

BRITISH RAILWAYS

(WESTERN REGION)
(For use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

**(Stage 7—Bromsgrove South (WR)—
Barnt Green (MR).)**

SATURDAY 19th APRIL
TO
MONDAY 21st APRIL 1969

Between the hours of 22.00 on Saturday, 19th April, 1969 and 04.00 on Monday, 21st April, 1969 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 7 of the above scheme consisting of the provision of continuous track circuiting between Bromsgrove South and Barnt Green Signal Boxes on the Up and Down Main Lines and new Multiple Aspect colour light signals under the control of Gloucester and Barnt Green Signal Boxes, in accordance with the enclosed diagram.

B.R. Standard A.W.S. **Inductors** will be provided at the new colour light signals on the Up and Down Main Lines between Bromsgrove South and Barnt Green Signal Boxes, also at all existing colour light signals on the Up and Down Main Lines between Abbotswood Junction and Bromsgrove South and at the Down Goods exit signal G120 at Stoke Works.

The Inductor to the rear of signal G71 at Bromsgrove will **not** be suppressed for wrong line movements under the control of Signal G18.

1. Redundant Signal Boxes and Alterations to Existing Signalling

The Down Loop between Bromsgrove South and Stoke Works Junction will be renamed "Down Goods".

Bromsgrove South Up Main Home signal will be controlled from Gloucester Signal Box and renumbered G69. Junction and stencil route indicators and a draw-ahead subsidiary signal will be provided at this signal.

Bromsgrove South Down Main Starting signal will be converted to an automatic signal and renumbered DM56.

Bromsgrove South Down Goods Starting signal will be converted to an automatic signal and renumbered DG56.

Bromsgrove South and Blackwell signal boxes will be taken out of use and all existing signalling equipment recovered.

Bromsgrove Station signal box will be reduced in status to a Ground Frame. All existing signalling will be recovered except that controlling movements from the Up Goods and Up Sidings to Up Main.

Barnt Green Signal Box. The following signals will be recovered:—

- (i) Down Gloucester Starting with lower distant for Blackwell.
- (ii) Up Gloucester Home No. 1.
- (iii) Up Gloucester Home No. 2 to Up Fast.
- (iv) Up Gloucester Home No. 2 to Up Slow.
- (v) Up Gloucester Homes No. 2 repeating signals.
- (vi) Up Gloucester Splitting Distant signals.

Lower Distant Arms will be provided on the Down Fast and Down Slow to Gloucester Line Home No. 2 signals, operating as repeating signals for the new colour light signal G10.

2. Permanent Way Alterations

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

At **Bromsgrove South** the trailing spring catch point in the Up Main Line 650 yds to the rear of the Up Main Home signal will be spiked, clipped and padlocked in the closed position pending recovery.

A new trailing spring catch point will be provided in the Up Main Line 300 yds ahead of Signal G69.

The following connections will be taken out of use:—

- (i) Up Spur to Up Main facing.
- (ii) Up Main to Up Goods facing.
- (iii) Down Goods to Down Main facing.
- (iv) Up Main trailing crossover and associated slip connection to Up Siding.
- (v) Trailing connection in Up Main and associated slip connection in Up Goods.
- (vi) Catch point between Up Goods and Up Spur.

At Bromsgrove Station

The following connections will be taken out of use:—

- (i) Down Main facing to Down Platform.
- (ii) Main trailing crossover.

The Down Main Platform at Bromsgrove passenger station will be taken out of use.

The existing spring worked trailing catch points between Bromsgrove and Blackwell will be taken out of use. New catch points will be provided as shown in heavy type on the attached diagram.

At Blackwell

The Up Lie-by Sidings will be taken out of use.

The connection at the Birmingham end of the Engine lie-by leading from the Up Main and the trailing catch point at the Birmingham end of the Down Loop will be converted to spring operation.

3. New Ground Frames

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

- (i) Bromsgrove No. 2.
- (ii) Bromsgrove No. 3.
- (iii) Blackwell.

The 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 Annetts Keys, held in the release instruments controlled from Gloucester Signal Box, adjacent to each ground frame.

At **Bromsgrove Station** the connections from the Up Goods and Up Sidings will be operated from the existing lever frame electrically released from Gloucester Signal Box. A facing point lock will be provided on the connection in the Up Main line leading to the Up Loop.

4. Alterations to Block Working

Track Circuit Block Working in accordance with supplement 4 (BR.29960/1) to Regulations for Train signalling will apply on the Up and Down Main Lines, between Gloucester and Barnt Green Signal Boxes.

The Western Region 4 Digit Train Describer will be brought into use between these signal boxes.

5. Telephones

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

- (i) At controlled multiple aspect signals G10, G12, G112, G16, G69, G71, G73, G79.
- (ii) At automatic signals DM56, DG56, UM54.
- (iii) At Bromsgrove No. 2, Bromsgrove No. 3, Bromsgrove Station and Blackwell Ground Frames.
- (iv) At Bromsgrove (2) and Blackwell hand crank release instruments.
- (v) At the incline "Stop Board" on the Down Main at 53½ M.P.
- (vi) At Barnt Green Signal Box.

Telephone communication with the Signalman at Barnt Green Signal Box will be provided at Automatic signals SY1 and controlled signal SY3.

6. Emergency Working of Power Points

The following connections will be power operated from Gloucester Signal Box.

1. At Bromsgrove

- (a) Up Main facing to Up Goods.
- (b) Up Main trailing from Engine Spur.
- (c) Up and Down Main trailing crossover.
- (d) Down Main facing to Down Goods.
- (e) Down to Up Main facing crossover.

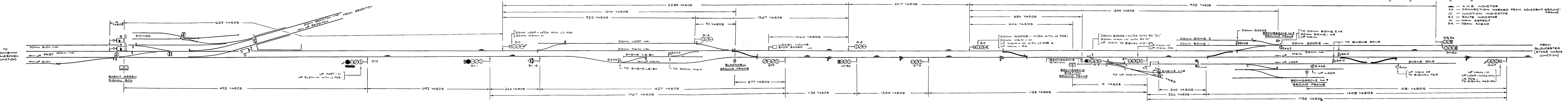
2. At Blackwell

- (a) Up Main to Engine lie-By.
- (b) Down Main to Engine lie-By.
- (c) Down Main facing to Down Loop.
- (d) Down Main trailing from Down Loop and catch point.

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

Hand Cranks will be provided at Bromsgrove and Blackwell 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.

GLOUCESTER M.A.S. STAGE 7



- YELLOW GREEN RED
- ASPECT NOT IN USE GREEN YELLOW RED
- DOUBLE SIDED "RIGHT-AWAY" INDICATOR
- BANNER REPEATING SIGNAL
- POSITION LIGHT
- A.W.S. INDUCTOR
- XX CONNECTION WORKED FROM ADJACENT GROUND-FRAME
- J.I. JUNCTION INDICATOR
- R.I. ROUTE INDICATOR
- M. MAIN ASPECT
- DA. DRAW AHEAD