

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

ALTERATIONS TO SIGNALLING AND LAYOUT—EVESHAM

ABOLITION OF EVESHAM SOUTH AND EVESHAM NORTH SIGNAL BOXES AND CONCENTRATION OF SIGNALLING AT THE NEW EVESHAM (W.R.) SIGNAL BOX

COMMENCING AT 10.0 P.M. SATURDAY, 9th MARCH, AND CONTINUOUS UNTIL 5.0 p.m. FRIDAY, 15th MARCH, OR UNTIL COMPLETION, the Signal Engineer will be engaged in carrying out the following work :

Taking out of use the existing Evesham South and Evesham North Signal Boxes.

Bringing into use a new Signal Box, to be known as EVESHAM (W.R.) SIGNAL BOX, situated on the Up side of the Up Goods Loop, near 106 m.p.

The Block Sections will be altered in accordance with the following :

EXISTING :	Aldington Sidings—Evesham South Evesham South—Evesham North Evesham South—Evesham North (Permissive) Evesham North—Charlton Sidings	}	WITHDRAWN
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NEW : Aldington Sidings—Evesham (W.R.).
Evesham (W.R.)—Charlton Sidings.
Evesham (W.R.)—Evesham (L.M.R.).

Note : The new Block Section, Evesham (W.R.) and Evesham (L.M.R.) will be worked by Single Line Block Instruments and interlocking levers.

GOODS LOOPS

The existing Up Goods Running Loop will be re-designated—Up Goods Loop.

The existing Down Siding between the new connections will be re-designated—Up and Down Loop.

ALTERATIONS TO LAYOUT

TAKING OUT OF USE the existing Trailing Crossover Road between the Up and Down Main lines, on the Worcester side of Evesham North Signal Box.

BRINGING INTO USE the following new connections :

Facing connection from the W.R. Down Main to the new Up and Down Loop.

Facing connection from the Up and Down Loop to the L.M.R. Up Main.

Trailing Crossover Road between the L.M.R. Up and Down Main lines.

In accordance with my Notice No. W.E. 1446, dated 13th February, 1957, the following alterations have already been carried out at Evesham South :

(a) The connections, Down Refuge Siding to Down Main and Down Carriage Siding to Up Main—taken out of use.

(b) Down Refuge Siding extended at the Station end, and the Down Carriage Siding connected to the Refuge Siding by means of spring hand points.

PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY

WORCESTER.
6th March, 1957.
W.9010.

H. E. HALLETT,
District Operating Superintendent.

ALTERATIONS TO SIGNALLING AND LAYOUT—EVESHAM

ABOLITION OF EVESHAM SOUTH AND EVESHAM NORTH SIGNAL BOXES AND CONCENTRATION OF SIGNALLING AT EVESHAM (W.R.) SIGNAL BOX

RECEIVED Mr. H. E. Hallett's Notice W.1091, dated 6th March, 1957, relative to the above.

..... Dept. Signature

..... Date Station

District Operating Superintendent,
New Works Section,
WORCESTER.

SIGNALLING RECORD SOCIETY

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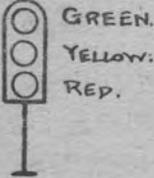
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SIGNALS

BRINGING INTO USE the following new Signals :

Form	Description	Position	Distance from Box
	Three aspect colour light signal combining: (1) Down Main Starting for Aldington Sidings. (2) Down Main Distant for Eveshams (W.R.). (Height 12 feet to lower aspect.)	Down Side of Down Main Line.	300 yards from Aldington Sidings Box. 2,436 yards from Evesham (W.R.) Box.

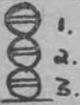
The aspects and meanings of the above Signal are as follows :

ASPECT	MEANING
Green	Clear—Aldington Sidings Down Starting and All Stop Signals in advance, worked from Evesham (W.R.), exhibiting a proceed indication. Evesham (W.R.) Down Distant Signals in "Clear" position.
Yellow	Caution—Aldington Sidings Down Starting in "Clear" position. be prepared to stop at next signal. Evesham W.R. Down Distant at "Caution."
Red	Danger—Aldington Sidings Down Starting at Danger. Evesham (W.R.) Down Distant at "Caution."

Note : Only one aspect will be exhibited by this Signal at one time.

The A.T.C. Ramp will be fixed 200 yards to the rear of the new Colour Light Signal.

