

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only.)

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3/14*

## Signal Alterations and Alterations to Layout—Honeybourne West Loop Signal Box and new Reception Sidings.


From 8.0 a.m. to 4.0 p.m. on **SUNDAY, 24th APRIL**, or until the work is completed, the Signal Engineer will be engaged in carrying out the following work :

BRINGING INTO USE a new Signal Box, to be known as Honeybourne West Loop, situated on the Down Side of the Down Main at 0m. 53ch. The adjacent Signal Boxes on the Main Line will be Broadway and Honeybourne East Loop and on the Loop Line, Honeybourne Station South.

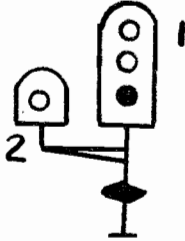


The existing Signal Box will be taken out of use and all Points and Signals, except for certain exceptions, will be worked from the new Signal Box, as detailed hereunder :

### SIGNALS



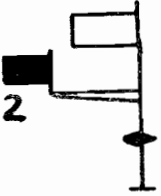
The following new Signals will be brought into use :

Form	Description	Position	Distance from Signal Box
<p>A</p> 	<p>Up Main Distant.</p> <p><b>Up Main Distant to display :</b>  <b>Yellow aspect</b> when Up Main Home at 'Danger.'  <b>Double Yellow aspect</b> when Up Main Home at 'Yellow.'  <b>Green aspect</b> when Up Main Home at 'Green.'</p> <p>This Signal will be 12-ft. in height to the lower and an A.W.S. Ramp will be positioned 200 yards to the rear.</p>	Up side of Up Main.	2,983 yards

## SIGNALS—continued

Form	Description	Position	Distance from Signal Box
<p data-bbox="50 350 79 384"><b>B</b></p> 	<p data-bbox="336 252 630 360">(1) Up Main Home. (2) Up Main Home to Up Sidings (Miniature Yellow).</p> <p data-bbox="345 360 636 387"><b>Up Main Home to display :</b></p> <p data-bbox="369 387 636 440"><b>Yellow aspect</b> when the signal is ahead at 'Danger.'</p> <p data-bbox="369 440 636 548"><b>Green aspect</b> only when the signal is worked from Honeybourne East Loop and all semaphore signals ahead of the 'Off' position.</p> <p data-bbox="369 548 636 575"><b>Red aspect</b>—Danger, Stop.</p> <p data-bbox="369 575 636 655"><b>Miniature yellow aspect</b> when route set from Up Sidings. Note—Normally this Signal does not display any aspect.</p> <p data-bbox="336 655 636 709">This Signal will be 15-ft. high. On an A.W.S. ramp will be 10-in. in height to the rear.</p>	<p data-bbox="659 252 891 279">Up side of Up Main.</p> <p data-bbox="644 387 906 413">The semaphore Up Main is on routes set for Up Main Loop and all semaphore signals ahead of Honeybourne West Loop Signal.</p> <p data-bbox="644 548 906 575">Stop.</p> <p data-bbox="644 575 906 628">When route set from Up Main to normally this Signal does not display any aspect.</p> <p data-bbox="644 655 906 709">This Signal will be 15-ft. high. On an A.W.S. ramp will be 10-in. in height to the rear.</p>	<p data-bbox="926 176 1061 229">1,065 yards.</p> <p data-bbox="906 387 1061 413">Inner Home</p> <p data-bbox="906 440 1061 521">Line towards signals ahead of Signal Box are in the direction of the signal.</p> <p data-bbox="906 575 1061 628">Up Main to normally this Signal does not display any aspect.</p> <p data-bbox="906 655 1061 709">This Signal will be 15-ft. high. On an A.W.S. ramp will be 10-in. in height to the rear.</p>
<p data-bbox="112 801 142 834"><b>C</b></p> 	<p data-bbox="336 729 630 783">Down Main Advanced Starting.</p> <p data-bbox="336 837 630 864">This Signal will be 26-ft. high.</p>	<p data-bbox="659 729 891 783">Down side of Down Main.</p> <p data-bbox="644 837 906 864">10-in. in height.</p>	<p data-bbox="926 729 1061 756">1,472 yards</p>
<p data-bbox="101 1089 130 1123"><b>D</b></p> 	<p data-bbox="336 1018 630 1045">Down Main Starting.</p> <p data-bbox="336 1126 630 1153">This Signal will be 22-ft. high.</p>	<p data-bbox="659 1018 891 1072">Down side of Down Main.</p> <p data-bbox="644 1126 906 1153">10-in. in height.</p>	<p data-bbox="926 1018 1061 1045">760 yards.</p>

