

BRITISH RAILWAYS

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

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(STAGE IB—CHURCHDOWN TO GLOUCESTER ENGINE SHED JUNCTION)

SATURDAY AND SUNDAY
25th & 26th FEBRUARY 1967

Between the hours of 09.00 on Saturday 25th February, 1967 and 18.00 on Sunday 26th February, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage IB of the above scheme consisting of multiple aspect colour light signalling and continuous track circuiting on the Up and Down Main lines between Churchdown and Gloucester Engine Shed Junction in accordance with the attached diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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1. Permanent Way Alterations

New connections will be brought into use in accordance with the attached diagram.

2. Redundant Signal Box and Signalling

Churchdown signal box will be taken out of use together with all existing signalling worked therefrom except the Up Main Advanced Starting signal and the Down Main Home signal which will become Automatic signals in accordance with the attached diagram.

New 4 aspect colour light signals and A.W.S. ramps will be brought into use in accordance with the attached diagram.

In addition, new Semaphore and Disc signals will be brought into use at Gloucester Engine Shed Junction in accordance with the attached diagram.

The following signals will be renamed:—

At Gloucester Engine Shed Junction

Existing	To Become
Down Main Home to Up GW	Down Main Home 2 to Up W.R.
Down Main Home 1 to Gloucester GW	Down Main Home 2 to Gloucester W.R.
Down Main Home 1 to Down LMS	Down Main Home 2 to Down M.R.
Down Gloucester GW Home 2	Down Gloucester W.R. Home 3
Down LMS Home 2	Down M.R. Home 3

The following existing signals will be recovered:—

At Gloucester Engine Shed Junction

Departure 1 to Spur Draw Ahead
 Up Main Starting
 Down G.W. Home to Up Main
 Down Main to Up W.R. or Down LMS Distant

3. Ground Frames

At Churchdown the existing trailing crossover and the new facing crossover between the Up and Down Main lines will be worked from a new 3 lever ground frame to be known as CHURCHDOWN GROUND FRAME situated on the Down side of the Down Main line 135 yards on the Gloucester side of 89½ M.P.

The ground frame will be released by Annett's Keys electrically released from Gloucester Engine Shed Junction Signal box.

4. Track Circuit Block Working

Track Circuit Block Working as shown in Supplement 3 (BR.29960/10) to the Regulations for Train Signalling at present in operation on the Up and Down Main Lines between Cheltenham Lansdown Junction and Churchdown will be extended from Cheltenham Lansdown Junction to Gloucester Engine Shed Junction.

5. Telephones

The existing telephones at signals DM.88A, DM.88B and the Down Home signal for Churchdown (renamed DM.89) at present communicating with Churchdown signal box will now communicate with Gloucester Engine Shed Junction signal box.

The existing telephone at the Up Main Advanced Starting signal for Churchdown (renamed UM.89B) at present communicating with Churchdown signal box will now communicate with Cheltenham Lansdown Junction signal box.

New telephones communicating with Gloucester Engine Shed Junction signal box will be provided at Churchdown Ground Frame and at the following signals:—

DM.90A, DM.90B, DM.91, ES.3, ES.66, UM.91, UM.90 and UM.89A

6. Occupation Arrangements

Occupation of the Locking frame at Gloucester Engine Shed Junction signal box will be required for alterations and testing purposes.

During the Occupation the Distant signals affected (viz. UM.88B, the Down Main, Down W.R. Inner and Outer and Up M.R. Inner and Outer Distant for Gloucester Engine Shed Junction) will be disconnected from the signal box and maintained at Caution.

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.

D. S. HART,
Divisional Manager.

Transom House,
Victoria Street,
Bristol.

February, 1967.

B.R.31401/5

Received Notice No. S.2504 re Introduction of Stage 1B of Gloucester Multiple Aspect Signalling Scheme—Churchdown to Gloucester Engine Shed Junction.

.....DateDepartment
.....StationSignature

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

GLOUCESTER M.A.S. (STAGE 1B)