Form	Description	Position	Distance from Box
	Down Main Home.	Down side of Down Line.	1,046 yards.
	(1) Down Main Inner Home. (2) Down Main to Down L.M.R., Inner Home.	Down Side of Down Line.	204 yards.
	Independent Disc, Down Siding (Station End) to Up and Down Loop.	Down Side of Down Siding (at Station end)	—

Form	Description	Position	Distance from Box
 1. 2. 3.	Independent Discs, Up and Down Loop to : (1) Up Goods Loop. (2) Up Main. (3) Goods Shed Siding.	Between Down Main and Up and Down Loop.	—
	Independent Disc, Down Main to Up Goods Loop or Up Main or Down Main or Goods Shed Siding.	Between Up and Down Main Lines (on Station side of Signal Box).	—
	Independent Disc, Exchange Sidings to Up and Down Loop.	Down Side of Exchange Sidings.	—
	Independent Disc, Down Siding (Worcester end) to : Up and Down Loop or Exchange Sidings.	Between Down Main and Down Siding (at Worcester end).	—
	Independent Disc, Up Main to Down Main (via Crossover Road on Worcester side of Signal Box).	Between Up and Down Main Lines.	—

ALTERATION TO EXISTING SIGNALS

The following existing Signals will be re-designated as follows :

EXISTING

Up Main Distant for Evesham North.
 Up Main Home for Evesham North.
 Up Main Starting and Up Main to Up Goods Running Loop Starting Bracket Signals, for Evesham North.
 Up Main Home for Evesham South.
 Up Main Starting for Evesham South.
 Up Main Advanced Starting for Evesham South.
 Up Goods Running Loop Home and Up Goods Running Loop to Up Main Home Bracket Signals for Evesham South.
 Up Sidings to Up Goods Running Loop Starting and Up Sidings to Up Main Starting Bracket Signals for Evesham South.
 Up Goods Running Loop to Up Main Starting for Evesham South.
 Down Main Home for Evesham South.

RE-DESIGNATED

Up Main Distant for Evesham (W.R.).
 Up Main Home for Evesham (W.R.).
 Up Main Inner Home and Up Main to Up Goods Loop Inner Home, Bracket Signals for Evesham (W.R.).
 Up Main Starting for Evesham (W.R.).
 Up Main Advanced Starting for Evesham (W.R.).
 Up Main Outer Advanced Starting for Evesham (W.R.).
 Up Goods Loop Starting and Up Goods Loop to Up Main Starting Bracket Signals for Evesham (W.R.).
 Up Sidings to Up Goods Loop Starting and Up Sidings to Up Main Starting Bracket Signals for Evesham (W.R.).
 Up Goods Loop to Up Main Advanced Starting for Evesham (W.R.).
 Down Main Intermediate Home for Evesham (W.R.).

Down Main Home for Evesham North.	Down Main Starting for Evesham (W.R.).
Down Main Advanced Starting for Evesham North.	Down Main Advanced Starting for Evesham (W.R.).
Independent Double Disc, Down Main to Up Main and Up Goods Running Loop, for Evesham North.	Independent (Single) Disc, Down Main to Up Goods Loop or Up Main or Down Main for Evesham (W.R.).
Independent Disc Down Main to Down Siding for Evesham North.	Independent Disc Down Main to Down Siding or Down Main for Evesham (W.R.).
Independent Disc Up Goods Running Loop to Up Sidings for Evesham South.	Independent Disc, Up Goods Loop to Up Sidings or Up Goods Loop for Evesham (W.R.).
Independent Double Disc, Up Goods Running Loop to Down Main, and Up Goods Running Loop for Evesham South.	Independent (Single) Disc, Up Goods Loop to Down Main or Up and Down Loop or Up Goods Loop for Evesham (W.R.).
Independent Disc, Up Main to Up Goods Running Loop (North end of Up Platform) for Evesham South.	Independent Disc, Up Main to Up Goods Loop or Down Main or Up Main (North end of Up Platform) for Evesham (W.R.).
Independent Disc, Goods Shed Siding to Down Main for Evesham South.	Independent Disc, Goods Shed Siding to Down Main or Down Siding for Evesham (W.R.).
Independent Disc, Down Main to Carriage Siding for Evesham South.	Independent Disc, Down Main to Refuge or Carriage Sidings or Down Main for Evesham (W.R.).
Independent Disc, Up Main to Down Main (Oxford end of Station) for Evesham South.	Independent Disc, Up Main to Down Main or Up Main or Up Goods Loop (Oxford end of Station) for Evesham (W.R.).

