

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(Stage 9 — KEMBLE — STANDISH JUNCTION)

SATURDAY, 3rd OCTOBER

to

MONDAY, 5th OCTOBER, 1970

Between the hours of 22.00 on Saturday, 3rd October, 1970 and 06.00 on Monday, 5th October, 1970 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 9 of the above scheme consisting of the provision of continuous track circuiting between Kemble Interlocking and Standish Junction Interlocking on the Up and Down Kemble Lines and new Multiple Aspect colour light signals under the Control of Gloucester and Swindon Panel Boxes in accordance with the enclosed diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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.

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1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

Sapperton Sidings, Brimscombe, Stroud and Stonehouse Burdett Road signal boxes will be taken out of use and all existing semaphore signals will be recovered.

The control of St. Mary's Crossing will be by Annett's Key electrically released and interlocked with UK.99 and DK.98 signals.

Frampton Crossing will be reduced to occupation status. Ham Mill, Bowbridge, Beard's Lane, Downfield and Ebley Crossings will be maintained as at present, with warning bells operated by track circuit or treadle.

2. NEW SIGNALS

New Multiple Aspect signals will be brought into use as shown on the enclosed diagram. Signals DK.98, UK.99 will be provided with emergency replacement switches operated by Gloucester Panel Box and in addition, existing signal SN.160 will be provided with slot control from Gloucester Panel Box.

3. NEW GROUND FRAMES

New Ground Frames known as Sapperton, Brimscombe and Stroud Ground Frames will be brought into use as shown on the enclosed diagram and these will be electrically released from Gloucester Panel Box.

4. TRACK CIRCUITING

Track Circuit Block working will be provided on the Up and Down Kemble lines between Kemble interlocking and Standish Junction interlocking, completing the continuous track circuiting of the lines between Swindon and Gloucester Panel Boxes.

5. TELEPHONES

Telephones giving exclusive communication with the Signaller at Gloucester Panel will be provided at Multiple Aspect signals UK.99, DK.98 at Sapperton, Brimscombe and Stroud Ground Frames and at Frampton and St. Mary's Crossings.

6. 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 Inspectors at Gloucester and Swindon.

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (aiii) will apply throughout the section from Kemble to Standish Junction.

Handsignalmen will be stationed at Sapperton Sidings, Brimscombe, Stroud and Stonehouse (Burdett Road) Signal Boxes. Trains must proceed to and from these Boxes receiving instructions from the Handsignalmen.

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

Transom House,
Victoria Street,
BRISTOL.

J. PALETTE,
Divisional Manager,
BRISTOL.

October, 1970

B.R.314001/2

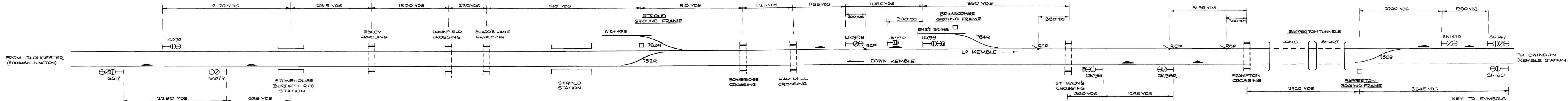
(W.630).

Received Notice No. S.2668 re Introduction of Stage 9 of Gloucester Multiple Aspect Signalling Scheme.

..... Date Department

..... Station Signature

Divisional Manager,
Transom House,
Victoria Street,
BRISTOL.
Ref. W.630



GLOUCESTER M.A.S
STAGE 9.
STANDISH JUNCTION TO
KEMBLE STATION

