

BRITISH RAILWAYS**(WESTERN REGION)***(For the use of employees only)*

Notice to Trainmen, etc,

**SIGNAL ALTERATIONS AT GLOUCESTER TRAMWAY JUNCTION,
GLOUCESTER GOODS JUNCTION,
GLOUCESTER NORTH,
AND GLOUCESTER ENGINE SHED JUNCTION.**

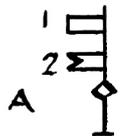
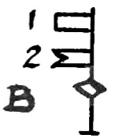
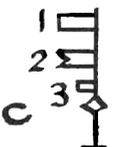
Between the hours of 22.00 on **Saturday, 23rd March** and 18.00 on **Monday, 25th March, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work at **Gloucester Goods Junction, Tramway Junction and Engine Shed Junction.**

Between the hours of 07.30 on **Monday, 25th March**, and 12.00 on **Monday, 8th April, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work at **Gloucester North.**

Continuous occupation of the Up and Down running lines has been given to the Divisional Civil Engineer from **Monday, 25th March to Sunday 31st March.** Signalling on the Up and Down Main lines at **Gloucester North** will be restored to use by **Monday, 1st April, 1968** and Gloucester No. 3 Ground Frame brought into use. Signalling on the Goods lines and Up Sidings will be restored to use by 12.00 hours on **Monday, 8th April, 1968.**

Gloucester Goods Junction signal box, together with all associated signalling apparatus will be taken out of use. The lines at present controlled from this signal box will be worked as sidings under the control of Gloucester North signal box.

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

Form	Description	Position	Distance from Signal Box
	<ol style="list-style-type: none"> 1. Up W.R. Intermediate Home. 2. From Up W.R. Distant for Engine Shed Junction. <p>Height: 18 feet to top arm. An A.W.S. ramp will be provided immediately in advance of this signal.</p>	Down side of Up W.R. line.	370 yards (1257 yards from Engine Shed Junction)
	<ol style="list-style-type: none"> 1. Up L.M.R. Intermediate Home. 2. From Up L.M.R. Distant for Engine Shed Junction. <p>Height: 26 feet to top arm. An A.W.S. ramp will be provided immediately in advance of this signal.</p>	Up side of Up L.M.R. line.	183 yards (1070 yards from Engine Shed Junction)
	<ol style="list-style-type: none"> 1. Down W.R. Advanced Starting. 2. Down Main Inner Distant for Gloucester West. 3. Down W.R. Calling-on. <p>Height: 26 feet to top arm.</p>	Down side of Down W.R. line.	260 yards (714 yards from Gloucester West)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The facing connection in the Down Gloucester W.R. line leading to the Down Goods will be disconnected from the signal box and spiked, clipped and padlocked so as to lead towards the Down Goods. The associated catch points in the Down Goods will remain connected to the signal box.

At Gloucester North—The Up Main Inner Home bracket signal and associated A.W.S. ramp will be repositioned on the same side of the line 70 yards further from the signal box.

The Down Goods Starting signal will be re-routed to read to the Down W.R. over the new connections as shown on the enclosed diagram. A slotted control from Tramway Junction will be provided on this signal.

A new ground signal will be provided in accordance with the enclosed diagram. This ground signal will be slotted by Tramway Junction.

The following signals will be recovered:—

- (i) Down Goods Starting to Down Siding.
- (ii) Down Siding to Up Goods or Down Goods bracket signal.

The following ground signals will be recovered:—

- (i) Engineers Yard to Down W.R. Starting.
- (ii) Backing from Up W.R. to Tramway Junction Up Goods line.

New connections will be brought into use in accordance with the enclosed diagram. The facing point lock lever of the Up W.R. to Up Goods facing connection will be held in the reverse position by the occupation of the track circuit through the facing points. An Emergency Release plunger will be provided.

The trailing crossover in the Down W.R. line leading from the Works Siding (marked "X" on the enclosed diagram) will be worked from a new 2-lever Ground Frame, to be known as "Gloucester No. 3 Ground Frame" situated on the Down side of the Down W.R. line 80 yards from the signal box. This ground frame will be controlled from an interlocking lever in Gloucester North 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 signal at Tramway Junction reading from Down Main to Down W.R. line.

The slip connections giving access between the Engineer's Sidings will be hand-worked.

The following connections will be recovered:—

- (i) Up Main to Up Goods Facing Crossover.
- (ii) Facing connection in Up Goods leading to Engineer's Sidings.
- (iii) Down Goods facing catch points.
- (iv) Diamond crossover leading from Down Goods to Down Sidings and associated catch points.
- (v) Slip connection in Down Goods leading from Down Sidings and associated trailing connection in Up Goods.
- (vi) Trailing connection in Down Goods leading from Engineer's Sidings and associated connection in Engineer's Sidings.

