

BRITISH RAILWAYS

(WESTERN REGION)

Alterations to Lay-out and Signals at Severn Tunnel Junction West and between Magor and Undy Crossing

On SUNDAY, 3rd JULY, 1960, between the hours of 7.30 a.m. and 5.0 p.m. or until completion, the following alterations will be carried out.

Severn Tunnel Junction Up Hump Yard

A new Engine Release Line leading from the Up Hump Reception Sidings and connecting with the present No. 1 Up Reception Siding will be **brought into use**. Until such time as the signalling alterations at Severn Tunnel Junction West are completed (see page 4) this line will continue to connect with the present No. 2 Up Reception Siding.

New crossovers between the Engine Line and the Up Goods Line and between the Up Goods Loop Line and the Up Main Line in the vicinity of the present Undy Ground Frame will be spiked, clipped and padlocked **out of use** until Sunday, 10th July.

The existing Nos. 2, 3 and 4 Up Reception Sidings will be connected to the Hump Yard Sidings and, pending the connections being operated from the Up Hump Yard Control Cabin, will be placed **out of use**.

The present connections worked from Undy Ground Frame will be recovered together with the Ground Frame and the facing connections leading to the existing Up Reception Line and worked from Undy Crossing Signal Box will be spiked, clipped and padlocked **out of use**.

The existing Up Reception Line (which will become No. 2 Up Goods Line) will be placed **out of use** until further notice and a trailing connection between the present Up Goods Running Loop (to become No. 1 Up Goods Line) and No. 2 Up Goods Line at the ground frame end will be spiked, clipped and padlocked **out of use** until further notice.

There will be no access from the Up Hump to the present No. 19 and 20 Sidings, which will become dead-end sidings: the existing No. 21 Siding will be extended and become a dead-end siding and Sidings Nos. 22 and 23 will also be extended, these sidings forming part of the new Up Storage Sidings. A connection will be provided at the east end of No. 23 Siding leading to an additional five new Storage Sidings.

The Up Hump Yard Sidings and the Storage Sidings will be numbered as shewn on the attached sketch "B" which illustrates the final lay-out for the whole of the

Severn Tunnel Junction area. The accommodation of the Up Storage Sidings will be as follows :—

No. 1 Siding	..	57 Wagons, engine and van
No. 2 Siding	..	80 Wagons, engine and van
No. 3 Siding	..	80 Wagons, engine and van
No. 4 Siding	..	84 Wagons, engine and van
No. 5 Siding	..	81 Wagons, engine and van
No. 6 Siding	..	76 Wagons, engine and van
No. 7 Siding	..	68 Wagons, engine and van
No. 8 Siding	..	59 Wagons, engine and van
No. 9 Siding	..	59 Wagons, engine and van
No. 10 Siding	..	68 Wagons, engine and van

Between Magor and Undy Crossing

A new facing connection will be brought into use in the Up Goods line between Magor and Undy Crossing at 150 m. 24 ch. leading to 10 Reception Sidings and a Hump Engine Return Road. The points leading from the Up Goods line into Nos. 1 and 2 Reception Sidings will be temporarily worked by hand with a handsignalman appointed at the inlet points to act in lieu of fixed signals, which are in position but not operating and will eventually be operated from Magor Station Signal Box. The remaining points leading to the new Reception Sidings will be worked by hand levers operated by the Reception Sidings Shunter pending the provision of a ground frame at a later date. The capacity of the new Reception Sidings will be as follows :—

No. 1 Reception Siding	..	75 Wagons, engine and van
No. 2 Reception Siding	..	75 Wagons, engine and van
No. 3 Reception Siding	..	75 Wagons, engine and van
No. 4 Reception Siding	..	67 Wagons, engine and van
No. 5 Reception Siding	..	74 Wagons, engine and van
No. 6 Reception Siding	..	63 Wagons, engine and van
No. 7 Reception Siding	..	60 Wagons, engine and van
No. 8 Reception Siding	..	48 Wagons, engine and van
No. 9 Reception Siding	..	41 Wagons, engine and van
No. 10 Reception Siding	..	41 Wagons, engine and van

A Stop Lamp will be provided at the Magor end of the Hump Engine Return Road and movements beyond this Stop Lamp will be in the charge of the Reception Sidings Shunter.

