

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(STAGE IA—CHELTENHAM LANSDOWN JUNCTION TO CHURCHDOWN)

SATURDAY AND SUNDAY 19th & 20th NOVEMBER 1966

Between the hours of 22.00 on Saturday, 19th November, 1966 and 18.00 on Sunday, 20th November, 1966 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage IA of the above scheme consisting of Multiple Aspect Colour Light signalling and continuous track circuiting on the Up and Down Main lines between Cheltenham Lansdown Junction and Churchdown, in accordance with the attached diagram.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 18-22 of the Regional Appendix except as subsequently modified by Rules 44A and 55(g).

Permanent Way Alterations

New connections will be brought into use in accordance with the attached diagram. The trailing Main line crossover at Cheltenham Lansdown Junction will be taken out of use.

Redundant Signal Boxes and Signalling

Hatherley Junction signal box together with all associated signals and signalling equipment will be taken out of use.

The following signals will be recovered:—

At Cheltenham Lansdown Junction

- Up Main Outer Distant to Up Honeybourne.
- Up Main Inner Distant to Up Honeybourne.
- Up Main Outer Distant to Up Ashchurch.
- Up Main Inner Distant to Up Ashchurch.
- Down Main Starting.
- Ground signals associated with the redundant trailing Main line crossover.

At Churchdown

- Up Main Advanced Starting.
- Down Main Distant.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

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Track Circuits

At Cheltenham Lansdown Junction :—

The existing track circuits 56T and 54T on the Down Honeybourne line, extending from the Down Honeybourne Home signal through the junction with the Ashchurch line and the facing connection to the Down Goods Loop will be combined and will be known as 54T.

The existing track circuit (A.99T) in the Down Main line will be extended and renamed KXT.

The existing track circuit (2AT) in rear of the Up Main Home will be extended and renamed JLT.

At Churchdown :—

The existing track circuit (A43T) in advance of the Up Main Starting through the trailing connection in the Up Main will be extended.

Continuous track circuiting will be brought into use between Cheltenham Lansdown Junction and Churchdown.

Track Circuit Block Working

The existing Block Sections between Cheltenham Lansdown Junction and Hatherley Junction and Hatherley Junction and Churchdown will be taken out of use and Track Circuit Block Working as shown in Supplement No. 3 (BR.29960/10) to the Regulations for Train Signalling will apply on the Up and Down Main lines between Cheltenham Lansdown Junction and Churchdown.

Telephones

Telephones communicating with Cheltenham Lansdown Junction will be provided at:—

All Multiple Aspect Signals having the prefix L.J.

All Automatic Signals in the Up Main line.

The Hand Crank Release Instrument.

Telephones communicating with Churchdown will be provided at:—

All Multiple Aspect Signals having the prefix " C ".

All Automatic Signals on the Down Main line.

Emergency Operation of Power Operated Points

The facing connection from the Down Goods Loop to the Down Main line will be operated by electric point machines of the Westinghouse Brake and Signal Company's style M.3. The relevant instructions for emergency operation of these machines are given on pages 139 and 140 of the Regional Appendix.

A hand crank for emergency operation is located in a release instrument adjacent to the points and can only be withdrawn when a release is given from Cheltenham Lansdown Junction signal box.

Occupation Arrangements

Occupation of the Locking frames will be required for alterations and testing purposes.

During the Occupation the Churchdown Up Distant and the Cheltenham Lansdown Junction Down Ashchurch and Down Honeybourne Distant signals will be disconnected and maintained at Caution.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77 to be made by **District Inspector George, Gloucester.**

Please acknowledge receipt immediately to Head of Department.

D. S. HART,
Divisional Manager.

Transom House,
Victoria Street,
Bristol.
November, 1966.

BR.31401/5

Received Notice No. S.2499 re Introduction of Stage IA of Gloucester Multiple Aspect Signalling Scheme—Cheltenham Lansdown Junction to Churchdown.

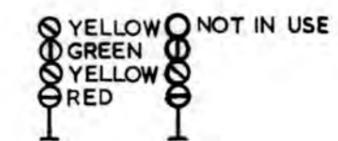
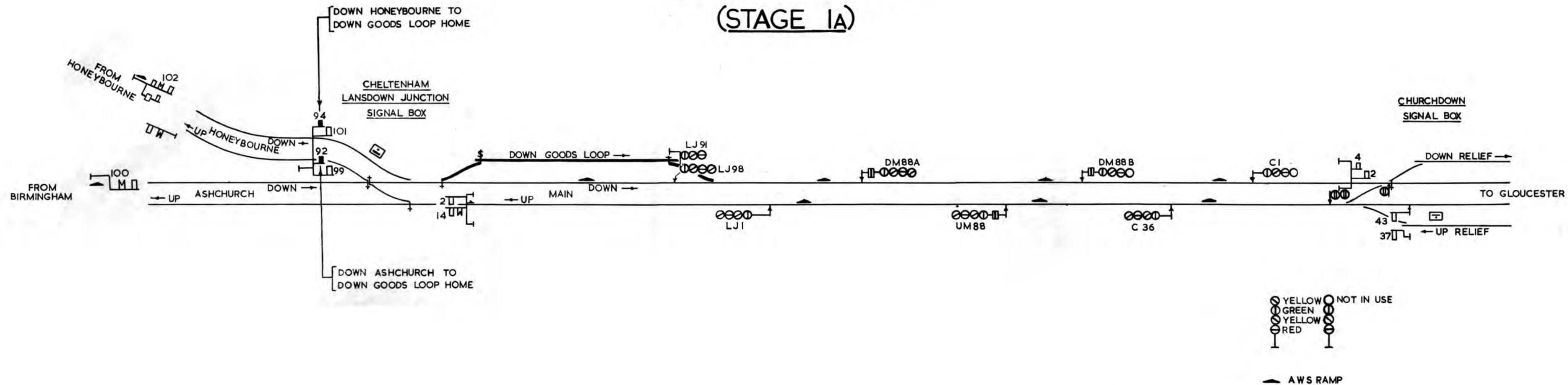
.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref: WW.900/B/35

GLOUCESTER M.A.S. (STAGE 1A)



TELEPHONES - PROVIDED AT ALL MULTIPLE ASPECT COLOUR LIGHT STOP SIGNALS