

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(STAGE 3A—CALIFORNIA CROSSING—NAAS CROSSING)

SATURDAY 10th AUGUST

TO

MONDAY 12th AUGUST

Between the hours of 22.00 on Saturday, 10th August, 1968, and 06.00 on Monday, 12th August, 1968 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3A of the above scheme consisting of the provision of continuous track circuiting between California Crossing and Naas Crossing and new Multiple Aspect colour light signals under the control of Gloucester signal box, in accordance with the enclosed diagram.

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1. Redundant Signal Boxes and Alterations to Existing Signalling

The existing 3-aspect (Yellow, Double Yellow and Green) signal UA112 will be provided with a fourth (Red) aspect.

The control of the existing Down Charfield line colour light Home signal (CC2) for California Crossing will be transferred to Gloucester signal box and this signal will be renumbered G58.

California Crossing, Painswick Road Crossing and Tuffley Junction signal boxes and Quedgeley Sidings Ground Frame together with all associated semaphore signals and signalling equipment will be taken out of use. The existing Up Charfield line Home signal for California Crossing and lower arm repeating Distant signal for G31 with associated A.W.S. ramp will be recovered.

The Down L.M.R. Distant and associated A.W.S. ramp and the Up L.M.R. Starting signal for Naas Crossing will be recovered.

2. Permanent Way Alterations

New connections will be brought into use as shown in heavy type on the enclosed diagram.

The Down W.R. line between Standish Junction signal box and Tuffley Junction will be restored to use. Between Naas Crossing signal box and Tuffley Junction this line will be renamed "Up Charfield".

The Up W.R. line between Tuffley Junction and Naas Crossing signal box will be renamed "Down Charfield".

The Down L.M.R. line between Tuffley Junction and Standish Junction signal box and the Up L.M.R. line between Standish Junction and Naas Crossing signal boxes will be taken temporarily out of use. The Up L.M.R. line between Naas Crossing signal box and Tuffley Junction will be converted into a siding serving Quedgeley Depot. The trailing connection in the Up L.M.R. line leading from the Depot Sidings and associated catchpoint (previously worked by Quedgeley Sidings Ground Frame) will be spiked, clipped and padlocked in the reverse position, leading to the Depot Sidings.

At Tuffley Junction the following connections will be taken out of use:—

- (i) Facing connection in Down L.M.R. leading to Up Goods Loop and associated facing connection in Up Goods Loop.
- (ii) Trailing connection in Up L.M.R. leading from Up Goods Loop and associated catch points.
- (iii) Trailing connection in Up Goods Loop leading from Hempsted Branch.
- (iv) Facing connection in Up L.M.R. leading to Up Goods Loop and associated catch points.

The Up and Down L.M.R. lines between Tuffley Junction signal box and the junction with the Avoiding lines will be recovered.

3. New Ground Frame

A new one lever ground frame to be known as "Tuffley Ground Frame" will be brought into use as shown on the enclosed diagram. This ground frame will work the trailing crossover in the Charfield lines (marked "X" on the diagram), and will be released by an Annetts Key held in a release instrument, controlled from Gloucester signal box, adjacent to the ground frame.

4. Alterations to Block Working

Track Circuit Block Working in accordance with Supplement 3 (BR.29960/10) to the Regulations for Train Signalling will apply on the Up lines between Naas Crossing and Gloucester and on the Down lines between Gloucester and signal G66. Between this signal and Naas Crossing signal box the Down Charfield line will be operated under the absolute block system and will be controlled by commutator-type block instruments.

Quedgeley Depot Siding and the Hempsted Branch will be operated as Sidings. The existing wooden train staff for use between Tuffley Junction and Hempsted will be withdrawn.

5. Telephones

Telephone communication with the Signaller at Gloucester will be provided as follows:—

- (i) At controlled multiple-aspect signals G58, G60, G66, G64, G264, G25, G27, G29.
- (ii) At automatic multiple aspect signals DC94, UC94, UA112.
- (iii) At Tuffley Ground Frame.
- (iv) At the Stop Lamp controlling the exit from Quedgeley Depot Siding.
- (v) At Tuffley Junction emergency hand crank release instrument.

6. Level Crossings

California Crossing and Painswick Road Crossing signal boxes will be reduced in status to ground frames controlling the level crossings. An electrical release from Gloucester signal box will be provided in each case.

At Bowley's Crossing the level crossing gates will be taken out of use and padlocked. The wicket gates will be operated by the crossing keeper as at present, the existing block indications being replaced by "Train Approaching" indications.

7. Emergency Operation of Power-Operated Points

With the exception of the ground frame worked trailing crossover and the hand worked connection between the Hempsted and the Quedgeley Sidings, all connections at Tuffley Junction will be power-operated from Gloucester signal box.

The point machines will be of the Westinghouse Brake and Signal Company's style 63, the relevant instructions for the emergency operation of which have been issued separately.

A hand crank for the emergency operation of the new point machines will be located in a release instrument situated on the Up side of the line near the Up and Down Charfield facing crossover. This handcrank can be withdrawn only upon receipt of a release from Gloucester signal box.

8. Occupation Arrangements

Between the hours of 22.00 on Saturday, 10th August and 06.00 on Monday, 12th August, or until completion, all signalling between signals G262 (Down Avoiding line), G54 (Down Charfield line) and Naas Crossing signal box, and between Naas Crossing and signals G31 (Up Charfield line) and G237 (Up Avoiding line) will be disconnected and trains will be hand signalled.

Between the hours of 22.00 on Saturday, 10th August and 17.30 on Tuesday, 13th August, or until completion, no access at Tuffley Junction will be available to the Hempsted or Quedgeley Depot Sidings.

At 17.30 hours on Tuesday, 13th August or when access to Hempsted and Quedgeley Depot Sidings is provided at Tuffley these three signals will be disconnected.

At Standish Junction

The following signals will be restored to use following completion of Engineering work at Tuffley Junction.

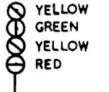
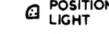
- (i) Down W.R. Distant.
- (ii) Up L.M.R. to Down W.R. Distant.
- (iii) Down W.R. Starting.

The following signals will remain in use for *local trip working to Quedgeley only*.

- (i) Down W.R. to Up L.M.R. Distant.
- (ii) Up L.M.R. Distant.
- (iii) Up L.M.R. Starting.

GLOUCESTER MULTIPLE - ASPECT SIGNALLING

KEY

 YELLOW GREEN YELLOW RED	 GREEN YELLOW RED	 GREEN YELLOW	 POSITION LIGHT	 BANNER REPEATING SIGNAL	 STOP LAMP
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▲ A.W.S. RAMP	XX CONNECTION WORKED BY ADJACENT GROUND FRAME
J I JUNCTION INDICATOR	R I ROUTE INDICATOR
M MAIN ASPECT	DA DRAW-AHEAD

