

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

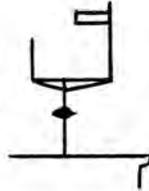
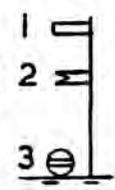
Notice to Trainmen, etc.

SIGNAL ALTERATIONS AT GLOUCESTER TRAMWAY JUNCTION, GLOUCESTER EASTGATE STATION, BARTON STREET JUNCTION, GLOUCESTER EAST, GLOUCESTER WEST AND GLOUCESTER GOODS JUNCTION

Between the hours of 22.00 on **Saturday, 2nd March** and 17.00 on **Monday, 4th March, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

Gloucester East and Gloucester Eastgate Station Signal Boxes, together with all associated signalling apparatus, will be taken out of use.

At Gloucester Tramway Junction—The following new signals will be brought into use:—

Form	Description	Position	Distance from Signal Box
<p>A</p> 	<p>Up W.R. Home.</p> <p>Height to arm: 18 feet.</p>	Up side of Up W.R. line.	538 yards
<p>B</p> 	<p>Up L.M.R. Home.</p> <p>Height: 26 feet to arm (Upper Quadrant arm).</p>	Up side of Up L.M.R. line (on platform).	354 yards
<p>C</p> 	<p>1. Up L.M.R. Inner Home. 2. Up L.M.R. Distant for Engine Shed Junction. 3. Disc Up L.M.R. to Up Arrival.</p> <p>Height: 26 feet to top arm (all arms An A.W.S. ramp will be provided im</p>	<p>Up side of Up L.M.R. line Upper Quadrant). mediately in advance</p>	<p>130 yards (1017 yards from Engine Shed Junction) of this signal.</p>

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices or other notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the [Archives](#) pages of the SRS Web Site.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The remaining new slip connections giving access between the sidings will be hand worked.

The following connections will be spiked, clipped and padlocked in the normal position pending recovery:—

- (i) Up and Down L.M.R. lines trailing crossover and associated slip connection leading to Gloucester Goods Junction.
- (ii) Down L.M.R. line to Gloucester Goods Junction facing crossover.

The Up and Down Middle lines through Gloucester Central Station will be taken out of use, and the Down Middle to Down Platform facing connection and associated catch points and Up Middle from Up Platform trailing points will be spiked, clipped and padlocked so as to lead toward the Platform lines.

Continuous track circuiting will be provided on all running lines between Gloucester West, Barton Street Junction and Tramway Junction Signal Boxes.

The existing block sections, Barton Street Junction—Gloucester Eastgate Station—Tramway Junction and Gloucester West—Gloucester East—Tramway Junction will become Barton Street Junction—Tramway Junction and Gloucester West—Tramway Junction respectively.

The Down W.R. Starting and Down L.M.R. Starting signals will be released by "Line Clear" effective for "One train" only.

The existing "train ready to start" arrangements between Gloucester Central Station and Gloucester East Signal Box and between Gloucester Eastgate Station and Gloucester Eastgate Station Signal Box will be transferred to Tramway Junction.

New independent telephone circuits will be provided between Tramway Junction and the following points:—

- (i) Up W.R. Home signal.
- (ii) Up L.M.R. Home signal.
- (iii) Gloucester No. 4 Ground Frame.

At Gloucester West—The Up Main Distant and the Up Main to Up Middle Home signal and associated Calling-on arm will be re-routed to apply to the Up Platform (new Up Main) line.

The ground signal reading from Down Main to Up Platform or Up Middle lines will be re-routed to read to Up Platform (new Up Main) line only.

The Down Platform Home signal will be re-named Down Main Home.

The following existing signals will be recovered:—

- (i) Down Main Home and associated Draw-Ahead arm.
- (ii) Up Main to Up Platform Home and associated Calling-on arm.

The following ground signals will be recovered:—

- (i) Backing from Down Main to Down Middle.
- (ii) Backing from Up Platform to Up Main.
- (iii) Backing from Up Middle to Up Main.