Emlyn Works Ground Frame will be recovered.

A new independent telephone circuit will be provided between Gloucester No. 3 Ground Frame and the signal box.

Occupation of the Locking Frames at Gloucester Tramway Junction and Gloucester North signal boxes will be required for the purpose of altering and testing the Locking. Levers in the locking frame at Gloucester Engine Shed Junction will be bolted out of use as appropriate.

During the time the work is in progress, the Down L.M.R. Inner Distant for Tramway Junction will be disconnected and maintained at caution.

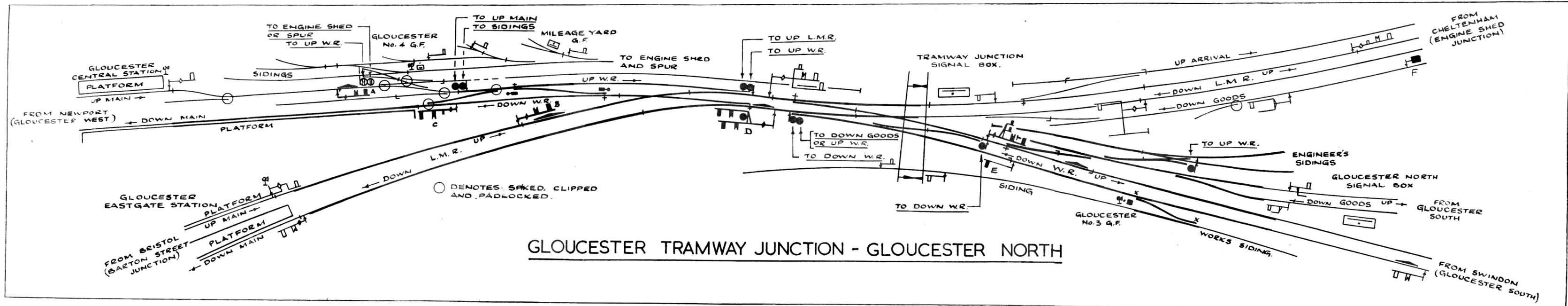
DISTRICT INSPECTOR GEORGE, GLOUCESTER, to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary hand-signalmen.

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

Transom House,
Victoria Street,
BRISTOL

March, 1968.

H. C. SANDERSON,
Divisional Manager.



GLOUCESTER TRAMWAY JUNCTION - GLOUCESTER NORTH

	<p>1. Down Main Starting to Down L.M.R. 2. Down Main Distant for Barton Street Junction. 3. Down Main Starting to Down W.R. 4. Down Main Distant for Gloucester West. 5. Disc Down Main Starting to Sidings (slotted by Gloucester No. 4 Ground Frame).</p> <p>Height: 30 feet to top arm. An A.W.S. ramp will be provided immediately in advance of this signal.</p>	<p>Down side of Down Main line.</p>	<p>105 yards (614 yards from Barton Street Junction) (869 yards from Gloucester West)</p>
	<p>Down W.R. Home.</p> <p>Height to arm: 26 feet.</p>	<p>Down side of Down W.R. line.</p>	<p>99 yards</p>
	<p>"Limit of Shunt" lamp for Down Goods.</p> <p>Height: 3 feet.</p>	<p>Up side of Down Goods line.</p>	<p>728 yards</p>

New ground signals will be brought into use and certain existing ground signals re-routed as shown on the enclosed diagram. The new ground signal reading from Up W.R. to Sidings will be slotted by Gloucester No. 4 Ground Frame.

The following existing signals will be renamed:—

Existing	To Become
1. Up W.R. Inner Home	Up Main Inner Home to Up W.R.
2. Up W.R. to Up L.M.R. Inner Home	Up Main Inner Home to Up L.M.R.
3. Up W.R. to Up Arrival Inner Home	Up Main Inner Home to Up Arrival
4. From Up W.R. Distant for Engine Shed Junction	Up L.M.R. Inner Distant for Engine Shed Junction
5. Backing from Up L.M.R. to Up W.R.	Backing from Up L.M.R. to Up Main
6. Down L.M.R. Starting	Down L.M.R. Advanced Starting

The Up Main Inner Home bracket signal (forming items 1-4 above) will remain on the Up side of the redundant portion of the Up W.R. line, but will now apply to the new Up Main line as shown on the enclosed diagram. The A.W.S. ramp in the Up W.R. to Up L.M.R. connection 100 yards in advance of this signal will be recovered.

