

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

GLOUCESTER NEW STATION and RESIGNALLING

**Saturday 29th November
to Monday 1st December, 1975**

Between 15.00 hrs. on Saturday, 29th November and 06.00 hrs. on Monday, 1st December, or until completion, the Divisional Civil and Signal and Telecommunications Engineers will be engaged in installing and bringing into use new track and signalling as shown in this notice.

DESCRIPTION OF WORK

1. SIGNALLING ALTERATIONS

With the exceptions given later, new and altered signalling will be brought into use as shown on the enclosed diagram.

Gloucester Eastgate Station will be closed and all associated signalling from Horton Road Junction to Tuffley Junction will be taken out of use, together with Barton Street Crossing, California Crossing, Bowley's Crossing and Painswick Road Crossing Ground Frames.

Gloucester Central Station will be altered and renamed Gloucester. New platforms will be brought into use as shown on the diagram.

The Up and Down Avoiding lines between Gloucester Yard Junction and Tuffley Junction will be re-named Up and Down Charfield.

The following signals will be renumbered:—

<i>Existing</i>	<i>New Number</i>
G113	G27
G115	G29
G117	G31
G158	G60
DMI16	G64
G133	G35
UA112	UC112

Right-away Indicators will be provided at the following Signals:—135, 54, 133, 58.

2. PERMANENT WAY ALTERATIONS

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

The existing Up and Down Charfield lines between Horton Road Junction and Tuffley Junction will be taken out of use and the junction points at Tuffley spiked, clipped and padlocked pending recovery at a later date.

3. GROUND FRAMES

The following ground frames will be taken out of use:—

Gloucester No. 1 Ground Frame
Gloucester No. 4 Ground Frame
Gloucester No. 6 Ground Frame

4. EMERGENCY OPERATION OF POWER WORKED POINTS

All connections, with the exception of those shown to be operated by ground frames, will be power operated either by the Westinghouse Brake and Signal Company's electric point machine style 63 or by electro-hydraulic rail clamp lock. The latter are indicated on the diagram by a distinctive symbol (see key).

The relevant instructions for the emergency operation of both types of machine have been issued separately.

Hand cranks for the emergency operation of points worked by electric point machines and levers for the emergency operation of clamp locks will be kept at Gloucester Signal Box, Gloucester West Relay Room and Over Interlocking in locked Cabinets.

Hand cranks will continue to be kept in the existing release instruments at Barnwood Junction and Gloucester South Junction.

5. TELEPHONES

Telephones giving exclusive communication with the Signaller at Gloucester Signal Box will be provided at all new multiple aspect signals.

6. MISCELLANEOUS

The existing foot crossing between the Horton Road Level Crossing and Gloucester Central Station will be extended across the new Loco Spur and Nos. 1 and 2 Spurs and the warning indication lights repositioned outside the Loco Spur and No. 2 Spur.

7. A.W.S. EQUIPMENT

BR pattern A.W.S. inductors will be provided as shown on the diagram.

8. PREVIOUS WORK

Part of the work at Over will be brought into use on the week-end of 22nd-23rd November and this work will be the subject of a separate notice, 43/W/2717.

9. DEFERRED WORK

The following work shown on the diagram will not be brought into use until the week-end 6th-8th December:—

All work at Tuffley Junction within the dotted area on the diagram.

Signals G335, and G362 will temporarily display a red aspect only.

Signals G156 and G356 will temporarily read to the Down Charfield line only.

Signals G35, G135, G233 and G333 when routed to the Down Curve will temporarily show a draw-ahead aspect only.

Ground signals G460 and G462 will temporarily read to the Down Charfield line only.

All arrangements for the safe working of the line, together with the appointment of Handsignalmen, required by Section E of the Rule Book, will be made by the Divisional Manager.