The Up Middle to Up Platform line facing connection and associated catch point and the trailing connection in the Down Middle leading from Down Platform will be spiked, clipped and padlocked so as to lead towards the Platform lines.

The Up Main Starting signal will be released by "Line Clear" effective for "One Train" only.

At Mileage Yard Ground Frame—The new ground signal reading from the Up Sidings to Engine Shed or Spur will be connected to and worked from this ground frame. The existing slotted controls on the ground signal leading from Gloucester East will be recovered.

At Gloucester Goods Junction—A new ground signal will be provided as shown on the enclosed diagram.

The following signals will be recovered:—

- (i) Up Goods to Up Arrival Inner Home.
- (ii) Up Goods to Up L.M.R. Inner Home.
- (iii) Backing from Down Goods to Up Arrival.
- (iv) Backing from Down Goods to Up L.M.R.
- (v) Marshalling Sidings Starting to Up Arrival.
- (vi) Marshalling Sidings Starting to Up L.M.R.
- (vii) Down Goods Home Route Indicating signal.
- (viii) Up Outside Bay Starting.

(Items i–vi) above are slotted from Tramway Junction, item (viii) is slotted from Gloucester Eastgate Station).

The underbolt control on Tramway Junction Down Home signals, and the slotted control on the ground signal leading from Gloucester Eastgate Down Main Platform will also be recovered.

The slip connection in the Up and Down Goods lines leading to the Up L.M.R. and the trailing connection leading from Gloucester Eastgate Down Main Platform will be spiked, clipped and padlocked in the normal position pending recovery.

At **Barton Street Junction** the Up Main Home signal will be released by “line clear” effective for “one train” only.

Occupation of the Locking Frame at Tramway Junction will be required for the purpose of altering and testing the locking. Levers in the locking frame at Gloucester West, Gloucester Goods Junction and Barton Street Junction will be bolted out of use as appropriate.

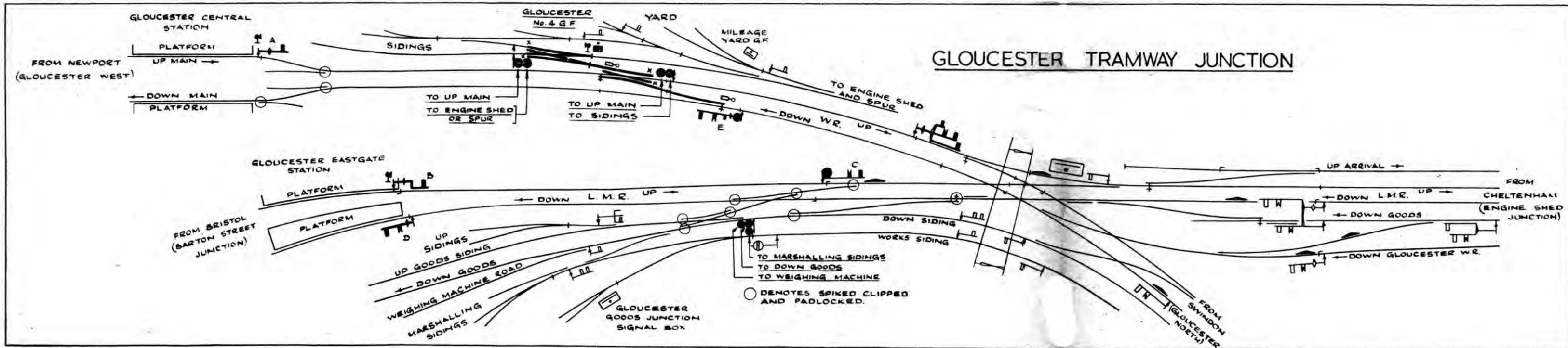
During the occupation the Up and Down L.M.R. Distant for Tramway Junction, the Down Main Distant for Gloucester West and the Down Main Distant for Barton Street Junction will be disconnected from the signal box and maintained at Caution.

District Inspector George, Gloucester, to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary hand-signalmen.

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

Transom House,
Victoria Street,
Bristol.
March, 1968.

