

BRITISH RAILWAYS

(WESTERN REGION)

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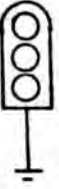
Notice to Trainmen, etc.

SIGNAL ALTERATIONS AT PAINSWICK ROAD CROSSING, TUFFLEY JUNCTION AND STANDISH JUNCTION

Between the hours of 05.00 and 23.00 on **Sunday, 4th August, 1968** or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

At Painswick Road Crossing—The Down Charfield line Starting signal will be recovered.

At Tuffley Junction—The following new signals will be provided:—

Form	Description	Position	Distance from Signal Box
A 	Down Charfield line Distant. (Three aspect signal—red aspect not yet in use). Height: 12 ft. to red aspect. An A.W.S. ramp will be provided 200 yards to the rear of this signal.	Down side of Down Charfield line.	1242 yards
B 	Down Charfield line Home. Height: 12 feet to red aspect. An A.W.S. ramp will be provided 200 yards to the rear of this signal.	Down side of Down Charfield line.	724 yards

The following signals will be renamed:—

Existing

1. Down L.M.R. Home.
2. Down L.M.R. Home. to Branch

To Become

- Down L.M.R. Inner Home.
Down L.M.R. Inner Home. to Branch

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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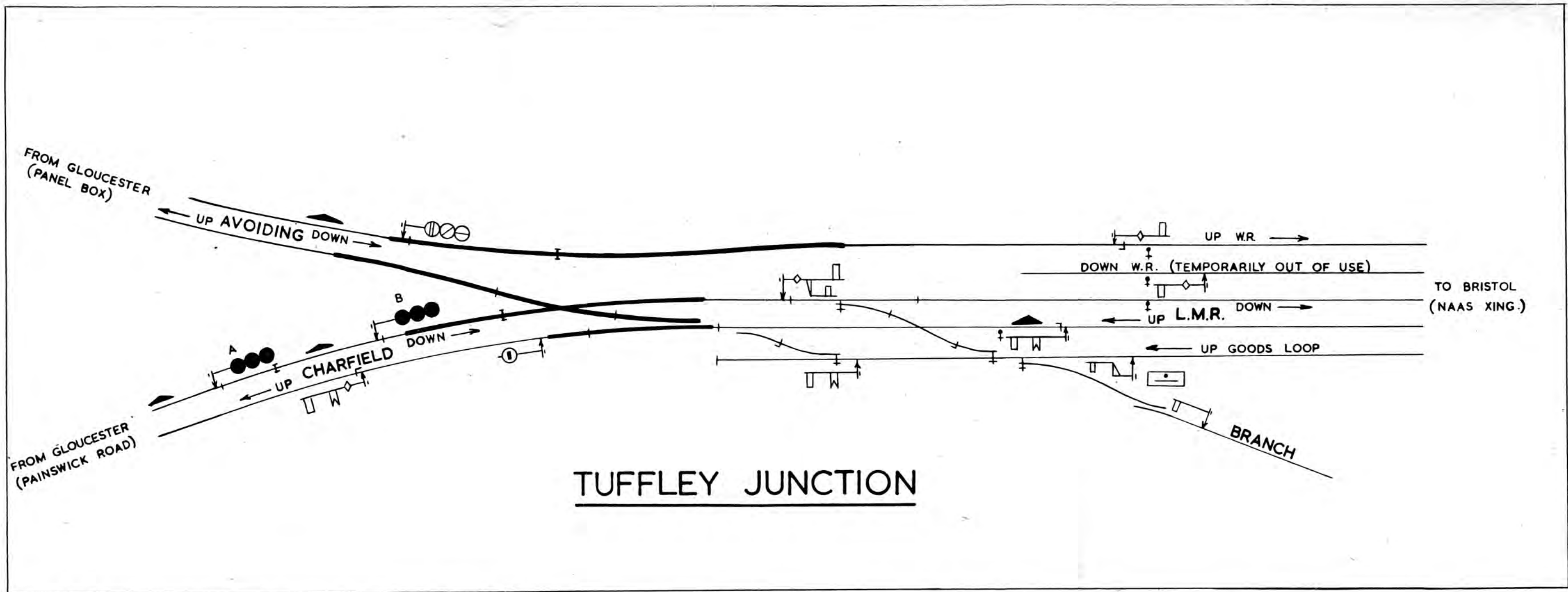
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TUFFLEY JUNCTION

The existing Down Charfield line Distant signal and associated A.W.S. ramp will be recovered.

New connections will be brought into use in accordance with the enclosed diagram. The facing connection in the Up L.M.R. line leading to the Up Avoiding line will be hand worked pending further alterations.

The existing Down W.R. line will be severed opposite the signal box. Between Standish Junction Signal Box and this point the Down W.R. line will be taken temporarily out of use. The remaining portion of the Down W.R. line extending for approximately 600 yards on the Gloucester side of the signal box will be recovered. The revised layout is as shown on the enclosed diagram.

Trains will be handsignalled over the new Up L.M.R. facing connection pending further alterations and the following signals will be temporarily disconnected:—

- (i) Down Charfield line Distant.
- (ii) Down Charfield line Home.
- (iii) Up L.M.R. Inner Home and associated lower arm Up Main Distant for Painswick Road Crossing.
- (iv) Up Goods Loop to Up L.M.R. Starting and associated lower arm Distant for Painswick Road Crossing.

The track circuit to the rear of the Down L.M.R. Inner Home bracket signal will be extended in the rear as far as the new Down Charfield line Home signal.

A new independent telephone circuit will be provided between the Down Charfield line Home signal and the signal box.

At Standish Junction—The following signals will be temporarily disconnected:—

- (i) Down W.R. Distant.
- (ii) Up L.M.R. to Down W.R. Distant.
- (iii) Down W.R. Starting.

Levers in the locking frames at Painswick Road Crossing, Tuffley Junction and Standish Junction Signal Boxes will be bolted out of use as appropriate.

District Inspector George, Gloucester, to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary hand-signalmen.

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

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

H. C. SANDERSON,
Divisional Manager.

Received Notice No. S.2582 re Signal alterations at Painswick Road Crossing, Tuffley Junction and Standish Junction.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Bristol.

Ref. WW.900/B/35.