The following existing Signals and Discs will be taken out of use :

Up Main Distant (Lower Arm) and associated A.T.C. Ramp.	} Worked from Evesham South.
Up Main Inner Distant (Lower Arm).	
Independent Disc, Up Main to Down Main at North end of Station.	
Independent Disc, Down Main to Up Main or Up Goods Running Loop.	
Independent Disc, Down Main to Goods Shed Siding.	
*Independent Disc, Up Main to Up Goods Running Loop (Oxford end of Station).	
*Independent Disc, Dock Siding to Up Main.	
*Independent Disc, Down Main to Refuge Siding.	
*Independent Disc, Refuge Siding to Down Main.	
Down Main Distant and associated A.T.C. Ramp.	
Down Main Starting and Down Main Shunt.	
* These Discs have already been taken out of use in accordance with my Notice No. W.E. 1446, dated 13th February, 1957.	
Down Main Distant (Lower Arm) and associated A.T.C. Ramp.	} Worked from Evesham North.
Down Main Inner Distant (Lower Arm).	
Down Main Starting.	
Independent Disc, Up Main to Down Main (Worcester side of Signal Box).	
Independent Disc, Down Main to Up Main (Worcester side of Signal Box).	
Independent Disc, Up Main to Down Main (Station side of the North Signal Box).	
Down Main Starting.	} Worked from Aldington Sidings.
Down Main Shunt.	

All other connections and Ground Discs at present worked from Evesham North and Evesham South Signal Boxes, will be worked from Evesham (W.R.) Signal Box.

The existing trailing connections between the Down Main and Carriage Sidings, between the Up Main and Down Main, and between the Up Main and Up Goods Loop at the Oxford end of the Station and at present worked from Evesham South Signal Box, will be power operated from Evesham (W.R.).

The Ground Frame working the Trailing Connection between the Down Main and Swift's Siding, at present controlled by Evesham North, will be controlled by Evesham (W.R.).

TRACK CIRCUITS

The under-mentioned TRACK CIRCUITS will be brought into use :

Line	Track Circuit in rear of Signal named below	Length of Track Circuit in yards	Position of Diamond sign	Apparatus locked electrically when Track Circuit occupied	Controls Block	Whether V.O.L. Switch provided	Name
Down Main	Down Main Home.	200	On Down Main Home	Aldington Sidings Down Main Starting	Yes	No	B.C.T.
Down Main	Down Main Intermediate Home.	450	On Down Main Intermediate Home	Down Main Home	Yes	No	B.D.T.
Down Main	Through Points Down Main to Up Main (South end of Station)	84	—	Down Main Intermediate Home Points No. 67, normal and reverse	No	No	B.E.T.
Carriage Siding	Through points Carriage Sidings to Down Main	35	—	Down Main Intermediate Home, Points No. 64	No	No	B.G.T.
Down Main	Through Points Down Main to Carriage Siding.	128	—	Down Main Intermediate Home, Points No. 64, normal and reverse	No	No	B.F.T.
Down Main	Down Main Inner Homes.	180	On Down Main Inner Homes	Down Main Intermediate Home	No	No	B.H.T.
Down Main	Through Facing Points, Down Main to Up and Down Loop	141	—	F.P.L. No. 10 in reverse position. Emergency Release provided.	No	No	B.J.T.
Down Main	Down Main Advanced Starting	*962	On Down Main Advanced Starting	Down Main Starting	No	No	B.L.T.
	*Existing Track Circuit		lengthened by	550 yards			
Up Main	Up Main Home	200	On Up Main Home	—	Yes	No	A.A.T.
Up Main	Through Facing Points Up Main to Up Goods Loop* *Existing Track Circuit	142	—	F.P.L. No. 14 in reverse position. Emergency Releases provided	No	No	A.C.T.
Up Main	Up Main Advanced Starting	350	On Up Main Advanced Starting	Up Main Starting	No	No	A.E.T.
Up Main	Through Points Up Main to Up Goods Loop and Down Main (at Oxford end of Station)	69	—	Up Main Advanced Starting, Up Goods Loop Advanced Starting to Up Main, Points Nos. 69 and 67, normal and reverse.	No	No	A.F.T.
Up Main	Up Main Outer Advanced Starting* *Existing Track Circuit.	350	On Up Main Outer Advanced Starting	Up Main Advanced Starting, Up Goods Loop to Up Main Advanced Starting.	No	No	A.G.T.