H. C. SANDERSON,
Divisional Manager.



	<p>1. Down L.M.R. Starting. 2. Down Main Inner Distant for Barton Street Junction.</p>	<p>Down side of Down L.M.R. line.</p>	<p>260 yards (459 yards from Barton Street Junction)</p>
<p>Height: 22 feet to top arm (all arms)</p>		<p>Upper Quadrant.</p>	
	<p>1. Down W.R. Starting. 2. Down Main Inner Distant for Gloucester West. 3. Down W.R. Calling-on. 4. Disc Down W.R. to Sidings.</p>	<p>Down side of Down W.R. line.</p>	<p>248 yards (726 yards from Gloucester West)</p>
<p>Height: 26 feet to top arm.</p>			

The existing Up Home Bracket signal will be repositioned on the same side of the line, 34 yards further from the signal box.
New ground signals will be brought into use as shown on the enclosed diagram.

The following existing signals will be renamed:—

Existing	Renamed	Distance from Controlling signal box
1. Up Main Distant for Gloucester East	Up W.R. Distant for Tramway Junction and Gloucester North.	1074 yards from Tramway Junction 1336 yards from Gloucester North.
2. Up Main Distant for Gloucester Eastgate Station	Up L.M.R. Distant for Tramway Junction .	876 yards.
3. Down Main Distant for Gloucester Eastgate Station	Down Main Distant for Barton Street Junction .	849 yards.
4. From Down Goods Distant for Gloucester Eastgate Station	From Down Goods Distant for Barton Street Junction .	849 yards.
5. From Down Goods Distant for Gloucester East	From Down Goods Distant for Gloucester West .	1098 yards.
6. From Down Gloucester W.R. Distant for Gloucester East	From Down Gloucester W.R. Distant for Gloucester West .	1051 yards.
7. Down Main Distant for Gloucester East	Down Main Distant for Gloucester West .	1075 yards.

The existing A.W.S. ramps at the above signals will be retained.

The following signals will be recovered:—

- (i) Up L.M.R. Home and Up L.M.R. to Up Arrival Home gantry signal, with associated lower arm Distant for Engine Shed Junction. The A.W.S. ramp immediately in advance of this signal will also be recovered.
- (ii) Down L.M.R. to Goods Junction Home and associated lower arm Distant for Gloucester Goods Junction.
- (iii) Down Goods to Goods Junction Inner Home with associated lower arm Distant for Goods Junction.
- (iv) Warning signal subsidiary to Down Goods to Down W.R. Home signal.

- (v) Warning signal subsidiary to Down Gloucester W.R. Home signal.
- (vi) Warning signal subsidiary to Down W.R. Home signal.

The slotted controls on the Up Goods Home, Backing from Down Goods and Marshalling Sidings Starting signals for Gloucester Goods Junction will also be recovered.

The ground signal reading from Up L.M.R. to Goods Junction or to Down L.M.R. will be taken out of use.

New connections will be brought into use in accordance with the enclosed diagram. The Up and Down W.R. lines facing crossover and slip connection lead from Down W.R. will be power operated. The point machines will be of the Westinghouse Brake & Signal Company's style 63. The instructions for emergency operation have been issued separately.

The slip connections leading from the Up and Down W.R. line to Sidings (marked "X" on the enclosed diagram) will be worked from a new 3-lever Ground Frame, to be known as "Gloucester No. 4 Ground Frame" situated on the Up side of the Engine Spur line, 320 yards from the signal box. This ground frame will be controlled from an interlocking lever in Tramway Junction Signal Box and released by a key release instrument at the ground frame. A slotted control from the ground frame will be provided on the ground signals reading from Sidings to Up W.R. and from Up W.R. to Sidings.

Received Notice No. S.2553 re Signal alterations at Gloucester Tramway Junction, Gloucester Eastgate Station, Barton Street Junction, Gloucester East and West, and Gloucester Goods Junction.

.....DateDepartment
StationSignature

Divisional Manager,
 Transom House,
 Bristol.
 Ref. WW.900/B/35.