

BRITISH RAILWAYS

(WESTERN REGION)

(For use of employees only).

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(Stage 3C—Standish Junction—Stonehouse
(Burdett Road) and Charfield)

SATURDAY 12th OCTOBER
TO
MONDAY 14th OCTOBER, 1968

Between the hours of 22.00 on **Saturday, 12th October, 1968** and 04.00 on **Monday, 14th October, 1968** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3C of the above scheme consisting of the provision of continuous track circuiting between Standish Junction—Stonehouse (Burdett Road) and Charfield and new Multiple Aspect colour light signals under the control of Gloucester Signal Box, in accordance with the enclosed diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

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

www.s-r-s.org.uk/membform.html

1. Redundant Signal Boxes and Alterations to existing signalling

Wick Up Intermediate Block Section Distant signal will be retained as a repeating signal for UC110 and will be renumbered UC110R. An A.W.S. ramp will be provided 200 yards in the rear of Wick Down Intermediate Block Section Home signal.

The control of the Down Charfield Home signal for Standish Junction will be transferred to Gloucester Signal Box and this signal will be renumbered G70. A junction route indicator will be provided as shown on the attached diagram.

The Up Charfield Starting signal for Standish Junction will be converted to an automatic signal and renumbered UC99.

Standish Junction, Stonehouse (Bristol Road) and Coaley Junction signal boxes will be taken out of use. With the exception of those items previously specified all the associated signalling equipment will be recovered.

Berkeley Road Junction Signal Box will be reduced in status to a ground frame controlling the trailing crossover in the Charfield lines and the associated slip connection to the Down Siding (Marked "X" on the attached sketch). An electrical release from Gloucester Signal Box will be provided. The remaining signalling equipment associated with this signal box will be recovered.

Wick Down Intermediate Block Section Distant signal together with associated A.W.S. ramp and Wick Up Intermediate Block Section Home signal with associated telephone will be recovered.

The existing Block Indicators at Old Ends Crossing will be recovered. Electrical interlocking between the crossing gates and signals DC101 and UC101 will be provided together with an electrical release.

2. Permanent Way Alterations

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

The Up and Down Main lines between Standish Junction and Charfield Signal Box will be re-named Up and Down Charfield respectively. The Up and Down Main lines between Standish Junction and Stonehouse (Burdett Road) Signal Box will be renamed Up and Down Kemble respectively.

At Standish Junction the existing trailing crossover in the L.M.R. lines will be taken out of use.

At Berkeley Road Junction the trailing connection in the Down Main line leading from the Down Siding and the associated catch point will be taken out of use.

3. New Ground Frames

The following new ground frames will be brought into use:—

- (i) Standish Ground Frame.
- (ii) Stonehouse Ground Frame.
- (iii) Coaley Ground Frame.

These ground frames are positioned as shown on the attached diagram and will operate the adjacent connections marked "X". Each ground frame will be released by Annetts keys held in release instruments, controlled from Gloucester Signal Box, adjacent to the ground frames.

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 Down Charfield line between Gloucester and Wick Down Intermediate Block Section Home Signal, on the Up Charfield line between Charfield and Gloucester, on the Down Kemble line between Stonehouse (Burdett Road) and Gloucester and on the Up Kemble line between Gloucester and signal G272. Between this signal and Stonehouse (Burdett Road) Signal Box the Up Kemble line will be operated under the Absolute Block system and will be controlled by commutator type block instruments. The existing regulations for working between Wick Down Intermediate Block Section Home signal and Charfield will remain in use. The block switches at Charfield and Stonehouse (Burdett Road) signal boxes will be taken out of use.

The Coaley Junction to Dursley and Berkeley Road Junction to Sharpness branch lines will be operated as Long Sidings.

The existing wooden train staffs will be withdrawn. The notice board at Coaley Junction marking the end and the commencement of the Dursley Branch single line section will be recovered.

5. Telephones

Telephone communications with the signalman at Gloucester will be provided as follows:—

- (i) At controlled multiple-aspect signals G70, G272, G74, G11, G15, G217.
- (ii) At semi-automatic signals DC101, DC104, UC106.

- (iii) At automatic signals DCI02, DCI03, DCI06, UCI10, UCI09, UCI05, UCI04, UCI02, UCI01, UC99.
- (iv) At Standish, Stonehouse, Coaley and Berkeley Road Ground Frames and at Old Ends Crossing.
- (v) At Standish and at Berkeley Road emergency hand crank release instruments.

Telephone communication with the signalman at Charfield will be provided at Automatic signal DCI08. The existing telephone communication between Wick Down Intermediate Block Section Home signal and Charfield Signal Box will be retained.

6. Emergency Working of Power Operated Points

The following connections will be power operated from Gloucester Signal Box:—

- (i) At Standish:—
 - (a) Down Charfield facing to Up Kemble.
 - (b) Up Charfield trailing from Down Kemble.
 - (c) Moveable elbows in Down Charfield.
- (ii) At Berkeley Road:—
 - (a) Up and Down Charfield facing Crossover.
 - (b) Up Charfield trailing from Sharpness Branch and associated catchpoint.

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

A hand crank will be provided at Standish and at Berkeley Road for the emergency operation of the new point machines.

These hand cranks will be located in release instruments and can be withdrawn only on receipt of a release from Gloucester Signal Box. The hand crank release instrument for Standish is situated on the Up side of the Up Charfield line 100 yards on the Bristol side of the junction with the Kemble lines. The hand crank release instrument for Berkeley Road is situated on the Up side of the Up Charfield line at the trailing connection leading from Sharpness.

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.

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

H. C. SANDERSON,
Divisional Manager.

Transom House,
Victoria Street,
Bristol,
October, 1968.

B.R. 31401/2

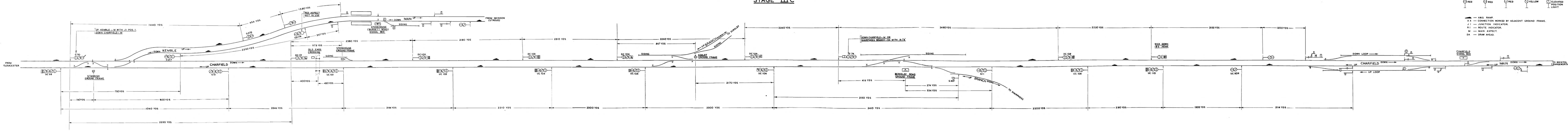
Received Notice No. S.2596 re Introduction of Stage 3C of Gloucester Multiple Aspect Signalling Scheme.

.....DateDepartment
StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref. WW900/B/35.

GLOUCESTER MULTIPLE ASPECT SIGNALLING STAGE III C



- KEY**
- ⊖ YELLOW
 - ⊖ GREEN
 - ⊖ YELLOW
 - ⊖ RED
 - ⊖ GREEN
 - ⊖ YEL LOW
 - ⊖ RED
 - ⊖ GREEN
 - ⊖ RED
 - ⊖ GREEN
 - ⊖ YELLOW
 - ⊖ ELEVATED POSITION LIGHT

- ▲ — AWS RAMP.
- X X — CONNECTION WORKED BY ADJACENT GROUND FRAME.
- J I — JUNCTION INDICATOR.
- R I — ROUTE INDICATOR.
- M — MAIN ASPECT.
- DA — DRAW AHEAD.