

BRITISH RAILWAYS

(WESTERN REGION)
(For use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(Stage 8—Over Junction—Awre Junction)

SATURDAY 31st MAY

TO

MONDAY 2nd JUNE 1969

Between the hours of 22.00 on **Saturday, 31st May, 1969** and 04.00 on **Monday, 2nd June, 1969** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 8 of the above scheme consisting of the provision of continuous track circuiting between Over Junction and Awre Junction Signal Boxes on the Up and Down Main Lines 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

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1. Redundant Signal Boxes and Alterations to existing signalling

Over Junction Down Main Home signal will be converted to a semi-automatic signal and renumbered DMI15.

An additional (red) aspect will be provided at signal G117R which will be converted to an automatic signal and renumbered UMI15.

Over Junction, Over Sidings, Grange Court and Bullo Pill East signal boxes will be taken out of use and all associated signalling equipment will be recovered.

Ley Crossing will remain in use, all existing signalling equipment will be recovered and electrical interlocking will be provided between the level crossing gates and signals UMI20 and DMI19.

Broken Cross Crossing will remain in use, all existing signalling equipment will be recovered except that controlling the level crossing gates. Electrical interlocking will be provided between the crossing gates and signals G160, G111 and G211.

Westbury Crossing will remain in use, all existing signalling equipment will be recovered except that controlling the level crossing gates. Electrical interlocking will be provided between the crossing gates and signals G111 and DMI22.

Awre Junction signal box will be reduced in status to a ground frame and renamed Awre Crossing. All existing signalling will be recovered except that controlling the level crossing gates. Electrical interlocking will be provided between the crossing gates and signals DMI28 and UMI28.

Awre Junction Up Main Home signal (AJ24) will be provided with an additional (yellow) aspect and will be converted to a semi-automatic signal and renumbered UMI28.

Train approaching indicators will be provided at all the above level crossings.

2. Permanent Way Alterations

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

The following connections will be taken out of use and spiked, clipped and padlocked pending recovery at a later date:—

Over Junction

- (1) Down Main facing to Down Goods and catch point.
- (2) Up Main trailing from Up Goods No. 1 and catch point.

Over Sidings

- (1) Down Main trailing from Down Goods and catch point.
- (2) Up Main trailing from Up Goods No. 1 and Up Goods No. 1 facing to Up Main.
- (3) Up Main facing to Up Goods No. 1 and catch point.

Bullo Pill East

- (1) Down Main facing to Down Siding and catch point.
- (2) Mains trailing crossover.
- (3) Up Main trailing from Up Siding and catch point.

3. New Ground Frames

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

- (1) Over No. 1.
- (2) Over No. 2.
- (3) Over No. 3.
- (4) Grange Court.
- (5) Awre.

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

4. Alterations to Block Working

Track Circuit Block working in accordance with supplement 4 (BR.29960/1) to Regulations for Train Signalling will apply on the Up and Down Main lines between Gloucester and Newport Signal Boxes.

The Western Region 4 Digit Train Descriptor will be brought into use between these signal boxes.

5. Telephones

Telephone communication with the signalman at Gloucester will be provided at the following signals:—

- (1) At controlled multiple aspect signals G111, G211, G160, G260.
- (2) At automatic signals UMI27, UMI26, UMI24, UMI23, UMI20, UMI19, UMI18, DMI26, DMI25, DMI23, DMI22, DMI19, DMI18.
- (3) At semi-automatic signals UMI16, UMI28, DMI15, DMI16, DMI28.
- (4) At Over No. 1, Over No. 2, Over No. 3, Grange Court and Awre Ground Frames.
- (5) At Grange Court hand crank release instruments.
- (6) At Ley, Broken Cross, Westbury and Awre Level Crossings.
- (7) The existing box to box telephone between Newport and Awre Junction signal boxes will be extended and will operate between Newport and Gloucester signal boxes.

6. Emergency Working of Power Points

The following connections will be power operated from Gloucester signal box:—

At Grange Court:—

- (1) Up Main facing to Up Loop.
- (2) Up Main trailing from Up Loop and catch point.
- (3) Down Main facing to Down Loop.
- (4) Down Main trailing from Down Loop and catch point.

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 will be provided at Grange Court for the emergency operation of the new point machines which will be located in a release instrument and can only be withdrawn on receipt of a release from Gloucester signal box.

The hand crank release instruments will be positioned on the Down side of the Down Main adjacent to the Mains trailing crossover.

7. Occupation Arrangements

All arrangements for the safe working of the line, including the appointment of any Handsignalmen in accordance with Rule 77 to be made by the District Inspector, Gloucester.

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (a)iii) will apply throughout the section from Over Junction to Awre Junction.

Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions at each signal box from handsignalmen.

During the occupation signals G158 and UMI28 (AJ24) will be disconnected from the signal box and maintained at Red.

Between Over Junction and Awre Junction the existing A.W.S. ramps will be taken out of use from 08.00 hours on **Saturday, 31st May** and new A.W.S. equipment as shown on the attached diagram will be placed in position.

All A.W.S. indications in this section should be ignored from 08.00 hours on **Saturday, 31st May** until completion of the occupation on **Monday, 2nd June**.

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

J. PALETTE
Divisional Manager.

Transom House,
Victoria Street,
Bristol.
May, 1969.

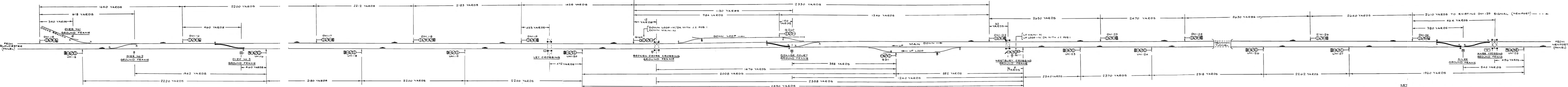
B.R. 314001/2

Received Notice No. S.2620 re Introduction of Stage 8 of Gloucester Multiple Aspect Signalling Scheme.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.
Ref. WW900/B/35.



KEY

- YELLOW
- GREEN
- YELLOW
- RED
- GREEN
- YELLOW
- RED
- POSITION LIGHT
- AWS RAMP
- CONNECTION INDICATOR
- JUNCTION INDICATOR
- MAIN ASPECT
- DRAW AHEAD
- WORKED FROM ADJACENT GROUND FRAME