

BRITISH RAILWAYS — WESTERN REGION

(For the use of employees only)

Notice to Enginemen, Guards, etc.**INTRODUCTION OF STAGE 3**

(Long Dyke Junction to Leckwith Junction, Grangetown and Penarth Curve North)

of the Cardiff Multiple Aspect Signalling Scheme**SATURDAY to MONDAY, 26th to 28th MARCH, 1966**

Between the hours of 2315, Saturday, 26th and 0630, Monday, 28th March, 1966, or until completion of work, the Chief Signal and Telecommunications Engineer and Divisional Civil Engineer will be engaged in introducing the third stage of this scheme and will bring into use multiple aspect signalling and continuous track circuiting in all running lines from Long Dyke Junction and Queen Street to Leckwith Junction, Grangetown and Penarth Curve North.

Signal aspects, signal identification plates and A.W.S. ramps will be generally in accordance with the description on pages 18 to 22 of the Regional Appendix, except as subsequently modified by Rules 44(A) and 55(g).

Signal Boxes to be taken out of use

The following signal boxes will be taken out of use together with all existing signalling (except as shown below) worked therefrom:—

Newtown East	Leckwith Junction
Newtown West	Penarth Curve East
Cardiff East	Penarth Curve South
Cardiff West	Penarth Curve North
Canton Sidings.	

Signals at present worked from Leckwith Junction and Penarth Curve North and bearing the prefixes 'LJ' and 'PN' respectively on their identification plates will be controlled from Cardiff (see below), as shown on attached sketch, and the plates altered accordingly.

Cardiff Signal Box

A new signal box, CARDIFF, is being brought into use on the Down side of the line on the General Station side of the river bridge.

Alterations to Layout and Signalling

The layout and signalling as at the completion of work is as shown on the attached sketch, all new layout facilities being shown in heavy print.

"Right-Away" indicators

Indicators, displaying when illuminated the letters "RA", are provided on or near the signals controlling the departure of trains from the platforms at Cardiff General. Instructions regarding these indicators, which transmit the Guard's "Right-Away" signal to the Driver are included in the Appendix to the Working Time Tables.

Renaming of Lines and Change of Status

The principal Up and Down lines between Queen Street and Grangetown will be known as the Barry lines.

The present Up Goods line between the former Penarth Curve South and Penarth Curve East signal boxes, will be equipped for passenger working and known as the Up Barry Relief.

The existing Up and Down Goods lines between Long Dyke Junction—Newtown East—Newtown West will be renamed Relief lines.

The existing Up Relief Line between the former Leckwith Junction and Cardiff West signal boxes will be renamed No. 1 Up Relief.

The existing Up Goods Line between the former Leckwith Junction signal box and its junction with No. 1 Platform Line at the station will be equipped for passenger working and known as No. 2 Up Relief.

The existing Down Goods line between Cardiff West and the former Leckwith Junction Signal Box will be equipped for passenger working and renamed Down Relief.

Ground Frames

The release of Ely Paper Mills ground frame will be transferred to Cardiff.
The following ground frames will be brought into use as shown on attached sketch:—

Newtown East	Penarth Curve North No. 1
Newtown West Up Side	Penarth Curve North No. 2
Cardiff Goods.	Penarth Curve East No. 1
Station West	Penarth Curve East No. 2
Leckwith Road Bridge.	

Newtown East will be electrically released with interlocking lever in Long Dyke Junction Signal Box, the remainder from Cardiff.

A.W.S. Ramps

A.W.S. ramps will be provided as shown on the sketch, being generally 200 yards in rear of the signal to which each applies.

Additionally, a ramp will be provided at the former Down Main Inner Distant for Newtown West.

Alterations to Distant Signals

The former Down Main Distant for Newtown West will become the Down Main Distant for Cardiff. When 'off' the line is clear as far as signal C12 and that signal is displaying Yellow, Double Yellow or Green.

The former Down Main Inner Distant for Newtown West will become the Down Main Inner Distant for Cardiff. When 'off', the line is clear as far as signal C12 and that signal is displaying Double Yellow or Green.

The former Down Taff Distant for Cardiff East will become the Down Barry Distant for Cardiff. The former Up Main Distants for Penarth Curve South will become the Up Barry Distants for Cardiff.

Point Machines

All points shown on the attached sketch except spring points, ground frame worked points and points worked from signal boxes which remain will be operated by electric point machines.

Separate instructions have been issued regarding the type of machine; relevant instructions for emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand cranks for their emergency operation are located in release instruments adjacent to the points and can only be withdrawn when a release is given from Cardiff.

Block Arrangements

Track Circuit Block Regulations will apply on all running lines covered by the Notice, with the exception of the Up and Down Goods Line between the former Newtown West and Long Dyke Junction signal boxes. This line will continue to be worked by Permissive Single Line Interlocking Block Telegraph, the Newtown West apparatus being transferred to the new signal box.

Telephones

Telephones, communicating with Cardiff signal box, will be provided at:—

- (1) All multiple aspect signals having the prefix 'C'.
- (2) Automatic signal UM171.
- (3) All ground frames released from Cardiff.
- (4) Hand crank release instruments.

