

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

GLOUCESTER

(PREPARATORY WORK FOR STAGE 2 AT GLOUCESTER ENGINE SHED JUNCTION)

**SATURDAY AND SUNDAY
30th SEPTEMBER AND
1st OCTOBER 1967**

ALSO

**SATURDAY AND SUNDAY
7th & 8th OCTOBER 1967**

The arrangements in this Notice are part of the preparatory work for Stage 2 of the Gloucester Multiple Aspect Signalling scheme and represent the work to be undertaken at Gloucester Engine Shed Junction on consecutive weekends (30th September/1st October and 7th/8th October).

Because of the extent of the alterations one Notice is being issued for the combined work for the convenience of trainmen.

Please keep this notice for reference.

A further Notice will be issued for the remainder of the preparatory work at Gloucester Engine Shed Junction.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Saturday, 30th September—Sunday, 1st October (Week 1)**AT GLOUCESTER ENGINE SHED JUNCTION**

Between the hours of 23.00 on Saturday, 30th September and 09.30 on Sunday, 1st October, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

A new double ground Disc signal will be brought into use and routed as shown on the attached diagram:—

The following ground signals will be recovered:—

Up Main to Up G.W. line.

Up Main to Down Gloucester G.W. line or Down L.M. line.

Up Main to Up L.M. line.

Up Main to Up Departure lines.

Down Main to Up Main.

New connections will be provided in accordance with the attached diagram. The new Up Main to Spur (old Up Relief) facing crossover will be spiked, clipped and padlocked in the normal position pending further alterations.

The following existing crossovers will be taken out of use:—

Up Departure to Up Main, facing.

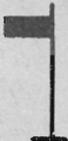
Up Main to Down Main, trailing (this crossover will be spiked, clipped and padlocked in the normal position pending further alterations).

Saturday, 7th October—Sunday, 8th October (Week 2)**AT GLOUCESTER ENGINE SHED JUNCTION**

Between the hours of 22.15 on Saturday, 7th October and 17.30 on Sunday, 8th October, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

The Up Departure No. 2 line will be taken out of use as a running line and reduced in status to a siding. The Up Departure No. 1 line between Tramway Junction and Gloucester Engine Shed Junction signal boxes will be renamed "Up Departure line" and will be referred to as such throughout this notice, except for recovered facilities where the existing namings will be used.

The following new signal will be brought into use:—

Form	Description	Position	Distance from signal box
	Up Departure Home (3-foot arm)	Up side of Up Departure line	57 yards

Height of signal above rail: 18 feet

A new ground signal will be brought into use and routed as shown on the attached diagram.

The following signals will be recovered:—

Up Departure No. 1 line Inner Home to Up Main.

Up Departure No. 2 line Inner Home to Neck.

Up Departure No. 2 line Inner Home to Up Departure No. 1 line.

Up Departure No. 2 line Home.

From Engine Shed Starting.

Up Departure No. 1 line Home.

Up L.M. line Home to Up Departure No. 1 line.

The following ground signals will be recovered:—

Double ground signal reading from Up Main to Up L.M. line (top disc) or Up Departure lines (lower disc).

Double ground signal reading from Spur (old Up Relief) to Up L.M. line (top arm) or Up Departure lines (lower arm).

Double ground signal in Up L.M. line reading to Down Gloucester G.W. line (top arm) or Down L.M. lines (lower arm).

Single ground signal reading from Up Departure No. 1 line to Spur.

Triple ground signal reading along Up Departure No. 1 line (top disc) or from Up Departure No. 1 line to Up Departure No. 2 line (middle disc) or Engine Shed (lower disc).

Double ground signal reading from Down L.M. line to Spur (top arm) or Up Main (lower arm).

Single ground signal reading from Down Gloucester G.W. line to Down L.M. line.

Double ground signal reading from Neck to Up Departure No. 2 line (top arm) or Engine Shed (lower arm).

The Up Departure No. 1 line Emergency Detonators will be recovered.

The Up L.M. line and the Up Departure line will be severed immediately on the signal box side of the trailing junction leading from Gloucester South Junction.

Between the Up L.M. line Home signal gantry and this point the Up L.M. line will be slued to connect with the old Up Relief line, and the Up Departure line correspondingly slued on to the site of the sand drag at the termination of the old Up Departure No. 1 line. A new connection will be provided between the Up Departure line and the Up L.M. line. The revised layout is as shown on the attached diagram.

The trailing connection in the Up Relief leading from the Up Main, at present spiked, clipped and padlocked in the normal position will be coupled to the signal box.

