

BRITISH RAILWAYS

(WESTERN REGION)

**INTRODUCTION OF TEMPORARY
SIGNALLING AT SPENCER WORKS,
LLANWERN**

On **MONDAY, 26th NOVEMBER, 1962**, between the hours of 8.0 a.m. and 5.0 p.m. or until completion the Chief Signal and Telecommunications Engineer will be engaged carrying out the following work at Spencer Works, Llanwern:—

A temporary signal box, to be known as Spencer Works Signal Box will be located between the Down Service line and Coal Sorting lead.

This signal box will control all movements over the Up and Down Service lines, the working being conducted in accordance with siding instructions. The working between this signal box and East Usk Panel and Magor signal boxes will be conducted over the box-to-box telephones.

The existing stop board at the West End of the Up Service line will be **taken out of use**.

The existing stop lamp at the East End of the Down Service line will remain and a telephone will be provided at this stop lamp.

Nine additional stop lamps will be **brought into use** as indicated on diagram, telephones being installed as shown.

The connection from Up to Down Service line at the West End of the Up Service line has been provided with a Facing Point Lock.

Then connection leading from the Down Service Line to Foreign Ore Arrival Siding has been provided with a Facing Point Lock.

At some time in the near future Messrs. Richard Thomas & Baldwins will **bring into use** Ground Frame "A" (ground frame "B" already in use) as indicated on Diagram, working points clear of the Service Lines.

District Inspector Veryard to make arrangements for the safe working of the line, including the appointment of any necessary handsignalmen in accordance with Rule 77.

**WORKING OVER UP AND DOWN SERVICE LINES AT
SPENCER WORKS**

All movements over these lines are under the control of the signalman at Spencer Works signal box, stop lamps and telephones being provided as follows:—

**UP SERVICE LINE.
STOP LAMP.**

No. 1	Protecting Crossover leading to Coal Sidings	—
No. 3	Protecting Facing Crossover leading to Sinter Arrival and Departure Sidings	Telephone "B"
No. 5	Protecting Trailing Crossover Adjacent to East End of Sinter Arrival and Departure Sidings	Telephone
No. 7	Protecting Crossover between Up and Down Service Lines at East End	Telephone "A"

DOWN SERVICE LINE.**STOP LAMP.**

No. 2 (existing)	Protecting trailing connection from North Weighbridge Road at East End	Telephone
No. 4	Protecting Crossover between Up and Down Service Lines at East End	Telephone "A"
No. 6	Protecting Western Exit Exchange Sidings	Telephone
No. 8	Protecting Western End of Sinter Arrival and Departure Sidings	Telephone "B"
No. 10	Protecting Western End of Coal Reception Sidings	—

Empties Departure.**Connection from Foreign Ore and Coal Sidings to Down Service Line.****STOP LAMP.**

No. 9	Protecting trailing connection in Down Service Line	Telephone
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Telephones marked "A" and "B" serve two stop lamps.

OPERATION OF POINTS.

All points in the Service Lines are hand operated, the normal position being for through running along the Service lines and no point must be operated without the authority of the signalman. After the movement has been completed the points must be restored to the normal position and the signalman informed accordingly.

ADMITTING TRAINS TO DOWN SERVICE LINE AT EAST END.

Trains entering the works from the East End must come to a stand at Stop Lamp No. 2 and the signalman advised immediately over the telephone. The driver must subsequently proceed to the appropriate stop lamp as instructed by the signalman, it not always being necessary to stop at each individual stop lamp should the line between certain stop lamps be clear.

Movements from No. 10 stop lamp will be controlled by hand signals and if no handsignals are received the fireman must proceed to the signal box for instructions.

ADMITTING TRAINS TO UP SERVICE LINE AT WEST END.

The clearance of the Position Light signal on East Usk Signal N.339 will indicate that the line is clear and the route set for a train to proceed to either Stop Lamp No. 1 or direct into the Foreign Ore Arrival Siding.

Trains proceeding along the Up Service Line must come to a stand at Stop Lamp No. 1. Movements from No. 1 Stop Lamp will be controlled by hand signals and if no handsignals are received the fireman must proceed to the signal box for instructions.

The driver must subsequently proceed to the appropriate stop lamp as instructed by the signalman, it not always being necessary to stop at each individual stop lamp should the line between certain stop lamps be clear.

EMPTY TRAINS DEPARTING FROM FOREIGN ORE OR COAL SIDINGS VIA EMPTIES DEPARTURE CONNECTION TO DOWN SERVICE LINE.

All trains must come to a stand at Stop Lamp No. 9 and the signalman advised immediately over the telephone. The driver must subsequently proceed on the instructions of the signalman.

