

Ref. 43/W480/18/3  
Ext. 074-2632

Divisional Manager's Office,  
New Works Section,  
BRISTOL.

7 November, 1973

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS ETC.  
SECTION 'C' OF THE K2/46/73 SPEED AND ENGINEERING NOTICE  
BETWEEN SATURDAY 17 AND WEDNESDAY 21 NOVEMBER 1973

## WORCESTER RESIGNALLING - STAGE 2

### General

Worcester Shrub Hill Junction and Rainbow Hill Junction signal boxes will be taken out of use and all associated signalling equipment will be recovered, with the exception of those signals mentioned in this notice.

At Henwick and Worcester Tunnel Junction all signals not shown on the enclosed diagram will be recovered.

The Loop lines between Rainbow Hill Junction and Worcester Tunnel Junction will be renamed Droitwich lines.

Two way working will be introduced on the Up Main line between Worcester Tunnel Jcn. and Worcester Shrub Hill Station, on the Up line between Henwick and Worcester Tunnel Jcn. and on the Down line between Worcester Shrub Hill Station and Henwick.

### Permanent Way

New connections shown on the diagram in heavy line will be brought into use.

### Signalling

New signals and ground discs worked from Worcester Shrub Hill Station, Worcester Tunnel Junction and Henwick signal boxes will be brought into use as shown on the Diagram.

### New signals worked from Shrub Hill Station Signal Box

<u>Description</u>	<u>Position</u>	<u>Distance from Shrub Hill Station Signal Box</u>
A. Up Branch Home to Up Platform Line or Down Platform Line bracket signal with Calling-On arms.	Up side of Branch	488 yds

The height of this signal above rail level will be 26ft. 3 ins.

B. Up Main Home (existing signal) with new Calling-On arm.	Between Up Main and Down Main	501 yds
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### New signals worked from Tunnel Junction Signal Box

<u>Description</u>	<u>Position</u>	<u>Distance from Tunnel Jcn. Signal Box</u>
C. From Up Main to Down Main Home	Up side of Up Main	200 yds
The height of this signal will be 22ft 6 ins.		
Disc backing Up Main to Limit of Shunt	Down side of Up Main	

Contd.....

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<u>Description</u>	<u>Position</u>	<u>Distance from Tunnel Jcn. Signal Box</u>
D. Up Main Distant (2 aspect)	Up side of Up Main	1888 yds.
The height of this signal will be 15 ft.		
E. Up Droitwich Home	Up side of Droitwich line	936 yds.
The height of this signal will be 26 ft.		

New signals worked from Henwick Signal Box

<u>Description</u>	<u>Position</u>	<u>Distance from Henwick Signal Box</u>
G. Up Branch Starting with Shrub Hill Station lower arm Distant	Up side of Branch	1386 yds.
The height of this signal will be 28ft 3 ins.		
H. Down Droitwich Home	Up side of Droitwich line	851 yds.
The height of this signal will be 22 ft.		
J. Down Branch Home	Down side of Branch	851 yds.
The height of this signal will be 22ft. 6 ins.		
K. Up Main Home to Droitwich line (with Tunnel Junction lower arm Distant) or to Branch bracket signal.	Up side of Up Main	632 yds.
The height of this signal will be 28ft 3 ins.		

The existing Up Siding Starting signal will be replaced by a new ground disc as shown on the diagram.

A new advance warning board for a permanent speed restriction will be provided on the Up Main line at Henwick (123m 32 ch.)

The following signals will be renamed

<u>Existing Name</u>	<u>New Name</u>
B. Shrub Hill Junction Up Main Starting	Shrub Hill Station Up Main Home
F. Rainbow Hill Junction Down Loop Home	Tunnel Junction Down Droitwich Line Starting (with new lower arm inner Distant for Henwick)
L. Shrub Hill Junction Up Platform Home to Down Main or to Up Branch (Route Indicator)	Shrub Hill Station from Up Main Platform to Branch or to Up Main Starting (Route Indicator)
M. Shrub Hill Junction Down Main Inner Home bracket signal to Down Branch, or to Loco Shed or to Down Main	Shrub Hill Station Down Main Advanced Starting bracket signal to Branch, or to Loco Shed or to Down Main.
The Calling-On arms on the above signal will be recovered and the lower arm Distant for Rainbow Hill Junction will become the lower arm Distant for Henwick.	
N. Shrub Hill Junction Loco Shed Starting	Shrub Hill Station Loco Shed Starting
P. Shrub Hill Junction Up Main lower arm Inner Distant	Shrub Hill Station Up Main lower arm Inner Distant
Q. Rainbow Hill lower arm Distant, and Shrub Hill Junction Up Main lower arm Distant	Henwick lower arm Distant, and Shrub Hill Station Up Main lower arm Distant.

Contd....

A.W.S.

A.W.S. track equipment will be taken out of use until further notice.