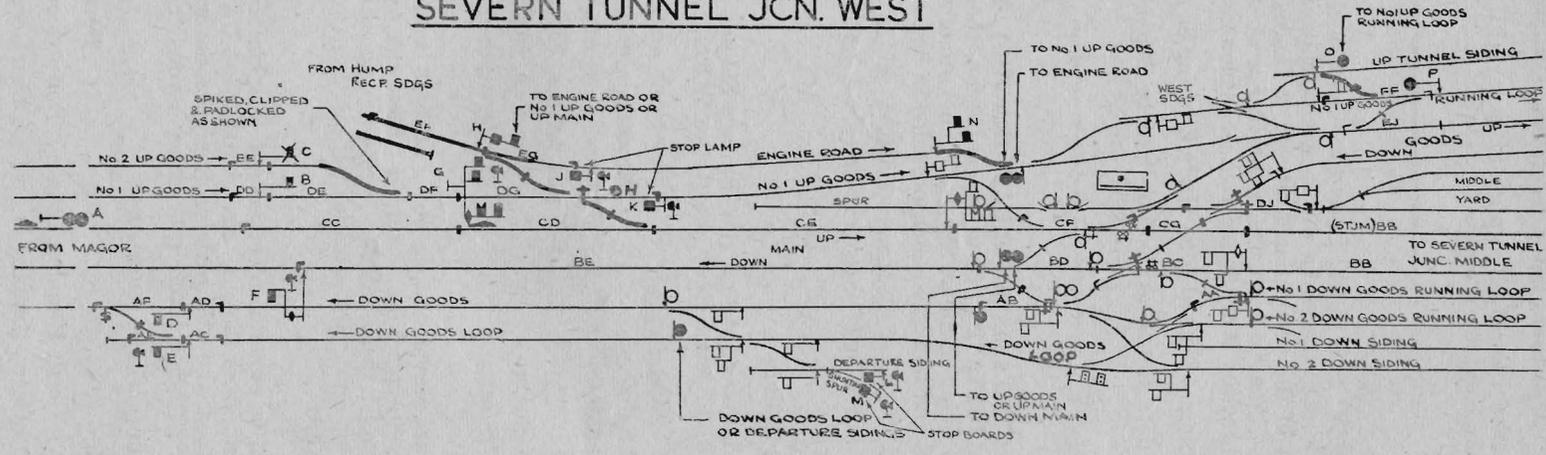
Stop Lamps will be provided at the Hump Summit outlet of the Up Reception Sidings and the Hump Return Engine Road as follows :—

- One stop lamp to apply to Nos. 1 and 2 Reception Sidings.
- One stop lamp to apply to Nos. 3 and 4 Reception Sidings.
- One stop lamp to apply to No. 5 Reception Siding and Hump Engine Return Road.
- One stop lamp to apply to Nos. 6 and 7 Reception Sidings.
- One stop lamp to apply to No. 8 Reception Siding.
- One stop lamp to apply to Nos. 9 and 10 Reception Sidings.

Movements of engines released from incoming trains beyond these stop lamps will be under the control of the Up Hump Foreman.

SKETCH "A"

SEVERN TUNNEL JCN. WEST



The Hump Line colour light signal will, in future, apply to movements from all the Reception Sidings towards the Hump Summit.

The outlet points for the Up Reception Sidings and Hump Return Engine Road will all be worked by hand lever.

As from **SUNDAY, 10th JULY**, Undy Crossing Signal Box will be **taken out of use**, and all points worked therefrom will be spiked, clipped and padlocked **out of use** with the exception of the connection from No. 2 Down Goods Running Loop to No. 1 Down Goods Running Loop, which will be operated by hand until connected to Severn Tunnel Junction West Signal Box (see below).

All signals at present worked from Undy Crossing Signal Box will be recovered.

As from this date the block sections will be Magor-Severn Tunnel Junction West for all lines.

Commencing at 12.5 a.m. on **SUNDAY, 10th JULY, 1960**, and until 11.55 p.m. on **MONDAY, 18th JULY, 1960**, or until completion, there will be a complete disconnection of the locking frame at Severn Tunnel Junction West and all points will be worked by hand and handsignalmen provided in lieu of signals.

New connections will be **brought into use** and certain connections **taken out of use**, the final lay-out being as shewn on sketch "A" attached.

Down Side Storage Sidings

The accommodation of the six new Storage Sidings laid in on the Down side connecting with No. 3 Section Spur (see Notice W.822) is as follows :—

No. 1 Siding	..	66 wagons, engine and van
No. 2 Siding	..	62 wagons, engine and van
No. 3 Siding	..	63 wagons, engine and van
No. 4 Siding	..	64 wagons, engine and van
No. 5 Siding	..	64 wagons, engine and van
No. 6 Siding	..	64 wagons, engine and van

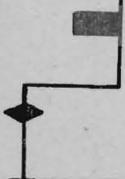
Notice boards are provided at the outlet of No. 3 Section Shunt Spur, also at the outlet of the 6 new Storage Sidings worded "Stop and telephone for instructions" and movements beyond these boards towards the signal controlling movements to the Down Goods Loop must only be made on the authority of the signalman at Severn Tunnel Junction West.

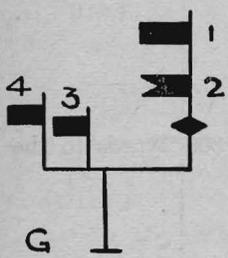
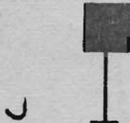
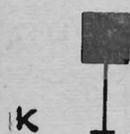
Stop lamps will be provided together with telephones as shewn on Sketch "A" to control movements from the engine road and No. 1 Up Goods Line to the Hump Summit Engine Road and the permission of the Severn Tunnel Junction West Signalman must be obtained before proceeding beyond the stop lamps.

