 1963—**

### **ST. BRIDES**

The three trailing crossovers **will be taken out of use** as from 07.30 on Wednesday, 15th May and as from 07.30 on Thursday, 16th May, the remainder of the fittings operated from this Signal Box.

The Chief Signal and Telecommunications Engineer will require occupation of the locking frame on both these days from 07.30 to 08.30, for the purpose of bolting levers normal.

## **PHASE " C " SUNDAY AND MONDAY, 19th AND 20th MAY, 1963**

Between the hours of 00.30 on Sunday, 19th May, and 00.30 on Monday, 20th May, the Chief Civil Engineer will have occupation of the Up and Down Main lines between Ebbw Junction (Signal N.111) and Gaer (Signal N.115 and Signal N.236) for the purpose of carrying out track alterations. Between the hours of 00.30 on Sunday, 19th May and 06.00 on Monday, 20th May or until completion, the Chief Signal and Telecommunications Engineer will be engaged carrying out the following work:

### **Closing of Signal Boxes**

Ebbw Junction and St. Brides Signal Boxes will be closed, and all existing signalling controlled from these two Signal Boxes will be recovered.

### **Alteration to Layout and Signals**

There will be alterations in the Ebbw Junction, St. Brides and Marshfield areas and the final layout and signalling will be as shown on the attached diagram.

On Ground Position light WL13 at Waterloo Loop and G.10, Newport Panel, an additional route (Up Waterloo Loop to Line 3, Up Relief) will be provided.

The new signalling will be controlled from Newport and Marshfield Signal Boxes.

### **Block Arrangements**

Block Sections will be re-arranged as follows:

EXISTING	TO BECOME (Track Circuit Block)
Newport to Ebbw Junction Ebbw Junction to St. Brides St. Brides to Marshfield	} Newport to Marshfield
Ebbw Junction to Park Junction	Newport to Park Junction (via Cardiff Curve)

**Track Circuits**

Existing track circuits will be re-arranged and new track circuits **brought into use**, giving continuous track circulating on all running lines between Newport and Marshfield.

**Point Machines**

For the emergency operation of the Westinghouse Brake and Signal Co's. Style M.3 point machines, hand cranks will be located at convenient places on the ground in the Ebbw area, and when required for use will be released from Newport Signal Box.

**Train Describer Apparatus**

Train description apparatus at Marshfield **will be brought into use** and will operate in conjunction with the existing apparatus at Newport, including the Cardiff Curve to Park Junction.

**Speed over New Fittings**

The ultimate speed over the two new Crossovers will be 15 m.p.h. and over the two double junctions, 40 m.p.h.

Chief Inspector Jones (Newport) and Chief Inspector Powell (Cardiff) to make all arrangements for the safe working of the line, including the appointment of Handsignalmen in accordance with Rule 77.

---

ACKNOWLEDGE RECEIPT

---

**C. H. D. READ**

District Superintendent, Newport

**J. H. F. PAGE**

District Superintendent, Cardiff

NEWPORT

12th April, 1963

(W.1/10921) (Ext. 215)

---

Received copy of Notice No. W.1030 re introduction of Stage 7 of Newport Multiple Aspect Signalling Scheme.

.....DATE .....SIGNATURE

.....DEPT. ....STATION

To: DISTRICT SUPERINTENDENT  
NEWPORT (W.1/10921)