CORRECTION TO DIAGRAM

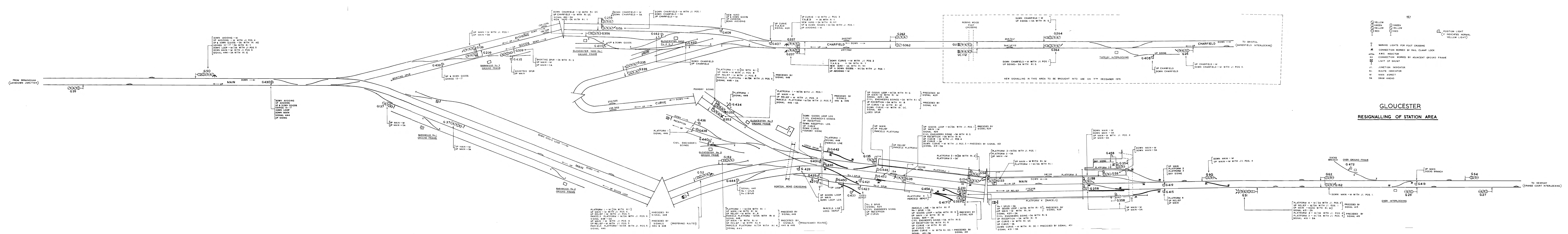
Signal G337 at Gloucester Yard Junction

Amend routes to read:—

UP CURVE	—	M with JI. Pos. 3.
YARD	—	DA with RI. Y.
NEW YARD	—	DA with RI. NY.
UP & DOWN GOODS	—	M/DA with JI. Pos. 2.
UP AVOIDING	—	M with JI. Pos. 1.
DOWN AVOIDING	—	M.
SIGNAL 407	—	DA.

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Victoria Street,
BRISTOL
November, 1975

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BRISTOL
Ref: 43/W. 198/29
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- KEY**
- YELLOW
 - GREEN
 - YELLOW
 - RED
 - GREEN
 - YELLOW
 - RED
 - POSITION LIGHT (Y INDICATES NORMAL)
 - ⊥ WARNING LIGHTS FOR FOOT CROSSING
 - ⌘ CONNECTION WORKED BY RAIL CLAMP LOCK
 - ⌘ A.W.S. INDUCTOR
 - ⌘ CONNECTION WORKED BY ADJACENT GROUND FRAME
 - ⌘ LIMIT OF SHUNT
 - J.I. JUNCTION INDICATOR
 - R.I. ROUTE INDICATOR
 - M. MAIN ASPECT
 - DA. DRAW AHEAD

GLoucester
RESIGNALLING OF STATION AREA

NEW SIGNALLING IN THIS AREA TO BE BROUGHT INTO USE ON 7th DECEMBER 1975

PLATFORM 1 - M [DA WITH RI 1]
UP MAIN - M WITH JI POS. 4
UP RELIEF - M WITH JI POS. 5
PARCELS PLATFORM - M/DA WITH JI POS. 6
SIGNAL 448 - DA

PRECEDED BY SIGNALS 446 & 448 (PREFERRED ROUTES)

PLATFORM 1 - M/DA WITH RI 1
UP MAIN - M WITH RI M
UP RELIEF - M WITH RI R
PARCELS PLATFORM - M/DA WITH RI 4
SIGNAL 448

PRECEDED BY SIGNALS 445 & 448 (PREFERRED ROUTES)

PLATFORM 1 - M/DA WITH RI 1
UP MAIN - M WITH RI M
UP RELIEF - M WITH RI R
PARCELS PLATFORM - M/DA WITH RI 4
SIGNAL 445

PRECEDED BY SIGNAL 445

PLATFORM 2 - M [DA WITH RI 2]
PLATFORM 2 - DA
UP MAIN - M

PRECEDED BY SIGNAL 429

PLATFORM 2 - M/DA WITH JI POS. 1
PLATFORM 2 - DA
UP MAIN - M

PRECEDED BY SIGNAL 429

PLATFORM 3 - M/DA WITH JI POS. 1
UP RELIEF - M/DA WITH JI POS. 1
UP MAIN - M [DA WITH RI M]
SIGNAL 429 - DA

PRECEDED BY SIGNAL 429

PLATFORM 3 - M/DA WITH JI POS. 4
UP CURVE - M WITH RI UC
UP CURVE - DA
UP CURVE - M WITH RI DC - PRECEDED BY SIGNAL 431
DOWN CURVE - M WITH RI DC - PRECEDED BY SIGNAL 431 - DA

PLATFORM 4 - M/DA WITH JI POS. 2
UP RELIEF - M/DA WITH JI POS. 2
UP MAIN - M [DA WITH RI M]
SIGNAL 429 - DA

PRECEDED BY SIGNAL 429

PLATFORM 4 - M/DA WITH JI POS. 1
UP RELIEF - M/DA WITH JI POS. 1
UP MAIN - M [DA WITH RI M]
SIGNAL 429 - DA

PRECEDED BY SIGNAL 429

PLATFORM 4 - M/DA WITH JI POS. 4
UP CURVE - M WITH RI UC
UP CURVE - DA
UP CURVE - M WITH RI DC - PRECEDED BY SIGNAL 431
DOWN CURVE - M WITH RI DC - PRECEDED BY SIGNAL 431 - DA