

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

**(For use of employees only)**

---

**Notice to Trainmen, etc.**

---

**MULTIPLE ASPECT SIGNALLING**

---

## **GLOUCESTER**

**(Stage 6-Bromsgrove South-Pirton  
Sidings and Droitwich Spa and  
Abbotswood Junction-Norton Junction)**

---

**SATURDAY, 8th MARCH**

to

**MONDAY, 10th MARCH, 1969**

---

Between the hours of 22.00 on **Saturday, 8th March, 1969** and 12.00 on **Monday, 10th March, 1969** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 6 of the above scheme consisting of the provision of continuous track circuiting between Bromsgrove South and Pirton Sidings on the Up and Down Main lines, between Abbotswood Junction and Norton Junction on the Up and Down Branch lines to Norton Junction and between Stoke Works Junction and Droitwich Spa on the Up Droitwich Branch, and new Multiple Aspect colour light signals under the control of Gloucester signal box, in accordance with the enclosed diagram.

Between Pirton Sidings and Norton Junction the new signals will be provided with W.R. pattern A.W.S. ramps. Between Abbotswood Junction and Bromsgrove South and between Stoke Works Junction and Droitwich Spa A.W.S. equipment will not be provided until a later date.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

## **I. Redundant Signal Boxes and Alterations to Existing Signalling**

Pirton Sidings Up Main Home signal will be converted to a semi-automatic signal and renumbered UM70.

An additional (red) aspect will be provided at signal DM72R, which will be converted to an automatic signal and renumbered DM71.

Abbotswood Junction, Spetchley and Stoke Works Junction signal boxes will be taken out of use and all associated signalling equipment will be recovered.

Pirton Sidings signal box will be reduced in status to a ground frame and renamed "Pirton 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 UM70 and DM70.

Wadborough Crossing will remain in use, all signalling equipment being recovered. Electrical interlocking will be provided between the level crossing gates and signals UM70 and DM70.

Oddingley Crossing will remain in use, all signalling equipment being recovered. Electrical Interlocking will be provided between the level crossing gates and signals UM62 and DM61.

Dunhampstead signal box will be reduced in status to a ground frame and renamed "Dunhampstead 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 UM62 and DM61.

**"Train Approaching" indicators will be provided at all the above crossings.**

Sadlers Crossing will retain its present status as an Occupation Crossing. The existing block indications will be recovered.

**At Norton Junction** a new lower distant arm will be provided below the Up Main to Up Branch Inner Home signal. This will act as a repeating signal for new colour light signal G126. An A.W.S. ramp will be provided immediately in advance of this signal.

The following signals will be recovered:—

- (i) Up Branch Starting with lower arm Distant for Abbotswood Junction and associated A.W.S. ramp.
- (ii) Down Branch Distant and associated A.W.S. ramp.
- (iii) Down Branch Home.

**At Droitwich Spa** the following signals will be recovered:—

- (i) Up Branch Distant and associated A.W.S. ramp.
- (ii) Up Branch Home.

**At Bromsgrove South** the "limit of shunt" lamp applying to backing movements along the Down Branch will be restored to use. Signal BS36 will be positioned temporarily on the right hand side of the Up Main line.

The following signals will be recovered:—

- (i) Up Main Distant
- (ii) Up Main Distant to Up Goods
- (iii) Up Main Home
- (iv) Down Slow Starting
- (v) Down Fast Starting

## **2. Permanent Way Alterations**

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

At Abbotswood Junction the facing connection in the Up Main leading to Norton Junction and the trailing connection in the Down Main leading from Norton Junction will be re-set so as to lie normally for the Main lines.

At Dunhampstead the Up and Down Main trailing crossover will be taken out of use.

At Stoke Works Junction the existing trailing connection in the Down Fast line leading from Down Slow will be recovered. The temporary hand worked connection between Up and Down Branch will be set for movements along the Down Branch and spiked, clipped and padlocked pending recovery. The Up Branch will be slued to connect with the trailing point in the Up Main as shown on the attached sketch.

At Bromsgrove South the trailing spring catch point in the Branch Line 680 yards to the rear of the Down Branch Home signal, at present spiked, clipped and padlocked in the closed position, will be restored to use. The trailing spring catch point in the Up Main line will be repositioned 650 yards to the rear of the new colour light Up Main Home signal.

The Down Fast line between Bromsgrove South and Stoke Works Junction will be renamed "Down Main". The Down Slow line between these points will be renamed "Down Loop".

### 3. New Ground Frames

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

- (i) Abbotswood
- (ii) Spetchley Sidings
- (iii) Oddingley

The control of the existing Pirton Ground Frame will be transferred from Pirton Sidings to Gloucester Signal Box. Stoke Works Junction Ground Frame will be renewed on the same site and renamed "Stoke Works No. 2" 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 controlled from Gloucester Signal Box, adjacent to each ground frame.

### 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 Bromsgrove South signal boxes, on the Up and Down Branch to Norton Junction between Gloucester and Norton Junction signal boxes and on the Up Droitwich branch between Gloucester and Droitwich Spa signal boxes. The Down Loop between Bromsgrove South signal box and Stoke Works Junction is not available for use by passenger trains.