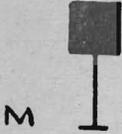
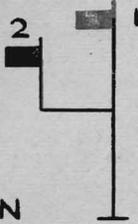
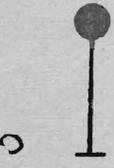
The following lines will be renamed :—

Existing	New
No. 2 Down Goods Running Loop	Down Goods Loop
No. 1 Down Goods Running Loop	Down Goods
Up Goods Running Loop	No. 1 Up Goods

The following new signals will be brought into use :—

FORM	DESCRIPTION	POSITION	YARDS FROM SIGNAL BOX
<p>A</p> 	<p>Up Main Distant (Two aspect colour light) Height, 12ft. to the Yellow A.W.S. ramp positioned rear</p>	<p>Up Side of Up Main Aspect approximately 300</p>	<p>1,916 yards to the</p>
<p>B</p> 	<p>No. 1 Up Goods Home Height, 18ft. 0in.</p>	<p>Up Side of No. 1 Up Goods</p>	<p>760</p>
<p>C</p> 	<p>No. 2 Up Goods Home to No. 1 Up Goods Height, 18ft. 0in. (not yet</p>	<p>Up Side of No. 2 Up Goods in use)</p>	<p>760</p>
<p>D</p> 	<p>Down Goods Outer Advanced Starting Height, 22ft. 0in.</p>	<p>Down Side of Down Goods</p>	<p>1,077</p>
<p>E</p> 	<p>Down Goods Loop Outer Advanced Starting to Down Goods Height, 18ft. 0in.</p>	<p>Down Side of Down Goods Loop</p>	<p>1,077</p>
<p>F</p> 	<p>Down Main Starting Height, 22ft. 0in.</p>	<p>Down Side of Down Goods</p>	<p>730</p>

FORM	DESCRIPTION	POSITION	YARDS FROM SIGNAL BOX
	<p>1. Up Main Home 2. Up Main Distant for S.T.J. Middle 3. No. 1 Up Goods Intermediate Home to Up Main 4. No. 1 Goods Up Intermediate Home</p> <p>Height to top arm, 26ft. 6in. A.W.S. ramp positioned immediately in advance</p>	<p>Up Side of No. 1 Up Goods</p>	<p>630 1283 From S.T.J. Middle</p>
	<p>1. Hump Reception Siding Starting to Engine Road 2. Hump Reception Siding Starting to No. 1 Up Goods 3. Hump Reception Siding Starting to Up Main</p> <p>Height 18ft. 0 in.</p>	<p>Up Side of Hump Reception Siding</p>	<p>620</p>
	<p>Engine Road Stop Lamp</p> <p>Height, 3ft. 0in.</p>	<p>Between Engine Road and No. 1 Up Goods</p>	<p>582</p>
	<p>No. 1 Up Goods Stop Lamp</p> <p>Height, 3ft. 0in.</p>	<p>Between Up Main and No. 1 Up Goods</p>	<p>540</p>
	<p>Notice Board (Stop and Telephone for instructions) Down Departure Sidings</p> <p>Height, 12ft. 0in.</p>	<p>Down Side of Down Departure Siding</p>	<p>220</p>

FORM	DESCRIPTION	POSITION	YARDS FROM SIGNAL BOX
 M	Notice Board (Stop and Telephone for instructions) Shunting Spur Height, 12ft. 0in.	Between Shunting Spur and Down Departure Siding	220
 N	1. Engine Road Starting to Up Goods 2. Engine Road Starting to No. 1 Up Goods Running Loop Height to top arm, 22ft. 0in.	Up Side of Engine Road	164
 P	Elevated Disc Up Tunnel Siding to No. 1 Up Goods Running Loop Height, 12ft. 0in.	Up Side of Up Tunnel Siding Yellow light and banner	147
 Q	Elevated Disc Up Goods or Backing Down No. 1 Up Goods Running Loop, or to Up Tunnel Siding Height, 12ft. 0in.	Between No. 1 Up Goods Running Loop and Up Tunnel Siding	241

The Down Main Distant Signal for Magor, at present a lower arm on the Down Main Starting Signal for Undy Crossing will be moved to the top of the post.

New ground signals will be brought into use as shewn on attached sketch "A."

The following signals will be renamed :—

Existing	New
Up Goods Line Home	Up Goods Line Inner Home
Up Main Home	Up Main Inner Home
Up Main Home to Up Goods	Up Main Inner Home to Up Goods
Up Main Distant for S.T.J. Middle	Up Main Inner Distant for S.T.J. Middle

The A.W.S. Ramp immediately in advance of this signal will be recovered

The following ground signals will be provided with red lights and re-routed :—

Existing	New
Down Main to No. 1 Down Goods Running Loop	Along Down Main or to Down Goods
Up Main to Down Main	Up Main to Down Main or to No. 1 Up Goods
Along Up Goods Running Loop	Along No. 1 Up Goods or to Hump Lines
Up Tunnel Siding to No. 1 Up Goods Running Loop	Up Tunnel Siding to No. 1 Up Goods Running Loop or along Up Tunnel Siding
No. 1 Up Goods Running Loop to West Sidings	Along No. 1 Up Goods Running Loop or to West Sidings.