MOVEMENTS OVER COAL YARD LEAD TOWARDS FOREIGN ORE OR COAL SIDINGS.

No movement must be made over the Coal Yard lead towards the Foreign Ore or Coal Sidings without first ensuring that it is safe to do so.

MOVEMENTS FROM DIRECTION OF HUMP SOUTH TRACK TO HOME ORE ARRIVAL AND DEPARTURE SIDINGS.

A Stop Board is provided at the points leading to the Home Ore Arrival and Departure Sidings, as indicated on diagram.

The points leading to Coke Spur No. 2 are worked by hand lever and secured by clip and padlock, being normally set for the through road, the key of the padlock being kept at Ground Frame "B".

MOVEMENTS FROM DIRECTION OF HUMP SOUTH TRACK TO HOME ORE ARRIVAL AND DEPARTURE SIDINGS.

Before permitting a movement to proceed to the Stop Board the Shunter must satisfy himself that the points leading to the Hump Track, Sinter and Coke and Breeze Sidings and Coke Spur No. 1 are in the proper position and that the key of the padlock for Coke Spur No. 2 points is at the Ground Frame.

Movements beyond the Stop Board will be controlled by hand signals.

ACKNOWLEDGE RECEIPT

C. H. D. READ,
District Superintendent.

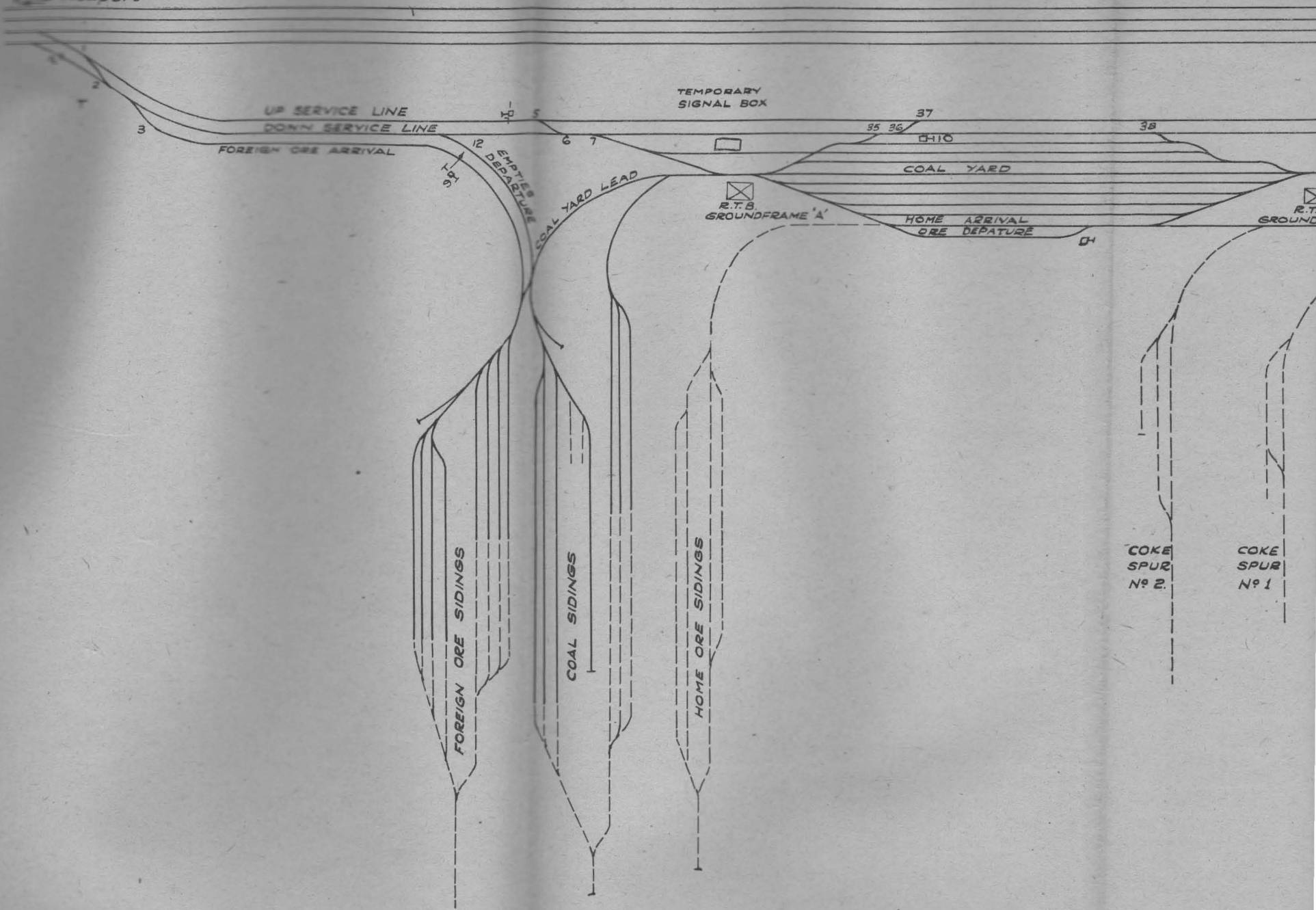
NEWPORT.
12th November, 1962.
(W.1/10291).

