

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

SIGNAL ALTERATIONS BETWEEN TUFFLEY JUNCTION AND NAAS CROSSING

Between the hours of 05.00 and 18.00 on **Sunday, 25th August, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

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

Between Haresfield and Standish Junction the former Down W.R. line will be severed at the 99½ L.M.R. mile post. The former Down L.M.R. line was severed at this point during previous alterations. The Down W.R. line on the Gloucester side of this point will be slued to connect with the Down L.M.R. line on the Bristol side.

The new **Down Charfield** line from Tuffley Junction to Standish Junction will be made up as follows:—

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

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

99½ mile post—Standish Junction:—Old Down L.M.R. Line.

The revised arrangements are as shown on the enclosed diagram.

The following existing signals will apply to the Down Charfield line.

Form	Description	Position	Distance
<p>Controlled from Gloucester</p> <p>A </p>	<p>Gloucester G66</p> <p>(Four aspect signal—Red and Green aspects only in use at this stage).</p> <p>Existing signal slued to correspond with new alignment of Down Charfield. Height:—12-feet to red aspect. An A.W.S. ramp is provided 200 yards to the rear of this signal.</p>	<p>Down side of Down Charfield.</p>	<p>1200 yards on Bristol side of Tuffley Junction (At 95½ miles 300 yards.)</p>
Form	Description	Position	Distance from Controlling Signal Box
<p>Controlled from Naas Crossing</p> <p>B </p>	<p>Down Charfield Distant.</p> <p>Height:—14 feet to yellow aspect. This signal was formerly the Down L.M.R. Distant. An A.W.S. ramp will be provided 200 yards to the rear of this signal.</p>	<p>Up side of Down Charfield.</p>	<p>1401 yards</p>

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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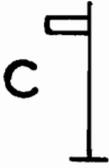
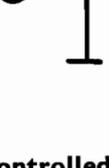
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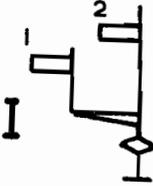
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Form	Description	Position	Distance from Controlling Signal Box
	<p>Down Charfield Home.</p> <p>Height:—20 feet to arm (Lower Quadrant arm.) This signal was formerly the Down L.M.R. Home.</p>	<p>Up side of Down Charfield.</p>	<p>93 yards</p>
	<p>Down Charfield Starting.</p> <p>Height:—26 feet to arm (Upper Quadrant arm.) This signal was formerly the Down L.M.R. Starting.</p>	<p>Up side of Down Charfield.</p>	<p>411 yards</p>
Controlled from Haresfield.			
	<p>Down Charfield Distant.</p> <p>Height:—14 feet to yellow aspect. This signal was formerly the Down L.M.R. Distant. An A.W.S. ramp will be provided 200 yards to the rear of this signal.</p>	<p>Up side of Down Charfield.</p>	<p>1447 yards</p>
	<p>Down Charfield Home.</p> <p>Height:—26 feet to arm (Upper Quadrant arm.) This signal was formerly the Down L.M.R. Home.</p>	<p>Up side of Down Charfield.</p>	<p>180 yards</p>
	<p>Down Charfield Starting.</p> <p>Height:—28 feet to arm (Upper Quadrant arm.) This signal was formerly the Down L.M.R. Starting.</p>	<p>Up side of Down Charfield.</p>	<p>342 yards</p>
Controlled from Standish Junction.			
	<p>1. Down Charfield Distant to Up W.R. 2. Down Charfield Distant to Down L.M.R.</p> <p>Height:—25 feet to top arm (Upper Quadrant arms.) This signal was formerly the Down L.M.R. Distant. An A.W.S. ramp will be provided 350 yards to the rear of this signal.</p>	<p>Up side of Down Charfield.</p>	<p>1574 yards</p>

Form	Description	Position	Distance from Controlling Signal Box
	1. Down Charfield Home to Up W.R. 2. Down Charfield Home to Down L.M.R. Height:—25 feet to top arm (Upper Quadrant arms.) This signal was formerly the Down L.M.R. Home.	Down side of Down Charfield.	326 yards

At **Naas Crossing** emergency detonators will be brought into use on the new Down Charfield line.

The following existing signals will be recovered:—

- (i) Down Distant for former Down Charfield line and associated A.W.S. ramp.
- (ii) Down Home for former Down Charfield line.

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

At **Haresfield** the following existing signals will be recovered:—

- (i) Down Distant for former Down Charfield line and associated A.W.S. ramp.
- (ii) Down Home for former Down Charfield line with lower arm splitting Distant for Standish Junction and associated A.W.S. ramp.
- (iii) Down Starting for former Down Charfield line with lower arm splitting Inner Distant for Standish Junction.

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

At **Standish Junction** the following existing signals will be renamed:—

Existing	To Become
(i) Down Charfield Inner Home to Down L.M.R.	Up W.R. Inner Home to Down L.M.R.
(ii) Down Charfield Inner Home to Up W.R.	Up W.R. Inner Home.
(iii) Down Charfield Home to Down Goods Loop.	Up W.R. Home to Goods Loop.
(iv) Down Charfield Home	Up W.R. Home.

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

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.2589 re Signal alterations Tuffley Junction—Standish Junction.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
BRISTOL.

Ref. WW900/B/35.

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GLOUCESTER (TUFFLEY JUNCTION) TO STANDISH JUNCTION