The following signals will be recovered :—

Up Main Distant and associated A.W.S. Ramp
 Up Main Inner Distant
 Down Main Starting
 Backing along No. 1 Up Goods Running Loop.

The following ground signal will be recovered :—

Down Main to No. 1 Down Goods Running Loop.

The following points will be power operated (Westinghouse Brake & Saxby Signal Company's Style "C" machines) with hand generator standby :—

No. 1 Up Goods to Up Main
 Hump Reception Sidings to No. 1 Up Goods
 Down Goods Loop to Down Goods Facing Points. (The trailing end will be spring points.)

Occupation of the locking frame will be required for the purpose of re-locking and testing the frame.

The following signal will be released by "Line Clear" (one pull after berth track circuit occupied) :—

Down Main Starting.

The following signal will be released by "Line Clear" (one train) :—

Up Main Inner Home.

The following signal will be released by "Line Clear" (one pull) :—

No. 1 Up Goods to Up Main.

The ground signal in the Down Main reading to Up Main will be released by "Line Clear" (one pull).

"One Acceptance" block will be introduced on the Up and Down Main Lines.

The following additional telephones will be provided :—

Down Goods Motor Points
 Down Main Starting
 Reception Sidings Motor Points
 Engine Road Stop Lamp
 No. 1 Up Goods Stop Lamp
 Down Departure Sidings Notice Board
 Shunting Spur Notice Board.

New Track Circuits will be brought into use as follows :—

Line	Track Circuit	Length in yards	Position of Diamond Sign	Function locked electrically when track circuit is occupied	Controls Block	V.O.L. Switch	Name
No. 1 Down Goods Running Loop	In advance of No. 1 Down Goods Running Loop Inner Home to Down Goods Loop or Down Goods or Down Main	29	—	F.P.L. on facing connection in No. 1 Down Goods Running Loop in reverse position (E.P.R.) No. 1 Down Goods Running Loop Inner Home to Down Main	—	—	AA
Down Goods	In advance of No. 1 Down Goods Running Loop Starting to Down Goods	73	—	F.P.L. on facing connection in Down Goods in reverse position (E.P.R.) No. 1 Down Goods Running Loop Starting to Down Main	—	—	AB
Down Goods Loop	In rear of Down Goods Loop Outer Advanced Starting to Down Goods	100	—	—	—	—	AC
Down Goods	In rear of Down Goods Outer Advanced Starting	100	—	—	—	—	AD
Down Goods Loop	In advance of Down Goods Loop Outer Advanced Starting to Down Goods	36	—	Facing Points in Down Goods Loop in normal and reverse positions	—	—	AE
Down Goods	In advance of Down Goods Outer Advanced Starting	55	—	Facing Points in Down Goods Loop in normal and reverse positions	—	—	AF
Up Main	In rear of Up Main Home	200	On Signal	Up Main Advanced Starting for Magor	Yes	—	CC
Up Main	In advance of Up Main Home	143	—	Connection No. 1 Up Goods to Up Main in normal and reverse positions Up Main Home No 1 Up Goods Intermediate Home to Up Main Hump Reception Sidings Starting to Up Main	—	—	CD
Up Main	In rear of Up Main Inner Homes	320	On Signal	Up Main Home No 1 Up Goods Intermediate Home to Up Main Hump Reception Sidings Starting to Up Main	—	—	CE

Line	Track Circuit	Length in yards	Position of Diamond Sign	Function locked electrically when track circuit is occupied	Controls Block	V.O.L. Switch	Name
Down Main	In advance of the Down Main Homes Through compound in Down Main and facing connection to Down Goods (existing 66T renamed)	100	—	F.P.L.'s on compound and facing connection Down Main to Down Goods in reverse position (E.P.R.) F.P.L.'s on compound points Up Siding and Down Goods to Down Main in reverse position (E.P.R.) Down Main Home and No. 1 Down Goods Running Loop Inner Home to Down Main Up Siding Starting to Down Main	—	—	BC
Down Main	In advance of compound points in Down Main and through trailing connection Down Goods to Down Main (part of existing 2T shortened)	135	—	F.P.L. on facing connection Down Goods to Down Main in reverse position (E.P.R.) No. 1 Down Goods Running Loop Starting to Down Main, Down Main Home No. 1 Down Goods Running Loop Inner Home to Down Main, Up Siding Starting to Down Main Down Goods Home to Down Main, Disc, Down Main to Up Main	—	—	BD
Down Main	In rear of Down Main Starting (existing 2T shortened and renamed)	565	On Signal	No. 1 Down Goods Running Loop Starting to Down Main Down Main Home No. 1 Down Goods Running Loop Inner Home to Down Main Up Siding Starting to Down Main Down Goods Home to Down Main	—	—	BE
Up Main	In advance of Up Main Inner Home through facing connection to Up Goods	172	—	Up Main Inner Home No. 1 Up Goods Inner Home to Up Main F.P.L. on facing connection Up Main to Up Goods in reverse position (E.P.R.)	—	—	CF
Up Main	In front of signal box through diamond Down Goods to Down Main	62	—	Up Main Inner Home Down Goods Home to Down Main Up Sidings Starting to Down Main No. 1 Up Goods Inner Home to Up Main F.P.L.'s on compound points Up Siding and Down Goods to Down Main in reverse position (E.P.R.) F.P.L.'s on compound in Down Main and facing connection Down Main to Down Goods conditionally (E.P.R.)	—	—	CG
No. 1 Up Goods	In rear of No. 1 Up Goods Home	100	—	—	—	—	DD

