

# **BRITISH RAILWAYS**

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

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**Notice to Trainmen, etc.**

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**MULTIPLE ASPECT SIGNALLING**

# **GLOUCESTER**

(STAGE 2—GLOUCESTER ENGINE SHED JUNCTION—TUFFLEY JUNCTION—  
OVER JUNCTION—CALIFORNIA CROSSING)

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**SATURDAY AND SUNDAY**  
**25th & 26th MAY 1968**

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Between the hours of 23.00 on Saturday, 25th May, 1968 and 22.00 on Sunday, 26th May, 1968 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 2 of the above scheme consisting of multiple aspect colour light signalling and continuous track circuiting on all running lines between the approximate limits of the existing Engine Shed Junction, Tuffley Junction, Over Junction and California Crossing signal boxes in accordance with the enclosed diagram.

# SIGNALLING RECORD SOCIETY

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### 1. New Signal Box

A new signal box to be known as Gloucester, situated on the Down side of the line adjacent to Horton Road level crossing, will be brought into use.

The signal box will control points and signals on the running lines in accordance with the enclosed diagram.

### 2. Redundant Signal Boxes and Alterations to Existing Signalling

Tramway Junction, Gloucester North, Gloucester South, Barton Street, Gloucester West, Engine Shed Junction signal boxes and Barnwood Ground Frame will be taken out of use and the existing semaphore signals and all other signal and telegraph equipment will be recovered.

The existing multiple aspect signals between Engine Shed Junction and Lansdown Junction signal boxes which will be re-numbered are as shown below:—

<u>Existing signal number and description</u>	<u>Revised number</u>
ES 3 Engine Shed Junction Down Main Home	G 50
ES 66 Engine Shed Junction Up Main Starting	G 39

Position light junction indicators and Draw-ahead signal will be brought into use on signal G 50.

Churchdown Ground Frame at present released from Engine Shed Junction signal box will be released from the new Gloucester signal box.

### 3. Permanent Way Alterations

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

The portion of track between position light signals G.425 and G.444 will not be available for traffic use until demolition of Tramway Junction signal box is complete.

The trailing connection between the Up and Down Main lines at Gloucester West will be spiked, clipped and padlocked out of use pending recovery.

### 4. Altered Platform Arrangements

Platforms will be re-numbered as shown on the enclosed diagram. The Up Central Platform will no longer be used for passengers.

### 5. Ground Frames

The following new ground frames controlled from the new signal box will be brought into use as shown on the enclosed diagram:—

Gloucester Yard No. 1 Ground Frame  
 Gloucester Yard No. 2 Ground Frame  
 Barnwood Ground Frame  
 Gloucester No. 1 Ground Frame  
 Gloucester No. 2 Ground Frame  
 Gloucester No. 3 Ground Frame  
 Gloucester No. 4 Ground Frame  
 Gloucester No. 6 Ground Frame  
 Barton Street Ground Frame

The ground frames will be released by an Annetts Key held in a release instrument adjacent to the respective points.

Gloucester Mileage Yard Ground Frame will remain in use. No. 6 Disc signal will be moved forward on No. 2 Spur, as shown on the enclosed diagram.

## 6. Track Circuit Block Working

Track Circuit Block working in accordance with Supplement 3 (BR.29960/10) to the Regulations for Train Signalling will apply between Gloucester and Over Junction, Gloucester and Tuffley Junction, Gloucester and California Crossing, Gloucester and Lansdown Junction signal boxes.

Train description between Gloucester and Over Junction, Gloucester and Tuffley Junction Gloucester and California Crossing and between Gloucester and Lansdown Junction will be by means of single stroke bells.

## 7. Telephones

Telephone communication with the Signaller at Gloucester will be provided at:—

- (i) All controlled multiple aspect signals bearing the prefix "G" on the identification plate and at Shunt signals G.436/G.438.
- (ii) All automatic multiple aspect signals and ground frames which at present communicate with Engine Shed Junction signal box.
- (iii) All ground frames released from Gloucester signal box.
- (iv) All emergency hand crank release instruments.

Telephone communication will be provided at signal TJ.50 with Tuffley Junction signal box and at signal OJ.2 with Over Junction signal box.

## 8. Level Crossings

Barton Street level crossing barriers will remain and will be electrically released from Gloucester signal box.

The existing Horton Road level crossing gates will remain controlled from the existing Tramway Junction signal box electrically released from Gloucester signal box.

## 9. Emergency operation of Power-operated Points

With the exception of hand points and points operated from ground frames, all connections shown on the enclosed diagram will be operated electrically from the signal box.

All new point machines are of the Westinghouse Brake & Signal Co.'s style 63, the relevant instructions for the emergency operation of which have been issued separately.

Hand cranks for the emergency operation of remote point machines will be located in release instruments situated adjacent to the associated points. These hand cranks can only be withdrawn upon receipt of a release from the signal box.

Hand cranks for points at the North end of the station and in the vicinity of the signal box will be kept in the operating room of the new signal box.

**10. Occupation Arrangements**

Occupation of the locking frames at Over Junction, Tuffley Junction and California Crossing signal boxes will be required for altering and testing the locking.

Between 23.00 hours on Saturday, 25th May and 10.00 hours on Sunday, 26th May (approx.) all signalling will be disconnected between Engine Shed Junction, Tramway Junction, Gloucester North, Barton Street and California Crossing signal boxes and trains will be hand signalled.

Between 10.00 hours (approx.) and 16.00 hours on Sunday, 26th May, all signalling will be disconnected between Gloucester West and Over Junction and trains will be hand signalled.

Between 10.00 hours and 22.00 hours on Sunday, 26th May, absolute occupation of the lines between Gloucester North, Gloucester South and Tuffley Junction. Trains will travel via Gloucester Eastgate Station.

During the occupation the Down Main Distant for Tuffley Junction, the Up Main Distant for Over Junction and the Up Main Distant for California Crossing will be maintained at Caution.

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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.

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

**H. C. SANDERSON,**  
*Divisional Manager.*

Transom House,  
Victoria Street,  
Bristol.  
May, 1968.

**B.R.31401/2**

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Received Notice No. S.2569 re Introduction of Stage 2 of Gloucester Multiple Aspect Signalling Scheme.

.....Date .....Department

.....Station .....Signature

Divisional Manager,  
Transom House,  
Victoria Street,  
Bristol.

Ref.: WW900/B/35.