The Down Droitwich Branch will be operated under the Absolute Block system and will be controlled by commutator type block instruments. The block section will be DROITWICH SPA—BROMSGROVE SOUTH. The existing single line working by pilotman on the Branch between Bromsgrove South and Stoke Works Junction will be abolished.

### 5. Telephones

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

- (i) At controlled multiple aspect signals G59, G61, G161, G67, G120, G20, G26, G126, G128.
- (ii) At semi-automatic signals UM70, UM67, UM63, UM62, DM61, DM65, DM70.
- (iii) At automatic signals UM65, UM61, UM60, UM58, DM58, DM60, DM63, DM64, DM67, DM71.
- (iv) At Pirton, Abbotswood, Spetchley Sidings, Oddingley and Stoke Works Ground Frames and at Pirton, Wadborough, Oddingley and Dunhampstead Crossings.
- (v) At Abbotswood, Spetchley and Stoke Works hand crank release instruments.
- (vi) At Norton Junction, Bromsgrove South and Droitwich Spa signal boxes.

Telephone communication with the signalman at Norton Junction will be provided at controlled signal No. 29 and at Sadlers Crossing; with the signalman at Droitwich Spa at controlled signal D78; and with the signalman at Bromsgrove South at controlled signals BS13, BS20 and BS36.

A box-to-box telephone will be provided between Droitwich Spa and Bromsgrove South signal boxes.

### 6. Emergency Working of Power Operated Points

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

- (i) Abbotswood Junction:—
  - (a) Up Main Facing to Down Branch
  - (b) Down Main Facing to Down Loop
  - (c) Down Loop to Down Main
  - (d) Down Main from Up Branch

(ii) At Spetchley:—

- (a) Up Main Facing to Up Loop
- (b) Up Loop to Up Main

(iii) At Stoke Works Junction:—

- (a) Up and Down Main Facing crossover
- (b) Down Loop to Down Main
- (c) Connection in Up Main leading to Up Droitwich Branch.

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 Abbotswood Junction, at Spetchley and at Stoke Works Junction for the emergency operation of the new point machines.

These 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:—

- (i) **Abbotswood Junction:** Up side of Up Main immediately on Birmingham side of junction with branch.
- (ii) **Spetchley:** Mid-way along Up Loop on Up side of Loop.
- (iii) **Stoke Works Junction:** Down side of Down Main at Up and Down Main Facing crossover.

### 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 the District Inspector, 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 Bromsgrove South—Pirton Sidings and Droitwich Spa and Abbotswood Junction—Norton Junction.

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

During the occupation the Up Main, Down Main and Down Branch Distant signals at Norton Junction and the Up Main, Down Main and Up Branch Distant signals at Droitwich Spa will be disconnected from the signal box and maintained at Caution.

Between Pirton Sidings and Norton Junction the existing A.W.S. ramps will be taken out of use from 0800 hours on Saturday, 8th March and new A.W.S. equipment will be placed in position.

All A.W.S. indications in this section should be ignored from 08.00 hours on Saturday, 8th March until completion of the occupation on Monday, 10th March.

---

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

Divisional Manager.

Transom House,  
Victoria Street,  
Bristol.  
March 1969.

B.R. 314001/2

Received Notice No. S.2609 re Introduction of Stage 6 of Gloucester Multiple Aspect Signalling Scheme.

.....Date

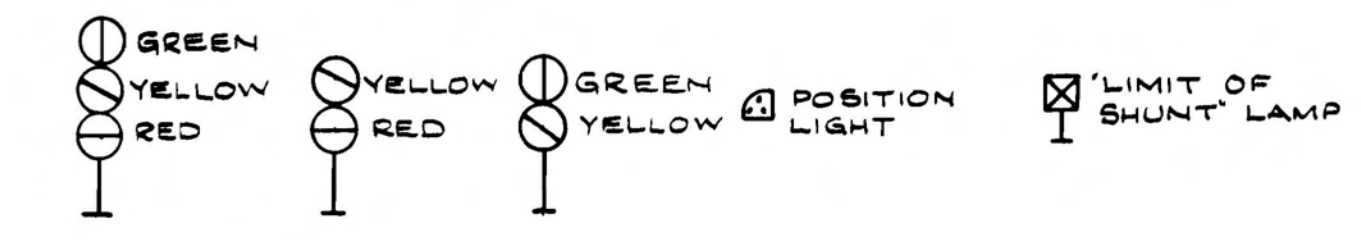
.....Department

.....Station

.....Signature

Divisional Manager,  
Transom House,  
Victoria Street,  
Bristol.

Ref. WW.900/B/35.



- ▲ - AWS RAMP
- XX - CONNECTION WORKED FROM ADJACENT GROUND FRAME
- J.I. - JUNCTION INDICATOR
- R.I. - ROUTE INDICATOR
- M - MAIN ASPECT
- DA - DRAW AHEAD
- - SPIKED, CLIPPED AND PADLOCKED IN POSITION SHOWN