Alterations to block working

The following existing block sections :-

- Worcester Shrub Hill Station - Worcester Shrub Hill Junction
- Worcester Shrub Hill Junction - Worcester Tunnel Junction
- Worcester Shrub Hill Junction - Rainbow Hill Junction
- Rainbow Hill Junction - Henwick
- Worcester Tunnel Junction - Rainbow Hill Junction

will be superseded by the new block sections:-

- Worcester Shrub Hill Station - Worcester Tunnel Junction  
- (Down Main - absolute block)
- Worcester Shrub Hill Station - Worcester Tunnel Junction  
- (Up Main - single line, worked by  
- acceptance levers)
- Worcester Shrub Hill Station - Henwick - (Single Line, worked by acceptance  
levers)
- Worcester Tunnel Junction - Henwick - (Single Line, worked by acceptance  
levers)

Telephones

All telephones at points and signals give exclusive communication with the controlling signal box.

Power operated points

Power operated points are shown on the diagram and will be operated by point machines of the electrohydraulic clamp lock type. Special keys for emergency operation of these points will be located in sealed boxes in Worcester Shrub Hill Station and Worcester Tunnel Junction signal boxes.

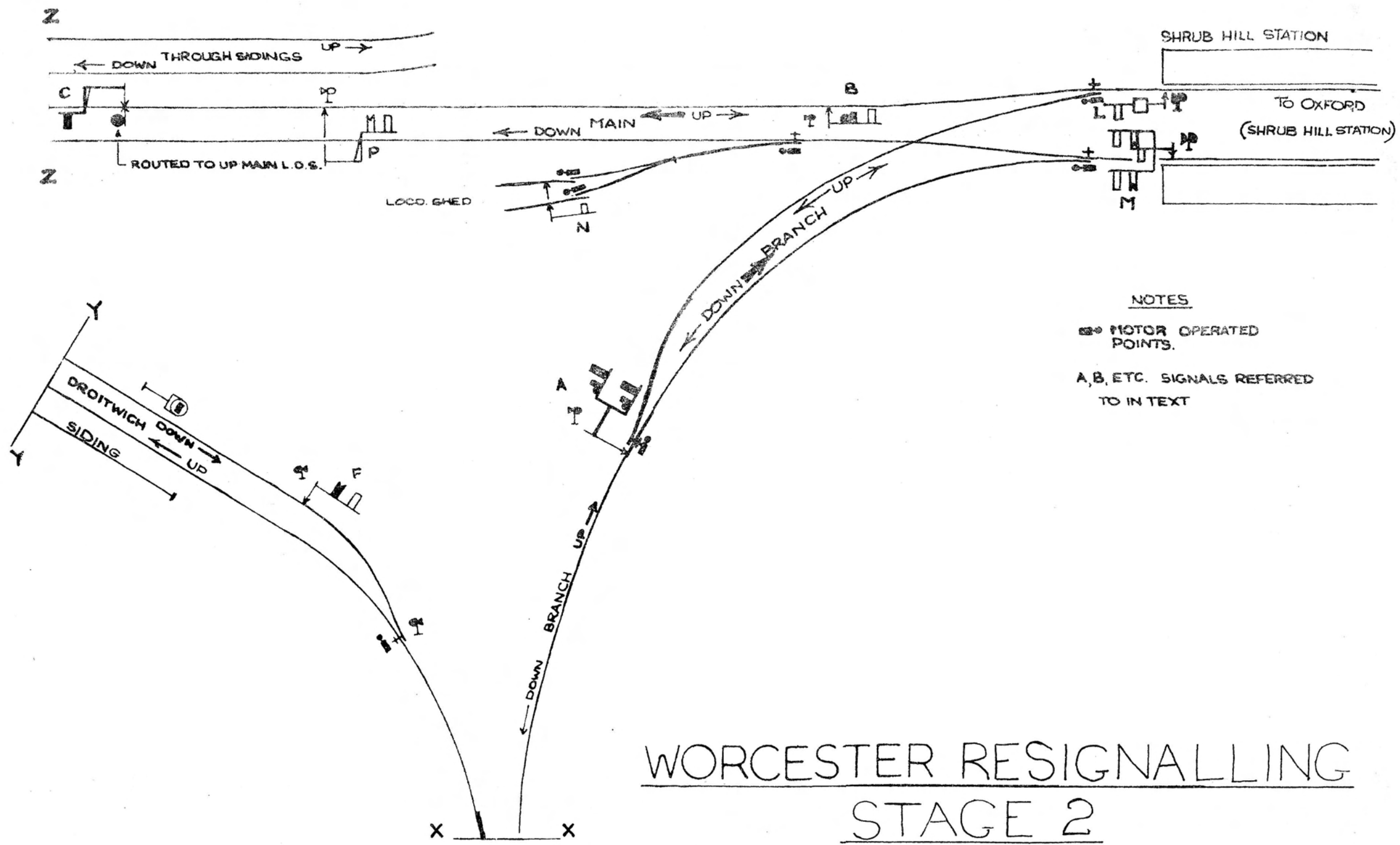
Track circuits

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. Driven  
*afletcher.*



NOTES

- ◻○ MOTOR OPERATED POINTS.
- A, B, ETC. SIGNALS REFERRED TO IN TEXT

WORCESTER RESIGNALLING  
STAGE 2

