

Room 2329

Ref. : 43/W.480/18  
Ext. 074-2632

Divisional Manager's Office,  
(West of England),  
New Works Section,  
BRISTOL.

7 September 1973

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS ETC.  
SECTION 'C' OF THE K2/37/73 SPEED AND ENGINEERING NOTICE  
BETWEEN SATURDAY 15 SEPTEMBER AND WEDNESDAY 19 SEPTEMBER - WORCESTER SHRUB HILL  
STATION RESIGNALLING (STAGE 1)

Between the hours of 22.00 on Saturday 15 September and 18.00 on Wednesday 19 September 1973, or until completion, the Chief Signal & Telecommunications Engineer will be engaged in introducing Stage 1 of the Worcester Shrub Hill Resignalling Scheme in accordance with the attached diagram.

Permanent Way

The new connections as shown on the diagram will be brought into use. The catch points in the Hereford Sidings exit to the Up Siding (120m. 20½ch.) will be replaced by plain line.

Wylde Lane Junction Signal Box and all associated signalling equipment will be recovered, with the exception of the Up Main Starting and Down Main Distant Signals.

Signalling

New signals and ground Discs worked from Worcester Shrub Hill Station will be brought into use as shown on the diagram. The description of the signals is as follows :-

	<u>Description</u>	<u>Position</u>	<u>Distance from signal box</u>
A	Up Through Sidings (elevated Disc) to Up Siding or Up Main or Down Main Limit of Shunt	Up side of Up Through Siding	Distance from Shrub Hill Station Signal Box 240 yds.
This signal will be 18 feet above rail level.			
B	Down Main Home lower arm Distant Down Main Home to Midland Yard (top Disc) or to Up Main or Siding (bottom Disc)	Down side of Down Main	Distance from Shrub Hill Station Signal Box 585 yds.
The height of the Home signal will be 22 feet above rail level.			

The following signals will be renamed :-

	<u>Existing</u>	<u>New</u>
C	(Wylde Lane) Up Main Starting	Up Main Advanced Starting
D	(Wylde Lane) Down Main Distant	Down Main Distant.

The slot release on the Up Main Starting signal from Wylde Lane will be recovered.

The Disc backing Up Platform Line, the double Disc backing Up Main to Up Platform Line or Middle Siding and the double Disc backing Up Main to Up Platform Line or Bay or Bay Siding will be recovered and the new Disc (E) shown on the diagram will be released by Worcester Shrub Hill Junction Acceptance lever when routed to the Up Platform Line.

# SIGNALLING RECORD SOCIETY

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

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Signalling (continued)

The existing double Disc at the Shrub Hill Junction end of the Middle Siding will be replaced by a single Disc exhibiting a yellow arm and light routed to the Down Platform Line.

Ground Frames

New Ground Frames will be introduced as follows :-

Midland Yard Ground Frame, controlling points, facing point lock and signal shown 'X' on diagram, released from Shrub Hill Station Signal Box by Annetts Key.

North Sidings Ground Frame, controlling points and signals shown 'Z' on diagram, released from Shrub Hill Station Signal box by interlocking levers.

Alterations to Block Working

The following existing block sections :-

Norton Junction - Wylds Lane Junction

Wylds Lane Junction - Worcester Shrub Hill Station

will be superseded by the new block sections :-

Norton Junction - Worcester Shrub Hill Station

Worcester Tunnel Junction - Worcester Shrub Hill Station (Through Siding, by bell only).

Up and Down Through Sidings

The Stop lamp nearest Worcester Tunnel Junction on the Up Through Siding will be repositioned approximately 100 yards nearer Worcester Tunnel Junction and the second Stop lamp on the Up Through Siding will be recovered.

A Stop lamp will be provided from the North Siding at the fouling point with the Up Through Siding.

The Stop lamps on the Up and Down Through Sidings will be provided with telephones connected to Worcester Tunnel Junction Signal Box.

Telephones

All telephones shown on the diagram will give exclusive communication with the Signaller at Worcester Shrub Hill Station.

Power Operated Points

Those points shown as new on the accompanying diagram and not operated by Ground Frames will be operated by point machines of the electro-hydraulic clamp lock type. Special keys for emergency operation of these points will be located in sealed boxes in Worcester Shrub Hill Station Signal Box.

Special instructions for the emergency operation of rail clamp locks have been issued separately.

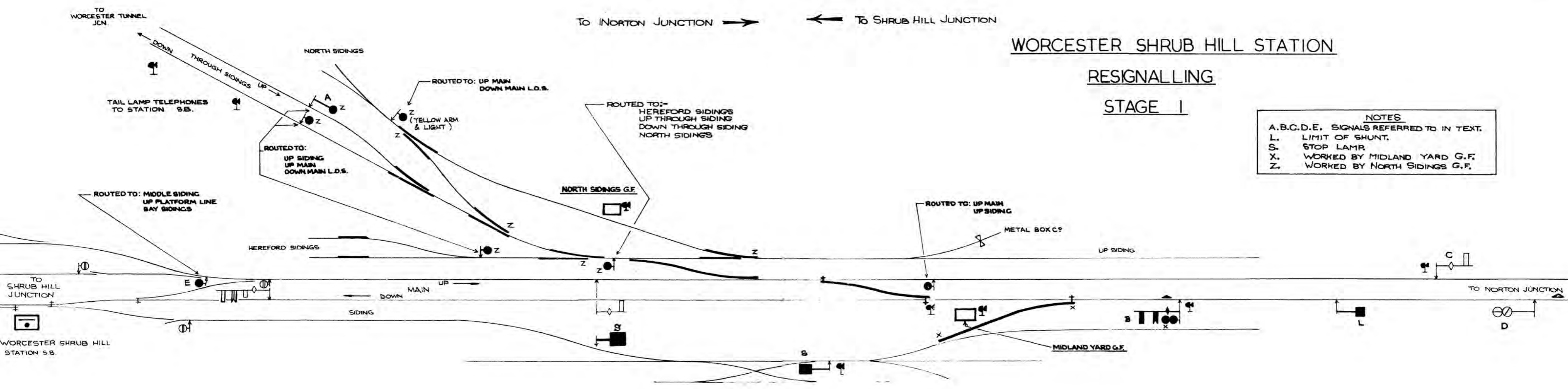
Track Circuits

Track circuits will be adjusted to conform with the revised signalling.

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A copy of this notice to be issued to all trainmen on the section of line concerned.

for B. Driver  
*W. J. H. H.*



# WORCESTER SHRUB HILL STATION

## RESIGNALLING STAGE 1

**NOTES**  
 A.B.C.D.E. SIGNALS REFERRED TO IN TEXT.  
 L. LIMIT OF SHUNT.  
 S. STOP LAMP.  
 X. WORKED BY MIDLAND YARD G.F.  
 Z. WORKED BY NORTH SIDINGS G.F.