

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

SIGNAL ALTERATIONS

STANDISH JUNCTION TO TUFFLEY JUNCTION

Between the hours of 05.00 and 18.00 on **Sunday 18th August, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

Between Standish Junction and Haresfield the Up and Down L.M.R. lines will be severed at the 99½ L.M.R. mile post. The Up L.M.R. line on the Bristol side of this point will be slued to connect with the Down L.M.R. line on the Gloucester side.

Between Naas Crossing and Tuffley Junction the Down L.M.R. line and the Up Charfield line will be severed at the 95½ L.M.R. mile post. The Down L.M.R. line on the Bristol side of this point will be slued to connect with the Up Charfield line on the Gloucester side.

Between Standish Junction and Naas Crossing the two remaining running lines will be renamed "Up Charfield" (to Birmingham) and "Down Charfield" (from Birmingham).

The *Down Charfield* line from Tuffley Junction to Standish Junction will be formed, at this stage, of the old Up W.R. line. The existing Up W.R. line signals at Naas Crossing, Haresfield and Standish Junction will be used to control this line. The *Up Charfield* line will be made up as follows:—

Standish Junction signal box to 99½ mile post:—
Old Up L.M.R. line.

99½ mile post—Haresfield—Naas Crossing—95½ mile post:—
Old Down L.M.R. line.

95½ mile post—Tuffley Junction:—
Up Charfield as existing.

The revised arrangements are as shown on the enclosed diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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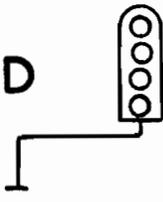
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The following existing signals will apply to the Up Charfield line:—

Form	Description	Position	Distance from controlling signal box
Controlled from Haresfield:—			
A 	Up Charfield line Home Height:—20 feet to arm (Lower Quadrant arm) This signal was formerly the Down W.R. line Home.	Down side of Up Charfield line	35 yards
Controlled from Naas Crossing			
B 	Up Charfield line Distant Height:—26 feet to arm (Lower Quadrant arm) An A.W.S. ramp will be provided 440 yards to the rear of the signal. This signal was formerly the Down W.R. line Distant.	Down side of Up Charfield line	867 yards
C 	Up Charfield line Home Height:—26 feet to arm (Lower Quadrant arm) This signal was formerly the Down W.R. line Home.	Down side of Up Charfield line	28 yards
Controlled from Gloucester			
D 	G25R Repeating signal for G25 (Four aspect signal—Yellow and green aspects only in use at this stage). Height:—19 feet to yellow aspect. An A.W.S. ramp will be provided 200 yards to the rear of this signal.	Up side of Up Charfield line	760 yards in advance of Naas Crossing signal box, 2670 yards in rear of G25 signal

At **Standish Junction** the existing Up Goods Loop will be renamed “ Down Goods Loop ”. The following signals will be renamed:—

Existing	To Become
(i) Up L.M.R. Distant	Up L.M.R. Distant to Up Charfield.
(ii) Up L.M.R. Home	Up L.M.R. Home to Up Charfield
(iii) Down W.R. Distant to Up L.M.R.	Down W.R. Distant to Up Charfield.
(iv) Down W.R. Home to Up L.M.R.	Down W.R. Home to Up Charfield.
(v) Up L.M.R. Starting	Up Charfield Starting
(vi) Up Goods Loop Inner Home to Down L.M.R.	Down Goods Loop Inner Home to Down L.M.R.
(vii) Up Goods Loop Inner Home to Up W.R.	Down Goods Loop Inner Home to Up W.R.
(viii) Up W.R. Inner Home to Down L.M.R.	Down Charfield Inner Home to Down L.M.R.
(ix) Up W.R. Inner Home	Down Charfield Inner Home to Up W.R.
(x) Up W.R. Home	Down Charfield Home
(xi) Up W.R. Home to Up Goods Loop	Down Charfield Home to Down Goods Loop
(xii) Up W.R. Distant to Down L.M.R.	Down Charfield Distant to Down L.M.R.
(xiii) Up W.R. Distant	Down Charfield Distant to Up W.R.

The following signals (new namings) will be restored to use:—

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

The Down W.R. Starting signal will be disconnected pending further alterations.

The following signals will be recovered:—

- (i) Down W.R. Distant (right hand arm of Swindon line Down splitting Distant signal).
- (ii) Up L.M.R. to Down W.R. Distant (right hand arm of Bristol line Up splitting Distant signal).

At **Haresfield** the following signals will be renamed:—

<i>Existing</i>	<i>To Become</i>
(i) Up L.M.R. Distant (lower arm to Up Charfield Starting for Standish Junction)	Up Charfield Distant
(ii) Up W.R. Starting	Down Charfield Starting
(iii) Up W.R. Home	Down Charfield Home
(iv) Up W.R. Distant	Down Charfield Distant

The following signals will be recovered:—

- (i) Down W.R. Distant and associated A.W.S. ramp
- (ii) Up L.M.R. Home

The revised direction of running over the level crossing at Haresfield should be especially noted

At **Naas Crossing** the following signals will be renamed:—

<i>Existing</i>	<i>To Become</i>
(i) Up W.R. Distant	Down Charfield Distant
(ii) Up W.R. Home	Down Charfield Home.

The following signals will be recovered:—

- (i) Up L.M.R. Distant and associated A.W.S. ramp
- (ii) Up L.M.R. Home

The ground signals reading from Up L.M.R. to Down L.M.R. and from Sidings to Down L.M.R. will also be recovered.

The trailing crossover in the L.M.R. lines and the slip connection leading to the Sidings with associated catch point will be spiked, clipped and padlocked in the normal position pending recovery.

Emergency detonators will be provided opposite the signal box on the Up and Down Charfield lines.

The revised direction of running over the level crossing at Naas should be especially noted.

At *Gloucester (Tuffley Junction)* G25R, the existing two aspect repeating signal for G25, will be recovered together with the associated A.W.S. ramp.

Levers in the locking frames at Standish Junction, Haresfield and Naas Crossing signal boxes will be bolted out of use as appropriate.

During the time the work is in progress, the Up and Down Charfield Distant signals at Naas Crossing will be disconnected and maintained at Caution.

District Inspector George, Gloucester, to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary handsignalmen.

Station and Depot Supervisors please acknowledge by return of the attached slip.

Transom House,
Victoria Street,
BRISTOL
August 1968

H. C. Sanderson,
Divisional Manager.

Received Notice No. S.2587 re Signal alterations, Standish Junction to Tuffley Junction.

.....Date

.....Station

Divisional Manager,
Transom House,
BRISTOL.
Ref. WW900/B/35.

GLOUCESTER (TUFFLEY JUNCTION) TO STANDISH JUNCTION