Line	Track Circuit	Length in yards	Position of Diamond Sign	Function locked electrically when track circuit is occupied	Controls Block	V.O.L. Switch	Name
No. 1 Up Goods No. 2 Up Goods	In advance of No. 1 and No. 2 Up Goods Home through trailing connection	116	—	Trailing Connection No. 2 Up Goods to No. 1 Up Goods in normal and reverse positions	—	—	DE
No. 1 Up Goods	In rear of No. 1 Up Goods Intermediate Home and No. 1 Up Goods Intermediate Home to Up Main	29	—	—	—	—	DF
No. 1 Up Goods	In advance of No. 1 Up Goods Intermediate Home and No. 1 Up Goods Intermediate Home to Up Main through trailing connection from Hump Reception Sidings	76	—	Connections No. 1 Up Goods and Up Main, and Hump Reception and No. 1 Up Goods in normal and reverse positions Hump Reception Sidings Starting to Up Main No. 1 Up Goods Intermediate Home to Up Main	—	—	DG
No. 1 Up Goods	Through facing connection to Up Main	65	—	No. 1 Up Goods Intermediate Home to Up Main Hump Reception Sidings Starting to Up Main Connection No. 1 Up Goods to Up Main in normal and reverse positions	—	—	DH
Up Siding	In advance of Middle Yard Starting and Down Goods Homes through compound points	114	—	Up Sidings Starting to Down Main F.P.L.'s on facing connections Up Sidings to Down Main and Down Goods to Down Main in reverse position (E.P.R.) F.P.L.'s on compound in Down Main in reverse position conditionally (E.P.R.) Down Goods Home to Down Main	—	—	DJ
No. 2 Up Goods	In rear of No. 2 Up Goods Home	100	—	—	—	—	EE
Engine Road	In rear of Hump Reception Sidings Starting	110	—	—	—	—	EF
Engine Road	In advance of Hump Reception Sidings Starting. Through facing connection to No. 1 Up Goods	65	—	Hump Reception Sidings Starting to Up Main Connection Hump Reception and No. 1 Up Goods in normal and reverse positions and connection No. 1 Up Goods and Up Main normal and reverse positions (conditionally)	—	—	EG

The following Track Circuits will be renamed :—

Existing		To become
2AT	..	BB
79T	..	EJ
102T	..	FF

See Speed and Engineering Notice for amendments to existing No. 7 Appendix Instructions, also additional instructions.

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

ACKNOWLEDGE RECEIPT

W. J. MORRIS,
District Traffic Superintendent.

NEWPORT.
27th June, 1960.
(W.10477)