The facing connection in the Up Main leading to the Up Relief will remain spiked, clipped and padlocked but will be re-set so as to lead towards the Up Relief.

The Up Relief to Up Main facing crossover and the trailing connection in the Up Main leading from the Down W.R. line will be disconnected from the signal box and spiked, clipped and padlocked in the reverse position.

The following connections will be recovered:—

Up L.M. line to Spur facing crossover and associated facing point lock.

Up and Down L.M. lines trailing crossover.

Facing Sand Drag connection in Up Departure No. 1 line and associated facing point lock.

Up L.M. line to Up Departure No. 1 line facing crossover and associated facing point lock.

Up Departure No. 2 line to Up Departure No. 1 line crossover.

Trailing connection in Up Departure No. 2 line leading from Engine Shed.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, to be made by **District Inspector George, Gloucester.**

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

Divisional Manager.

Transom House,
Victoria Street,
Bristol.

September, 1967.

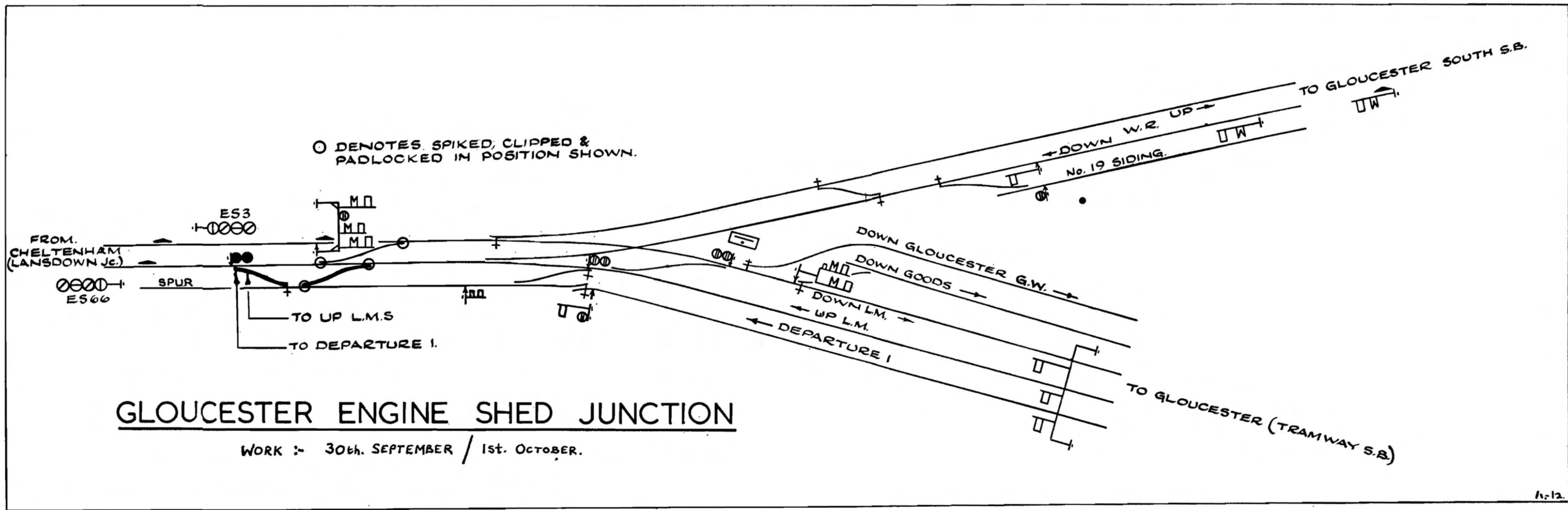
B.R.31401/5

Received Notice No. S.2529 re Signal Alterations at Gloucester Engine Shed Junction on 30th September/1st October and 7th/8th October.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol.
Ref:—WW900/B/35.



○ DENOTES SPIKED, CLIPPED & PADLOCKED IN POSITION SHOWN.

FROM.
CHELTENHAM
(LANSDOWN Jc.)
ES66

ES3

M
M
M

SPUR

TO UP L.M.S

TO DEPARTURE 1.

No. 19 SIDING.

DOWN W.R. UP

TO GLOUCESTER SOUTH S.B.

DOWN GLOUCESTER G.W.
DOWN GOODS

DOWN L.M.
UP L.M.

DEPARTURE 1

TO GLOUCESTER (TRAMWAY S.B.)

GLOUCESTER ENGINE SHED JUNCTION

WORK :- 30th. SEPTEMBER / 1st. OCTOBER.

