

BRITISH RAILWAYS

(WESTERN REGION)

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3/96

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(Stage 4—Cheltenham Lansdown Junction—Cleeve
and Malvern Road East)

SATURDAY 23rd NOVEMBER
TO
MONDAY 25th NOVEMBER 1968

Between the hours of 22.00 on **Saturday, 23rd November, 1968** and 04.00 on **Monday, 25th November, 1968** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 4 of the above scheme consisting of the provision of continuous track circuiting between Cheltenham Lansdown Junction and Cleeve and new Multiple Aspect colour light signals under the control of Gloucester signal box, in accordance with the enclosed diagram.

SIGNALLING RECORD SOCIETY

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I. Redundant Signal Boxes and Alterations to existing signalling

Lansdown Junction Signal Box will be retained and will operate mechanically the junctions leading to and from the Honeybourne line and the associated moveable elbows (items marked "Y" on the enclosed diagram.) An electrical release from Gloucester Panel will be provided. The facing point lock levers will be held in the reverse position by the occupation of the track circuits through the respective points. Emergency release plungers will be provided.

The moveable elbows in the Up Honeybourne line and the trailing connection in the Down Honeybourne line leading from the Down Main will be re-set so as to lie normally for movements along the Down Main.

Slotted control will be provided from the signal box for all routes on signal G144 and on the route reading from Up Main to Up Honeybourne on signal G43.

The following functions at present operated from Lansdown Junction will be transferred to the control of Gloucester Panel:—

- (i) Up Main Home signal (LJ1). This will be converted to a four aspect automatic signal and renumbered UM87.
- (ii) Down Main Starting signal (LJ98). This will be renumbered G46.
- (iii) Down Loop to Down Main Starting signal (LJ91). This will be renumbered G146.
- (iv) Trailing points in Down Main leading from Down Loop and associated catch points in Down Loop. These are already power operated.
- (v) Facing points in Down Main leading to Down Loop. These will be converted to power operation.

The following signals will be recovered:—

- (i) Up Main Home and lower arm Up Main Distant for Lansdown Station and associated A.W.S. ramp.
- (ii) Up Main Home to Honeybourne.
- (iii) Down Main Home.
- (iv) Down Main Home to Down Loop.
- (v) Down Honeybourne Home to Down Main.
- (vi) Down Honeybourne Home to Down Loop.

Absolute Block Working will be maintained on the Up and Down Honeybourne lines between Lansdown Junction and Malvern Road East signal boxes.

Lansdown Station

The signal box and all associated signalling equipment with the exception of Lansdown Carriage Sidings Ground Frame will be taken out of use. This Ground Frame will operate the facing and trailing crossovers in the Up and Down Main lines, the trailing connection in the Down Main and the associated compound points in the sidings leading to the Down Main (marked "X" on the attached sketch). The compound connections giving access between the sidings will be converted to hand operation.

The ground frame will be released by Annett's Keys normally held in release instruments, adjacent to the ground frame, controlled from Gloucester Signal Box.

Alston

Alston Signal Box will be reduced in status to a Ground Frame and all signalling equipment will be recovered except the control of the level crossing gates. An electrical release from Gloucester Signal Box will be provided. Electrical Interlocking will be provided between the level crossing gates and signals G42 and G45.

Cheltenham High Street and Ground Frame

The Signal Box, Ground Frame and all associated signalling equipment will be taken out of use. In the Down Yard the No. 1 and No. 2 through sidings between the signal box and the ground frame will be taken out of use and a new line, to be known as the "Coal Reception Line" will be formed from them as shown in heavy type on the enclosed sketch.

The two compound points at the Gloucester end of the Sidings will be spiked, clipped and pad-locked so as to give the arrangement shown on the enclosed sketch.

Morris Hill Crossing

Electrical Interlocking will be provided between the level crossing gates and signals G47 and DM84B.

Swindon Crossing

Electrical Interlocking will be provided between the level crossing gates and signals UM84 and DM84A.

Cleeve

A lower distant arm will be provided on the Down Main Home signal operating as a repeating signal for new colour light signal DM84A. An A.W.S. ramp will be provided immediately in advance of this signal. The new colour light Up Main Home signal C4 will be released by "line clear" effective for one train only.

The following semaphore signals will be recovered:—

- (a) Up Main Distant and associated A.W.S. ramp.
- (b) Up Main Home.
- (c) Up Main Inner Home.
- (d) Up Main Starting.
- (e) Down Main Starting.

2. New Ground Frames

A new ground frame will be provided to be known as "Cheltenham High Street Ground Frame". This ground frame will be positioned as shown on the enclosed sketch and will operate the adjacent connection marked "X". The ground frame will be released by an Annett's Key held in a release instrument, adjacent to the Ground Frame, controlled from Gloucester Signal Box.

3. Alterations to Block Working

Track Circuit Block Working in accordance with Supplement 3 (BR.29960/1) to the Regulations for Train Signalling will apply on the Up and Down Main lines between Gloucester and Cleeve Signal Boxes and between Gloucester and Lansdown Junction Signal Boxes for trains to and from Honeybourne.

The Block Switch at Cleeve will be recovered.

4. Telephones

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

- (i) At Controlled multiple aspect signals G43, G45, G145, G47, G40, G42, G44, G144, G46, G146.
- (ii) At automatic signals UM89B, UM88, UM87, UM84, DM84A, DM84B.
- (iii) At Lansdown Junction Signal Box.
- (iv) At High Street and Lansdown Station Ground Frames and Alston, Morris Hill and Swindon Crossings.
- (v) At Lansdown and Alston handcrank release instruments.

Telephone communication with the signalman at Cleeve will be provided at controlled signal C4.

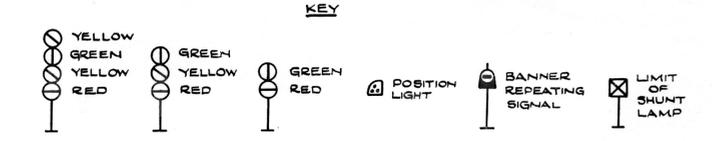
5. Emergency Working of Power Operated Points

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

- (i) At Lansdown:—
 - (a) Down Main to Down Loop.
 - (b) Down Loop to Down Main.
- (ii) At Cheltenham Alston:—
 - (a) Up Main to Up Loop.
 - (b) Up Loop to Up Main.
 - (c) Mains Trailing Crossover.
 - (d) Down Main to Down Coal Reception Line.
 - (e) Down Coal Reception Line to Down Main.

GLOUCESTER MULTIPLE - ASPECT SIGNALLING

STAGE IV



- ▲ — AWS RAMP
- YY — CONNECTION WORKED FROM LANSDOWN JUNCTION SIGNAL BOX
- XX — CONNECTION WORKED FROM ADJACENT GROUND FRAME
- J.I — JUNCTION INDICATOR
- R.I — ROUTE INDICATOR
- M — MAIN ASPECT
- DA — DRAW-AHEAD