4000

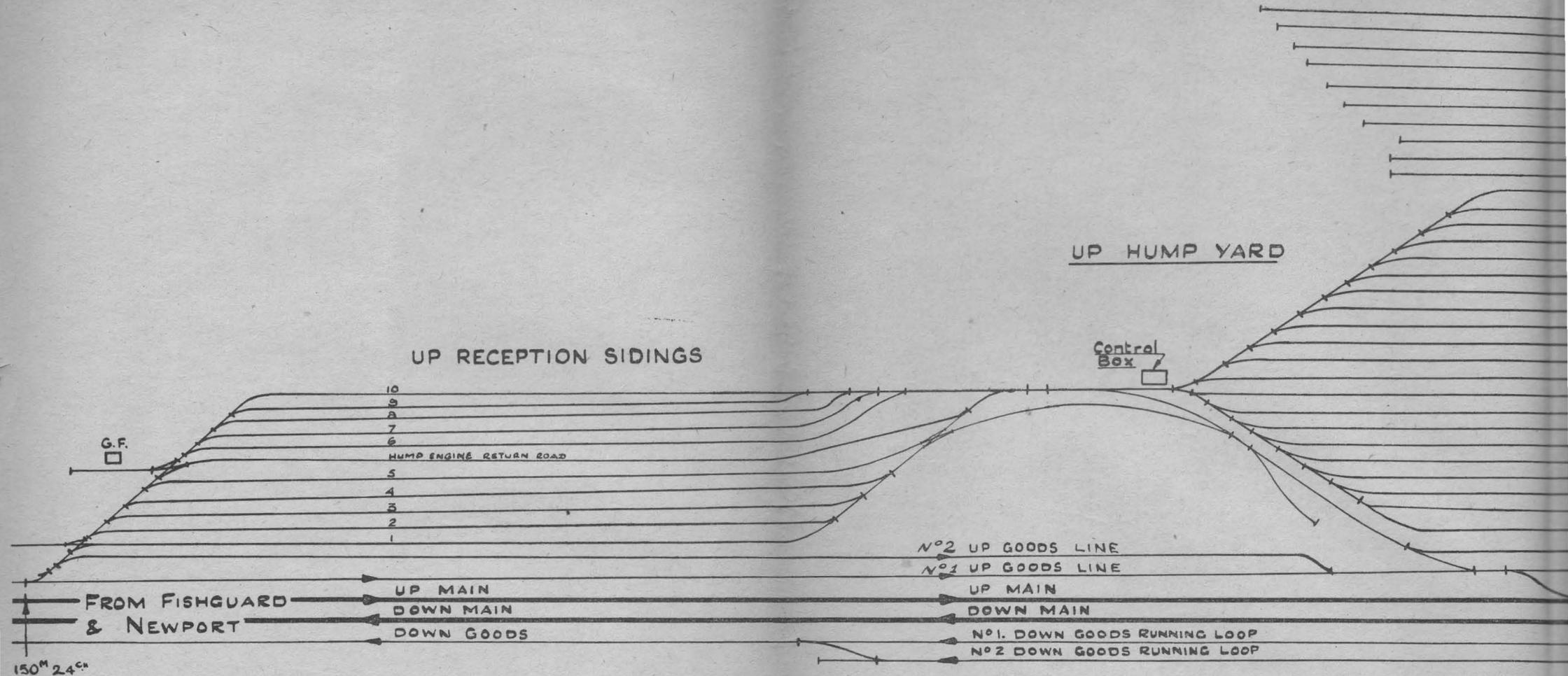
Received copy of Mr. W. J. Morris's Notice No. W.833 re alterations to lay-out, etc., at Severn Tunnel Junction West.

.....DATESIGNATURE

.....DEPT.STATION

To DISTRICT TRAFFIC SUPERINTENDENT,
NEWPORT (W.10477)

UP STO



UP HUMP YARD

UP RECEPTION SIDINGS

Control Box

G.F.