The Up Main Outer Advanced Starting and the Down Main Advanced Starting Signals will be released by "Line Clear" with one pull only when the respective Track Circuits to the rear of these Signals are occupied.

TELEPHONES

New independent telephone circuits will be provided as follows :

- (1) Between Evesham (W.R.) Signal Box and Evesham (L.M.R.) Signal Box.
- (2) Between Evesham (W.R.) Signal Box, and the Down Platform.

The following existing telephone circuits will connect with Evesham (W.R.) Signal Box :

- Worcester Exchange—Chipping Campden (No. 327). Code ring 4.
- Worcester—Gloucester Control.
- Evesham Local (No. 330). Code ring 4.

New telephones connected with the existing Evesham Local Circuit (No. 330), will be provided at :

- Evesham (W.R.) Signal Box.
- Down Main Home.
- * Near new hand points from Refuge Siding to Carriage Siding.
- * Up Main Platform.
- * At entrance to Exchange Sidings (W.R. end).
- Engine Shed.
- * Loud sounding bells provided.

DIAGRAM

A diagram is attached depicting the new layout and signalling at Evesham (W.R.) Signal Box on completion of the whole of the alterations.

OCCUPATION

Occupation of the Locking Frame will be required throughout for the purpose of installing and testing the new Frame.

CHIEF INSPECTOR STONE to make all necessary arrangements for safe working of the line, including the appointment of handsignalmen in accordance with Rule 77.

During the time the work is in progress, the Up and Down Main Distant Signals for Evesham (W.R.), will be disconnected and maintained at caution.

APPENDIX TO No. 15 SERVICE TIME TABLE

The following alterations and additions to be made :

Page 14.

CROSSOVER ROADS

Delete entries respecting Evesham South and both entries respecting Evesham North and insert :

<i>Station.</i>	<i>Position.</i>
Evesham (W.R.)	Each end of platform, and North end (near river bridge).

Page 15.

GROUND FRAMES AND INTERMEDIATE SIDINGS

Delete the word " North " from the " How Locked " column against the entry for Evesham (Swift's Siding) and insert (" W.R. ").

Page 22.

STANDARD CODE OF ENGINE WHISTLES

Delete the word " South " from the entry in respect of Evesham South shown in Supplement No. 1 dated April, 1952.

The following new entry to be included in the appropriate place :

<i>Signal Box</i>	<i>Trains for</i>
Chipping Campden.	Evesham L.M.R.

Page 27.

ASSISTANCE OF FREIGHT TRAINS TO CAMPDEN AND MORETON-IN-MARSH

All reference to Evesham South in the above instructions to read " Evesham (W.R.). "

Page 28.

PLACES WHERE FREIGHT TRAINS (NOT BEING MERELY SHUNTING OPERATIONS) ARE ALLOWED TO RUN ON A PASSENGER LINE FROM ONE POINT TO ANOTHER WITHOUT A BRAKE VAN IN THE REAR

Delete the entries respecting Evesham North and Evesham South.

Page 29.

SUSPENDING SHUNTING MOVEMENTS WHILST PASSENGER TRAINS ARE PASSING

Delete the word "South" from the entry in respect of Evesham South.

Page 30.

AUDIBLE SIGNALS FOR CONTROLLING SHUNTING OPERATIONS

Delete the words "South Box" and "North Box" from the second and third entries in respect of Evesham.

Page 34.

CROSSING OF RAILWAY BY OVERHEAD ELECTRIC POWER LINES

All reference to Evesham North and Evesham South Signal Boxes to read "Evesham (W.R.)."

Page 57.

EVESHAM**INSTRUCTIONS FOR SIGNALLING TRAINS AND ENGINES PASSING OVER THE UP GOODS LOOP LINE BETWEEN NORTH AND SOUTH BOXES**

Delete complete entry and substitute the following :

INSTRUCTIONS FOR WORKING IN CONNECTION WITH UP GOODS LOOP

The Loop Line has a facing connection from the Up Main Line at the North end of Yard, near the river bridge. The length of the Loop from the points at the North end to the Advanced Starting Signal at the South end is 1,860 feet, and the Loop will accommodate 88 wagons, large engine and van.