The existing telephones at signals UM173, UM172, C17, DT1, C303 and C324 will be altered to communicate with Cardiff signal box.

A telephone communicating with Cardiff, will be provided at Signal DM172 (at present known as DM173R), which now becomes an automatic signal.

A telephone communicating with Long Dyke Junction, will be provided at Newtown East Ground frame.

Train Description

The 4-digit train describer will be brought into use at Cardiff, working from Long Dyke Junction, Queen Street, Grangetown and to and from Radyr Quarry Junction.

Train description to and from St. Fagans, on all Up lines to Queen Street and Long Dyke Junction and on the Down line to Grangetown will be by single stroke bell.

Occupation of Locking Frames

Occupation of the locking frames at Long Dyke Junction, Queen Street and Grangetown will be required for the purpose of bolting levers.

Occupation Arrangements

See Notice No. W.W.211.

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

ACKNOWLEDGE RECEIPT

R. C. HILTON,
Divisional Manager

14th March, 1966
Cardiff (Extn. 2470)

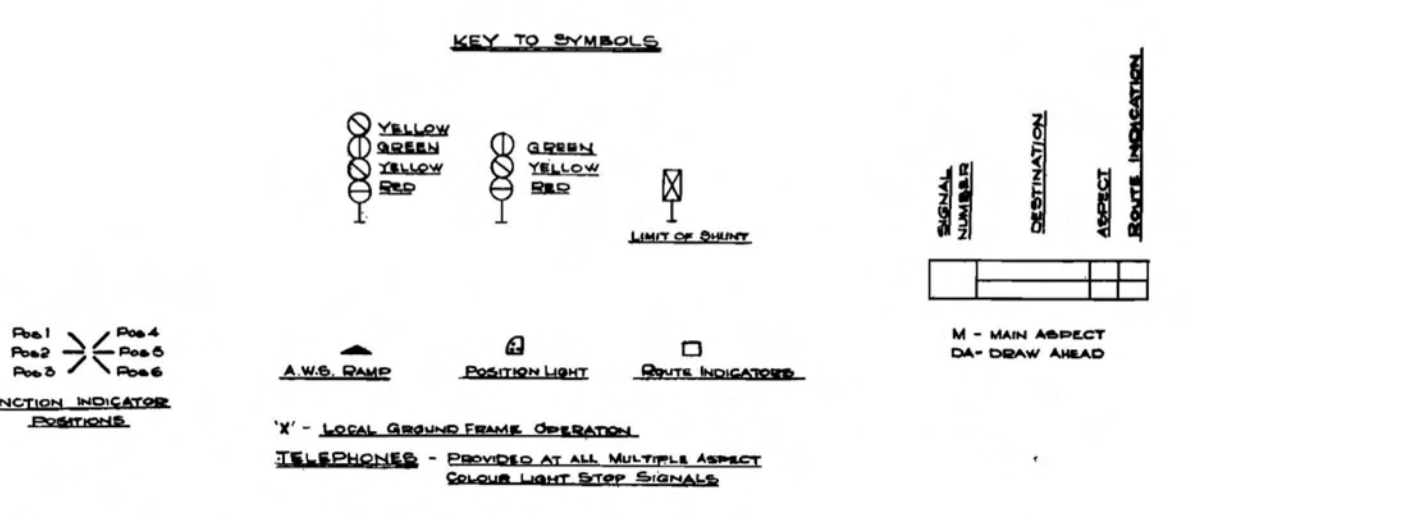
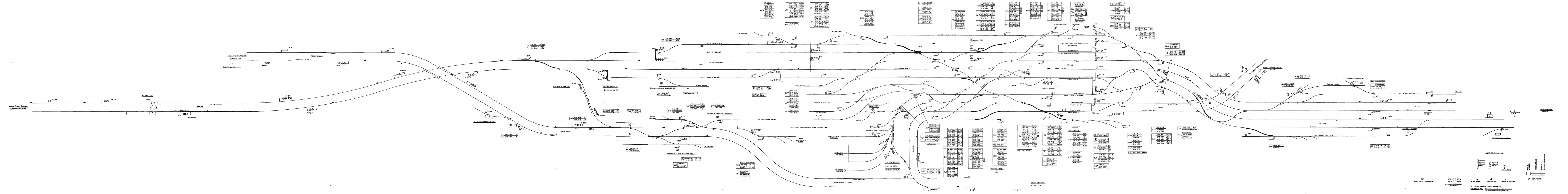
QP J.7069

Received copy of Notice W.W.209 re Introduction of Stage 3 of Cardiff Multiple Aspect Signalling Scheme.

.....DateSignature

.....Dept.Station

To: Divisional Manager, Cardiff (WW/PWS/39)



1. MAIN ASPECT
 2. DAY SIGNAL
 3. NIGHT SIGNAL
 4. SIGNAL
 5. TRACK
 6. STATION
 7. WATER TOWER
 8. GATE
 9. VALVE
 10. TRACK