10
9
8
7
6
5
4
3
2
1

HUMP ENGINE RETURN ROAD

FROM FISHGUARD
& NEWPORT

UP MAIN
DOWN MAIN
DOWN GOODS

N°2 UP GOODS LINE
N°1 UP GOODS LINE

UP MAIN
DOWN MAIN

N°1. DOWN GOODS RUNNING LOOP
N°2 DOWN GOODS RUNNING LOOP

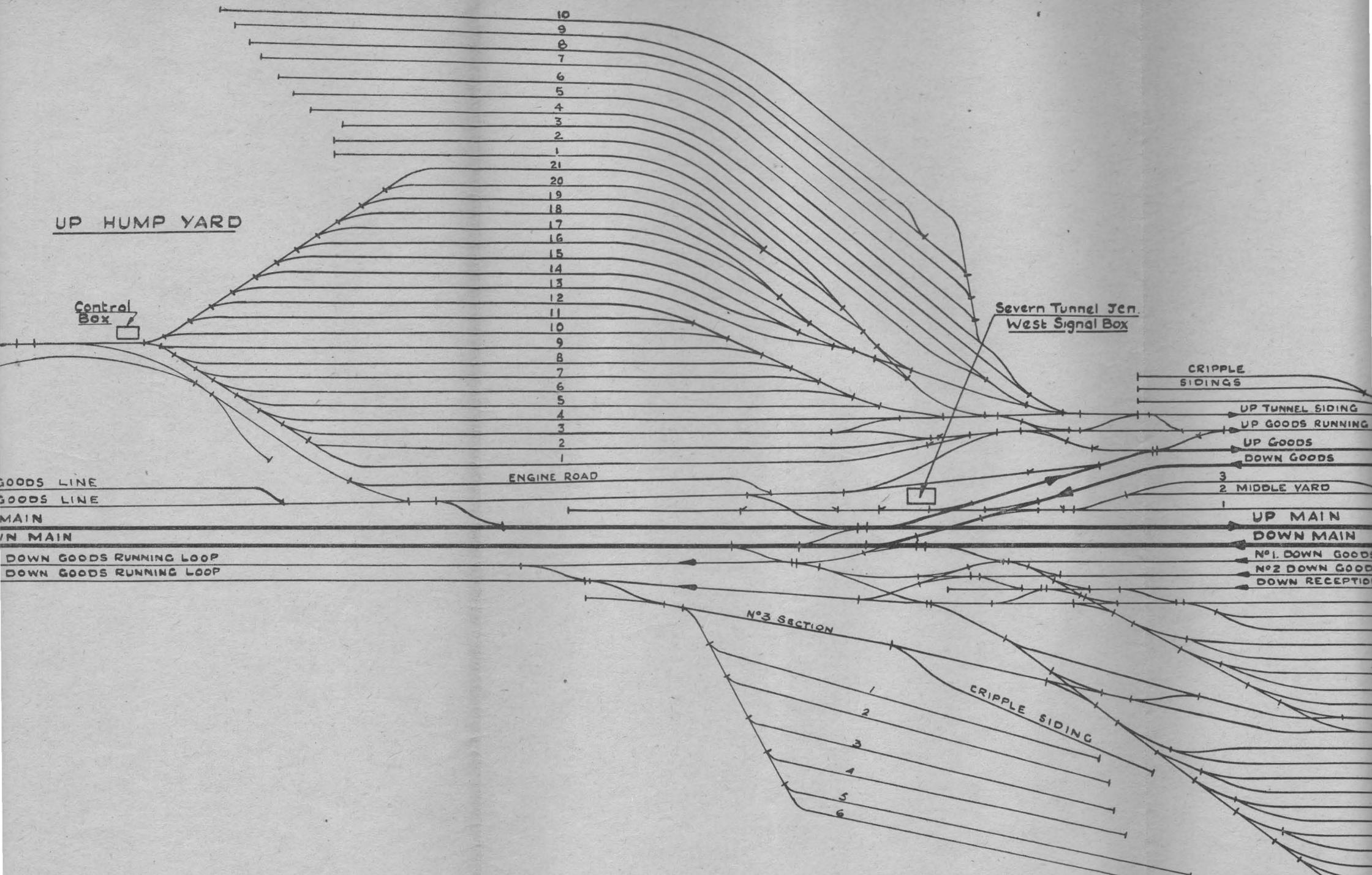
150M 24CA