## SIGNALS—continued

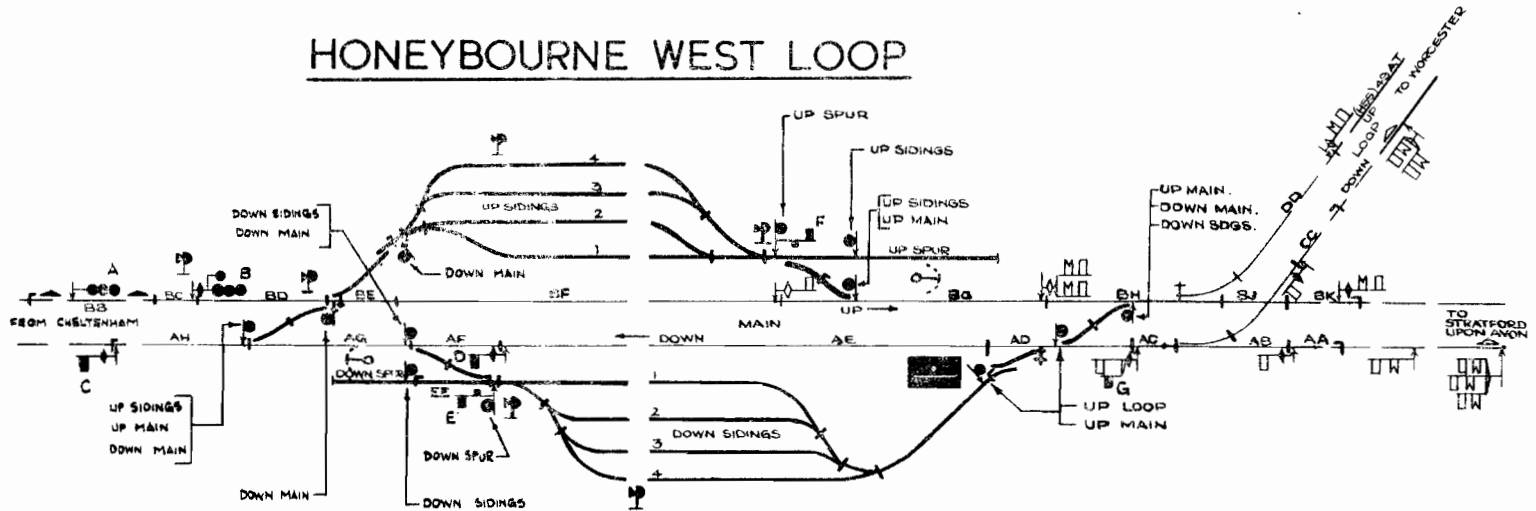
Form	Description	Position	Distance from Signal Box
<b>E</b> 	Down Sidings Starting to Down Main.  This Signal will be 18-ft.	Down side of Down Sidings.  0-in. in height.	762 yards.
<b>F</b> 	Up Sidings Starting to Up Main.  This Signal will be 18-ft.	Up side of Up Sidings.  0-in. in height.	233 yards.
<b>G</b> 	(1) Down Main Inner Home (already in use). (2) Down Main Inner Home to Down Sidings.  This Signal is 20-ft. 0-in.	Down side of Down Main.  in height.	200 yards.

New Ground Signals will be brought into use as shown on the attached sketch plan.

The following existing Signals will be worked from the new Signal Box :

- Down Loop Distant (from Honeybourne Station South).
- Down Loop Home to Down Main (from Honeybourne Station South).
- Down Main Distant.
- Down Main Inner Distant.
- Down Main Home.

# HONEYBOURNE WEST LOOP



The following existing Signals will be renamed and worked from the new Signal Box :

<b>Existing (Old Signal Box).</b>	<b>To Become (New Signal Box).</b>
Up Main Home.	Up Main Inner Home.
Up Main Inner Home.	Up Main Starting.
Up Main to Up Loop Inner Home.	Up Main to Up Loop Starting.
Up Main Starting.	Up Main Advanced Starting.
Up Loop Starting.	Up Loop Advanced Starting.
Down Main Starting.	Down Main Inner Home.

The existing Up Main Distant, together with its associated A.W.S. Ramp, will be recovered.

The Ground Signal reading Down Main to Down Loop, will be recovered.

## **LAYOUT**

New connections will be brought into use as shown on the sketch plan.

The following existing connections at present worked from the old Signal Box, will be worked from the new Signal Box.

- Up Main to Up Loop to Honeybourne Station.
- South Facing together with F.P.L.
- Down Loop from Honeybourne Station South to Down Main.

The facing connection Down Main to Down Sidings, together with F.P.L., at present worked by the Down Ground Frame, and the connection Up Sidings to Up Main, at present worked by the Up Ground Frame, will now be worked from the new Signal Box.

The Down Ground Frame and the Up Ground Frame, together with their associated equipment, will be taken out of use.

The following new connections at the Cheltenham end of the layout will be power worked with Hand Generator Standby.

- Up Main to Down Main.
- Up Main to Up Sidings.
- Down Sidings to Down Main.

Emergency detonators for the Up and Down Main will be brought into use opposite the new Signal Box.

**TELEPHONES**

All existing telephones in the old Signal Box will be transferred to the new Signal Box.

The following new telephone circuits will be brought into use :

Up Main Home	...	...	...	...	...	Signal Box.
Facing connection Up Main to Up Sidings	...	...	...	...	...	Signal Box.
Up Sidings	...	...	...	...	...	Signal Box.
Down Sidings Starting to Down Main	...	...	...	...	...	Signal Box.
Down Sidings	...	...	...	...	...	Signal Box.
Up Sidings Starting to Up Main	...	...	...	...	...	Signal Box.

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During the time the work is in progress, the Up and Down Main and Down Loop Distant Signals will be disconnected and maintained at Caution.

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District Inspector BIGGLESTONE of HONEYBOURNE, to make all necessary arrangements for safe working of the line, including the appointment of Handsignalmen in accordance with Rule 77.

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PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY

WORCESTER.  
20th April, 1960.  
W.6275.

**J. POWELL,**  
**District Traffic Superintendent.**