Received copy of Mr. C. H. D. Read's Notice No. W.1018 re Introduction of Temporary Signalling at Spencer Works, Llanwern.

.....DATESIGNATURE
.....DEPT.STATION

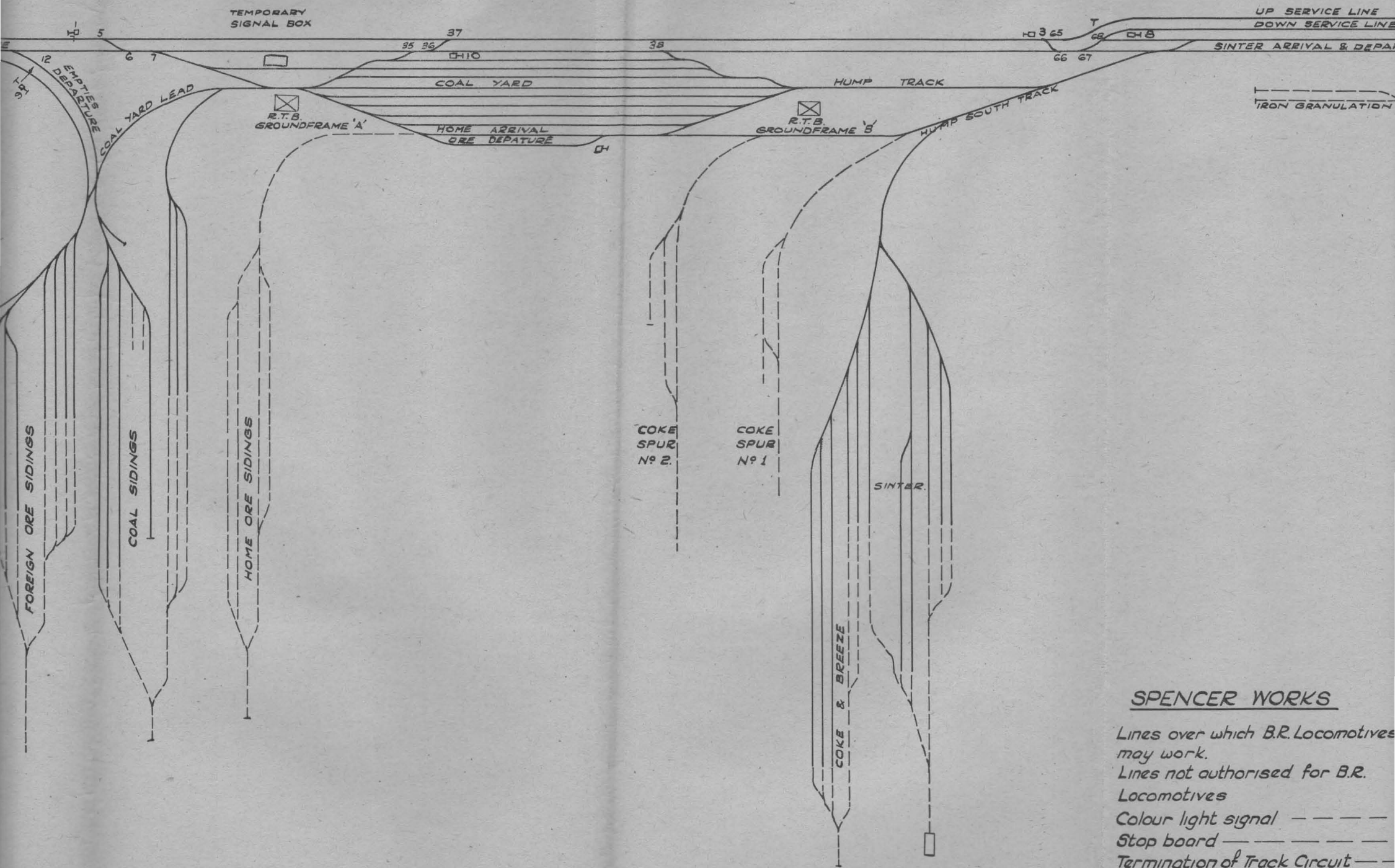
To DISTRICT SUPERINTENDENT,
NEWPORT.
(W.1/10291).