UP STORAGE SIDINGS

UP HUMP YARD

Control Box

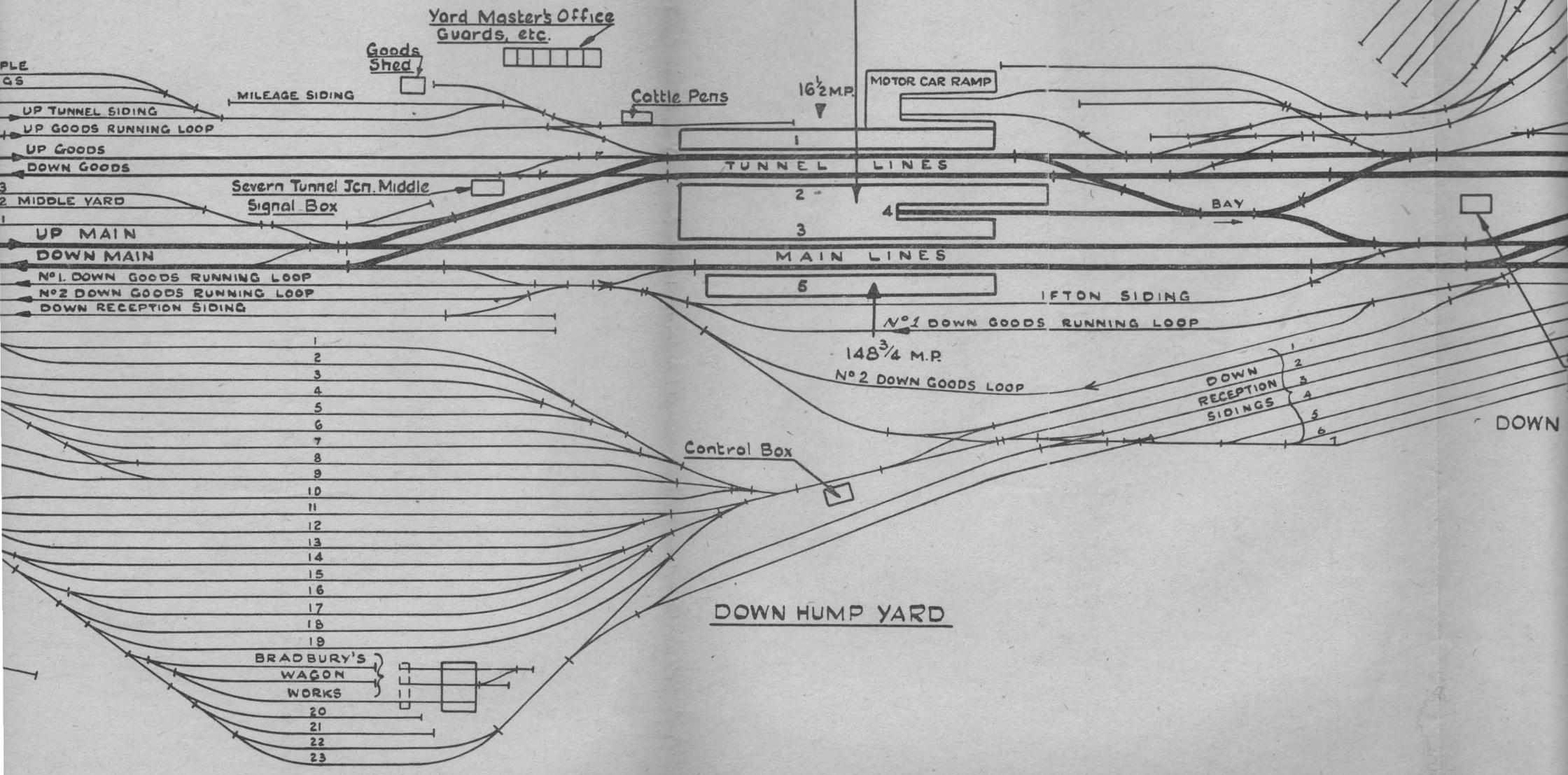
Severn Tunnel Jen. West Signal Box



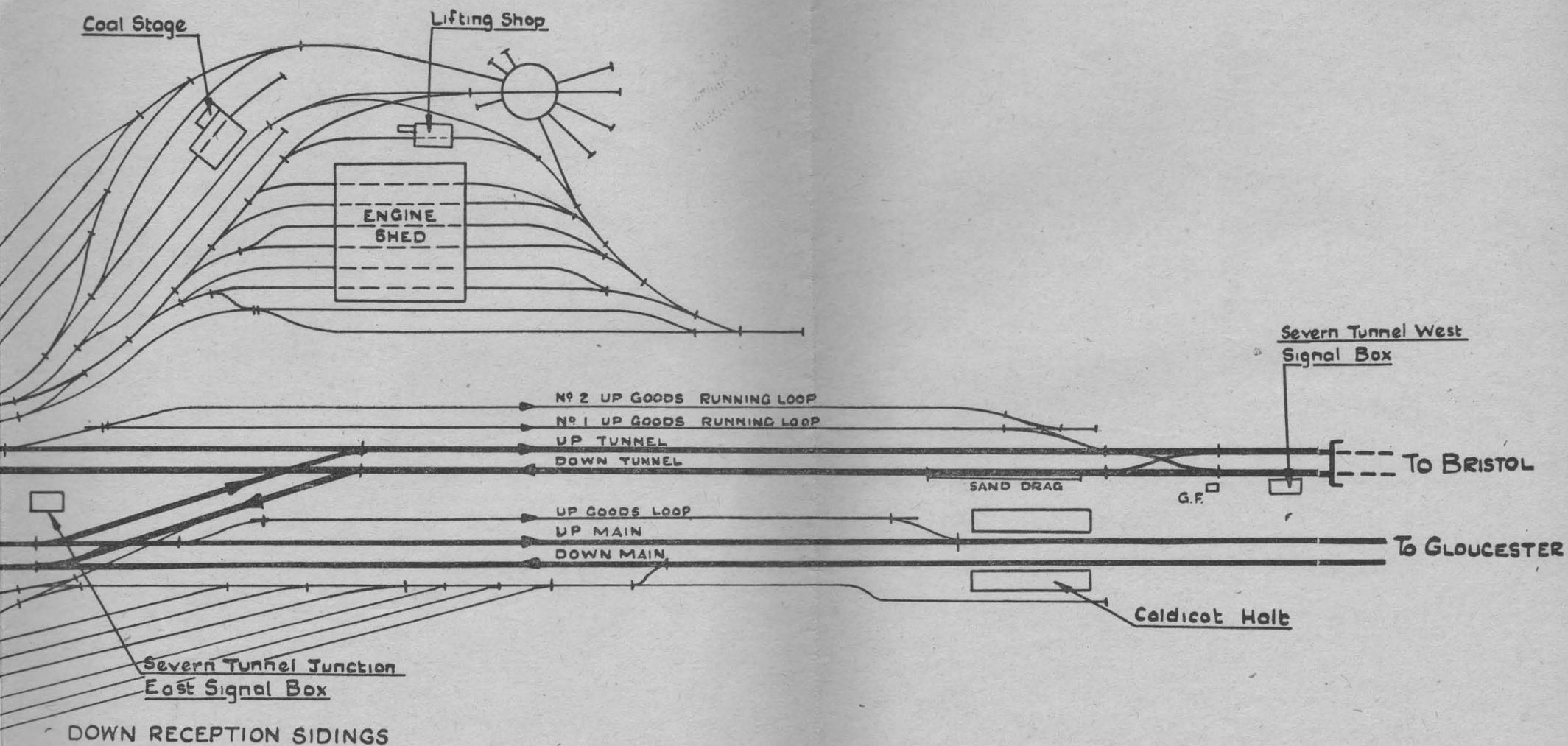
DOWN STORAGE SIDINGS

Coal

SEVERN TUNNEL JUNCTION



SKETCH "B."



SKETCH PLAN OF SEVERN TUNNEL JUNCTION

Not to Scale