The Down Goods Home signal at present reading along the Down Goods line will be re-routed to read from Down Goods to Down L.M.R. Line.

The Down L.M.R. Distant and Inner Distant signals (lower arms to the Down Main to Down L.M.R. Inner Home and Down L.M.R. Starting for Engine Shed Junction respectively) will continue to apply for movements to Gloucester Eastgate Station.

- The following existing signals will be recovered:—
- (i) Up L.M.R. Inner Home with lower arm Up L.M.R. Distant for Engine Shed Junction and associated A.W.S. ramp.
 - (ii) Disc, Up L.M.R. Inner Home to Up Arrival.
 - (iii) Down W.R. Starting with lower arm Down Main Inner Distant for Gloucester West.
 - (iv) Down W.R. Calling-on.
 - (v) Disc, Down W.R. Starting to Sidings.
 - (vi) Down Goods to Down L.M.R. Inner Home with lower arm From Down Goods Distant for Barton Street Junction (on Gantry).
 - (vii) Down Goods to Down W.R. Home with lower arm From Down Goods Distant for Gloucester West and associated A.W.S. ramp.
 - (viii) Down Gloucester W.R. Home with lower arm From Down Gloucester W.R. Distant for Gloucester West and associated A.W.S. ramp.
 - (ix) Down W.R. Home with lower arm Down Main Distant for Gloucester West and associated A.W.S. ramp.
 - (x) Up Goods to Up W.R. Starting.
 - (xi) Up Goods Shunt arm.
 - (xii) Down Goods Shunt arm.

The existing Down Main Distant for Barton Street Junction (lower arm to Down L.M.R. Home for Tramway Junction on gantry) and associated A.W.S. ramp will also be recovered.

The double ground signals applying to backing movements along the Up W.R. (top disc) and from Up W.R. to Sidings (lower disc) will be taken out of use.

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

The facing point lock levers of the remaining new facing connections will be held in the reverse position by the occupation of the respective point track circuits. Emergency Release Plungers will be provided.

The existing power operated facing connection in the Down W.R. and facing compound in the Up W.R. will be disconnected from the signal box and spiked, clipped and padlocked in the reverse position, giving access from the Up Main line from Gloucester West and the Up Sidings to the new Up W.R. line as shown on the enclosed diagram. The existing Down W.R. line from this connection to Gloucester Central Station and the existing Up W.R. line to Tramway Junction signal box will be taken out of use.

The following running lines will be taken out of use and their associated block instruments recovered.

- (i) Up Goods line from Gloucester Goods Junction and diamond crossover leading to the Up W.R. line at Gloucester North.
- (ii) Down Gloucester W.R. line between Gloucester Engine Shed Junction and Tramway Junction signal boxes.

The following existing connections will be recovered:—

- (i) Facing connection in Up W.R. leading to Up L.M.R.
- (ii) Trailing connection in Up L.M.R. leading from Up W.R.
- (iii) Down L.M.R. to Goods Junction facing crossover.
- (iv) Up and Down L.M.R. trailing crossover and associated slip connection in Down L.M.R. leading to Gloucester Goods Junction.
- (v) Trailing connection in Down W.R. leading from Down Gloucester W.R.

The Down Goods to Down Gloucester W.R. facing crossover will be spiked, clipped and padlocked in the normal position pending recovery.

The lock retaining bar in the Down L.M.R. line will be recovered. The facing point lock and lock bar on the Down Goods facing catch points will be removed.

At Gloucester Engine Shed Junction:—The following signals will be re-named:—

Existing	Re-named
(i) Down Main to Down Gloucester W.R. Inner Home	Down Main to Down Goods Inner Home.
(ii) Down Gloucester W.R. to Down Goods Starting	Down Goods Starting.
(iii) Down Gloucester W.R. to Down Goods Calling-on	Down Goods Calling-on.

The following signals will be recovered:—

- (i) Down Gloucester W.R. Starting with associated lower arm Intermediate Distant for Tramway Junction.
- (ii) Down Gloucester W.R. Advanced Starting with associated lower arm Inner Distant for Tramway Junction.
- (iii) Down Gloucester W.R. Warning.

Received Notice No. S.2561 re signal alterations at Gloucester Tramway Junction, Gloucester Goods Junction, Gloucester North and Gloucester Engine Shed Junction.

..... Date

..... Department

..... Station

..... Signature

Divisional Manager,
 Transom House,
 BRISTOL.
 Ref. WW900/B/35.