

BRITISH RAILWAYS

(WESTERN REGION)
(For use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER **(Stage 5 - Cleeve - Pirton Sidings)**

SATURDAY, 15th FEBRUARY
to
MONDAY, 17th FEBRUARY, 1969

Between the hours of 22.00 on **Saturday, 15th February, 1969** and 04.00 on **Monday, 17th February, 1969** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 5 of the above scheme consisting of the provision of continuous track circuiting between Cleeve and Pirton Sidings 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

Cleeve Up Main Home signal will be converted to a semi-automatic signal and renumbered UM 83.

Cleeve, Ashchurch and Bredon signal boxes will be taken out of use. With the exception of the Up Main Home signal at Cleeve referred to previously and the Stop Boards between the W.D. Sidings at Ashchurch and the Main Line, which will remain unaltered, all the associated signalling equipment will be recovered.:

Eckington signal box will be reduced in status to a Ground Frame and renamed "Eckington Crossing". All signalling equipment will be recovered except that controlling the level crossing gates. Electrical interlocking will be provided between the level crossing gates and signals G.53, G. 155 and DM 74. "Train Approaching" indicators will be provided.

At Tredington Crossing electrical interlocking will be provided between the level crossing gates and signals UM 81 and DM 81. "Train Approaching" indicators will be provided and the existing block indicators recovered.

At Fiddington Crossing electrical interlocking will be provided between the level crossing gates and signals UM 80 and G.34. "Train Approaching" indicators will be provided and the existing block indicators recovered.

At Northway Crossing electrical interlocking will be provided between the level crossing gates and signals G.49 and G.32. "Train Approaching" indicators will be provided.

Attendance will be retained at each of these crossings.

Homedown Crossing will retain its present status as an Occupation Crossing.

At Pirton Sidings the existing Up Main Distant signal and associated A.W.S. ramp will be recovered. The existing Up Main Home signal will be renamed "Up Main Inner Home".

2. Permanent Way Alterations

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

At Ashchurch the existing motor-operated trailing catchpoint in the Down Loop will be converted to spring operation.

3. New Ground Frames

The following new ground frames will be brought into use:—

- (1) Cleeve Ground Frame.
- (2) Ashchurch Ground Frame.
- (3) Eckington Ground Frame.

Ashchurch Down Sidings Ground Frame will be renewed and renamed "Ashchurch W.D. Ground Frame". Ashchurch Provender Stores Ground Frame will be renewed and renamed "Northway Ground Frame".

These ground frames will be positioned as shown on the attached diagram and will operate the adjacent connections marked "X". The ground frames will be released by Annett's keys held in release instruments, adjacent to each ground frame, controlled from Gloucester Signal Box.

4. Alterations to Block Working

Track Circuit Block Working in accordance with Supplement 3 (B.R. 29960/1) to the Regulations for Train Signalling will apply on the Up and Down Main lines between Gloucester and Pirton Sidings Signal Boxes.

The Block Switch at Pirton Sidings will be recovered.

5. Telephones

Telephone communication with the signalman at Gloucester will be provided as follows:—

- (1) At controlled multiple aspect signals
G.49 G.53 G.155
G.32 G.134 G.34
- (2) At semi-automatic signals
UM 83 UM 80
DM 74 DM 82
- (3) At automatic signals
UM 81 UM 77 UM 76 UM 73 UM 72
DM 72 DM 75 DM 77 DM 81
- (4) At Pirton Sidings Signal Box.
- (5) At the stop-board controlling outgoing movements from Ashchurch W.D. Sidings towards the Main line.
- (6) At Cleeve, Ashchurch W.D., Ashchurch, Northway and Eckington Ground Frames and at Tredington, Fiddington, Homedown, Northway and Eckington Crossings.
- (7) At Ashchurch and Eckington hand crank release instruments.

Telephone communication with the signalman at Pirton Sidings will be provided at controlled signal P.I.

6. Emergency Working of Power Operated Points

The following connections will be power operated from Gloucester Signal Box:—

1. At Ashchurch
 - (a) Down Main to Down Loop.
 - (b) Down Loop to Down Main.
2. At Eckington
 - (a) Up Main to Up Loop.
 - (b) Up Loop to Up Main.

The point machines will be of the Westinghouse Brake and Signal Company's style 63, the relevant instructions for the emergency operation of which have been issued separately.

A hand crank will be provided at Ashchurch and at Eckington for the emergency operation of the new point machines. The hand cranks will be located in release instruments and can be withdrawn only on receipt of a release from Gloucester Signal Box. The hand crank release instruments will be located as follows:—

1. Ashchurch—Up side of Up Main, 40 yards on Birmingham side of Up and Down Main trailing crossover.
2. Eckington—Up side of Up Main adjacent to Up Loop to Up Main connection.

7. Occupation Arrangements

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.

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (a iii) will apply throughout the section from Cleeve to Pirton sidings.

Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions at each signal box from handsignalman.

The existing A.W.S. ramps between Cleeve and Pirton Sidings will be taken out of use from 22.00 hours on Saturday, 15th February and new ramps laid in position. All A.W.S. indications should be ignored from 22.00 hours on Saturday, 15th February until the completion of the occupation on Monday, 17th February, 1969.

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

H. C. SANDERSON,
Divisional Manager.

Transom House,
Victoria Street,
Bristol.

February 1969.

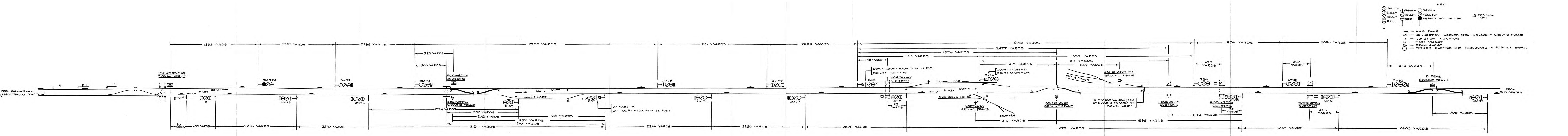
B.R. 31401/2

Received Notice No. S.2605 re Introduction of Stage 5 of Gloucester Multiple Aspect Signalling Scheme.

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

Divisional Manager,
Transom House,
Victoria Street,
Bristol.

Ref. WW.900/B/35.



- KEY**
- YELLOW
 - GREEN
 - YELLOW
 - RED
 - GREEN
 - YELLOW
 - RED
 - GREEN
 - YELLOW
 - RED
 - ASPECT NOT IN USE
 - POSITION LIGHT
 - ▲ AWS RAMP
 - XX CONNECTION WORKED FROM ADJACENT GROUND FRAME
 - J I JUNCTION INDICATOR
 - M MAIN ASPECT
 - DA DRAW AHEAD
 - SPIKED, CLIPPED AND PADLOCKED IN POSITION SHOWN