The distance from the points at the North end to the Up Loop Starting Signal is 800 feet, and a train consisting of 35 wagons, large engine and van can stand clear in the Loop when stopped at that Signal.

The Loop is worked in accordance with the "Standard Instructions for Signalling Trains and Engines by Permissive Block System over Goods Running Loop Lines," as shown on pages 57 and 58 of the General Appendix to the Rule Book as far as they are applicable, with the following modifications :

The section of the Loop at the back of the Up Platform will be used as a Shunting Spur, but shunting movements must not take place beyond the board worded as follows :

**ENGINES WHEN SHUNTING MUST
NOT PASS THIS BOARD**

fixed on the Worcester side of the overbridge at the Oxford end of Loop, unless the Up Loop to Up Main Advanced Starting Signal is lowered.

Trains may be set back towards the North end of the Loop, but before the movement is permitted, the Shunter must obtain authority from the Signalman, who must act in accordance with Clause 14 of the Permissive Block Instructions.

Page 57.

COMMUNICATIONS BETWEEN SHUNTERS AND EVESHAM SOUTH SIGNAL BOX

Delete the words "Evesham South" from the heading and second line of the first paragraph.

Page 58.

The instructions under the headings shown below to be deleted :

Light Engines, Empty Auto and Diesel Cars and Freight Trains running on the wrong line.

Trains running on Up and Down Main lines without a brake van in the rear from the North to South Signal Box and vice versa.

Station North Signal Box.

Page 58.

UP GOODS RUNNING LOOP—CLEARANCE OF WAGONS FROM NORTH END OF LOOP

Delete the word "running" from heading.

Delete the words "South Box," from the third line of the first paragraph.

Delete the word "Box" from the second and fifth lines of the second paragraph and substitute the word "end."

Delete the word "Box" from the third line of the second paragraph.

Delete the word "Box" from the fifth line of the second paragraph and substitute the word "end."

Delete the words "North Box" from the second line of the third paragraph.

Page 58.

WORKING OF ENGINES OR FREIGHT TRAINS FROM THE L.M.R. STATION OR YARD TO THE W.R. YARD OR ENGINE SHED

Delete the words " Evesham North Box " from the third line.

Page 58.

ELECTRIC PUMPING PLANT

Delete the words " Station South " from the second line of the first paragraph.

Page 58.

SWIFT'S SIDING SITUATE ON DOWN SIDE OF LINE BETWEEN EVESHAM (N.) AND CHARLTON SIDINGS (FLADBURY)

Delete the letter " (N) " from the heading and the word " North " from the second line of the first paragraph.

Amend the third paragraph to read :

" During the time a train is being drawn or propelled from the Siding over the Down Main Line, the crossover road on the Worcester side of the Signal Box, must be set, Down Main to Up Main or Down Sidings."

The following special instructions, in respect of Evesham to be inserted on page 58:

WORKING OF DOWN CARRIAGE SIDING

The Siding is connected to the Down Refuge Siding, by means of spring hand points which must be padlocked in the normal position, i.e., for the Down Refuge.

The key must be kept in the custody of the Signalman and when access to the Carriage Siding is required, the guard or shunter will be responsible for obtaining the key of the hand points from the Signal Box, and for returning it after the shunting has been completed, when an assurance must be given that the points have been restored to their normal position and properly secured.

WORKING OF TRAINS TO AND FROM THE L.M. REGION

Before trains are allowed to pass to and from the L.M. Region, the Signalman must obtain an assurance from the person in charge of shunting operations that all movements are clear inside the Discs on the Down Sidings and have come to a stand in the Sidings and no further shunting movements must be made until the person in charge of the shunting operations has received permission from the Signalman.

WORKING OF DOWN TRAINS STOPPING AT EVESHAM

Immediately on arrival of a Down passenger train, at the platform, the member of the Station Staff, deputed to furnish the information, must advise the Signalman by means of the telephone provided for the purpose, that the train has arrived complete with tail lamp.

When a Down freight train is brought to a stand at the Down Inner Home Signals, the guard must immediately advise the Signalman by telephone, that the train has arrived complete with tail lamp.

EVESHAM (W.R.)