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Newport



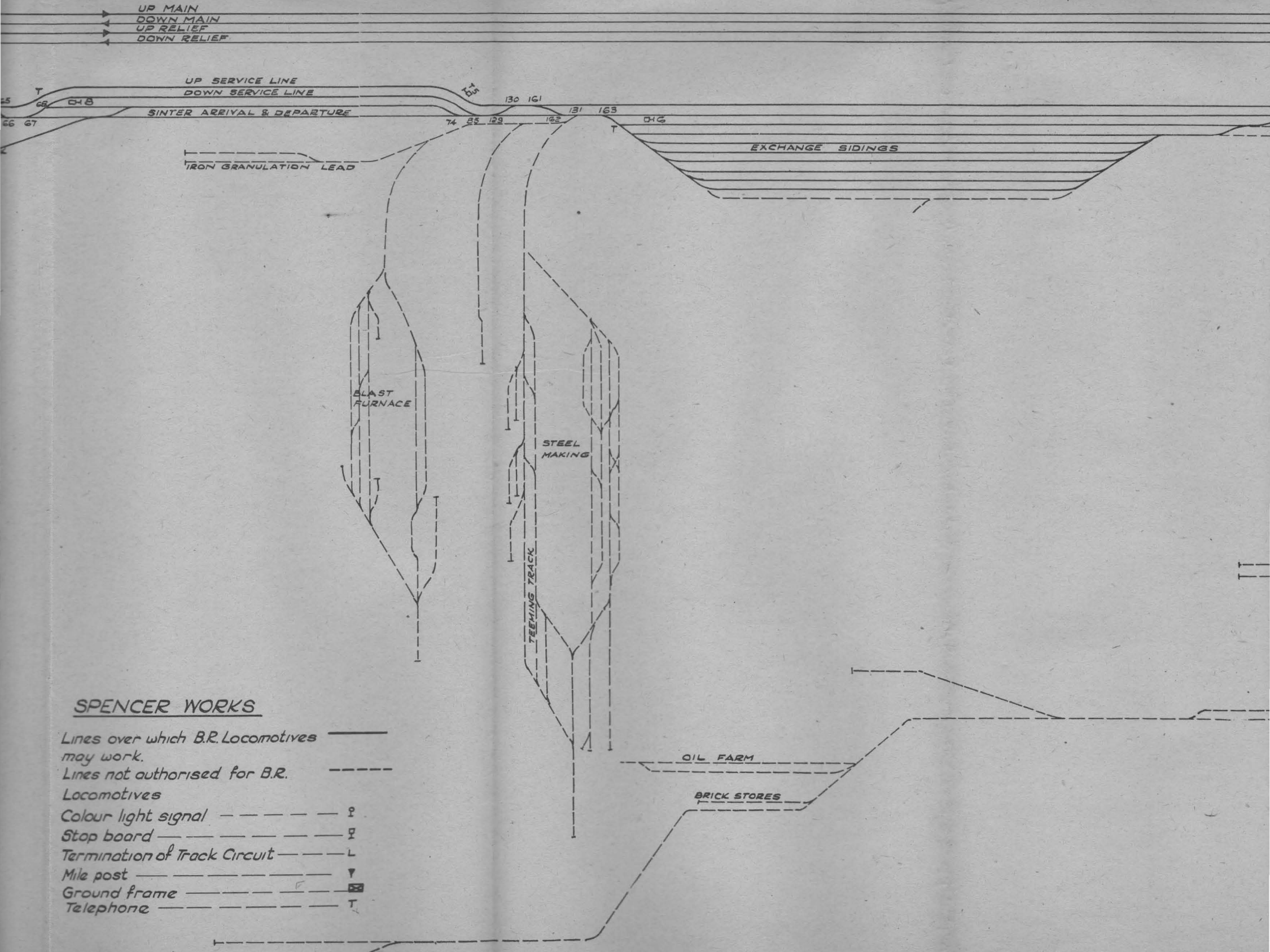
155 MP

UP MAIN
DOWN MAIN
UP RELIEF
DOWN RELIEF



SPENCER WORKS

- Lines over which B.R. Locomotives may work. ————
- Lines not authorised for B.R. Locomotives - - - - -
- Colour light signal - - - - -
- Stop board - - - - -
- Termination of Track Circuit - - - - -
- Mile post - - - - -
- Ground frame - - - - -
- Telephone - - - - -



SPENCER WORKS

- Lines over which B.R. Locomotives may work —————
- Lines not authorised for B.R. Locomotives - - - - -
- Colour light signal ———— P
- Stop board ———— H
- Termination of Track Circuit ———— L
- Mile post ———— V
- Ground frame ———— F
- Telephone ———— T

154 MP

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To Paddington →

