

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(Stage 3B—Tuffley—Standish Junction)

SATURDAY AND SUNDAY 14th and 15th SEPTEMBER, 1968

Between the hours of 22.00 on Saturday, 14th September, 1968, and 20.00 on Sunday, 15th September 1968 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3B of the above scheme consisting of the provision of continuous track circuiting between Tuffley and Standish Junction and new Multiple Aspect colour light signals under the control of Gloucester signal box, in accordance with the enclosed diagram.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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1. Redundant Signal Boxes and Alterations to existing signalling

The existing signal G66 will be renumbered DC95 and provided with two additional aspects (yellow and double yellow). This signal will be an automatic signal.

The existing signal G25R will be renumbered UC96 and provided with two additional aspects (red and double yellow). This signal will be an automatic signal.

Naas Crossing and Haresfield signal boxes together with all associated semaphore signalling will be taken out of use, these two signal boxes will be reduced in status to Ground Frames controlling the level crossing gates.

An electrical release will be provided in each case.

Naas Crossing will be renamed "**Brookthorpe Crossing**".

At **Standish Junction** the following semaphore signals will be taken out of use:—

- (i) Up Charfield Starting with lower arm distant for Haresfield and associated AWS ramp.
- (ii) Down Charfield to Down LMR and Down Charfield to Up WR Splitting Distant.

The following signals will be renamed:—

<i>Existing</i>	<i>To Become</i>
Down Charfield Home to Down LMR.	Down Charfield Inner Home to Down LMR.
Down Charfield Home to Up WR.	Down Charfield Inner Home to Up WR.

At **Tuffley** the existing hand operated connection giving access to Quedgeley or Hempsted will become power operated from Gloucester Signal Box and two position light signals will be brought into use (Signals G405 and G403) controlling movements from Quedgeley and Hempsted routed as shown on the attached diagram.

The existing two stop lamps and position light signal controlling movements from Quedgeley and Hempsted to the Up Charfield Line will be recovered.

The existing routes on signals G64 and G264 to "Sidings" (route indication "S") will be taken out of use and new routes to Quedgeley and Hempsted will be provided as shown on the attached diagram.

2. Permanent Way Alterations

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

3. Alterations to Block Working

Track Circuit Block Working in accordance with Supplement 3 (BR 29960/10) to Regulations for Train Signalling will apply on the Up and Down Charfield lines between Tuffley and Standish Junction.

4. Telephones

Telephone communication with the Signaller at Gloucester Signal Box will be provided at the following signals:—

- (i) At controlled Signals G21, G121, G66, G68, G166.
- (ii) At Automatic Signals UC98, UC97, UC96, UC95, DC95, DC96A, DC96B, DC97A, DC97B.

Telephone communication with the Signaller at Standish Junction Signal Box will be provided at controlled signals:—

SJ8 SJ41

5. Emergency Operation of Power Operated Points

The new connections will be power operated from Gloucester Signal Box and the point machines will be of the Westinghouse Brake & Signal Co's Style 63, the relevant instructions for the emergency operation of which have been issued separately.

A hand crank for the emergency operation of point machines will be located in a release instrument adjacent to the Up Charfield line at Haresfield Level Crossing.

This hand crank can be withdrawn only upon receipt of a release from Gloucester Signal Box.

6. Occupation Arrangements

Occupation of the locking frame at Standish Junction Signal Box will be required for the purpose of altering and testing the interlocking.

During the period of the occupation all trains will be hand-signalled from signals G64 and G264 to Standish Junction (Down Charfield) and Standish Junction to G25 (Up Charfield).

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.



N.B. At Standish Junction the Lower Distant Arm on the Up L.M.R. Home together with the associated A.W.S. Ramp should be deleted from the enclosed diagram.



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

H. C. SANDERSON,
Divisional Manager.

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

B.R.31401/2



Received Notice No. S.2591 re Introduction of Stage 3B of Gloucester Multiple Aspect Signalling Scheme.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref.: WW900/B/35.

GLOUCESTER M.A.S. STAGE 3 B

