

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
14th AND 15th OCTOBER, 1967**

**SATURDAY AND SUNDAY
21st AND 22nd OCTOBER, 1967**

**SATURDAY AND SUNDAY
28th AND 29th 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 (14th/15th, 21st/22nd and 28th/29th October 1967).

Weeks 1 and 2 of the preparatory work for Stage 2 were included in Notice No. S.2529.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Saturday, 14th October—Sunday, 15th October (Week 3)**AT GLOUCESTER ENGINE SHED JUNCTION**

Between the hours of 22.00 on Saturday, 14th October and 12.00 on Sunday, 15th October, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

The existing Up Main line will be severed immediately on the Cheltenham side of the trailing connection leading from the Up L.M. line. The Up Main line on the Cheltenham side of this connection will be slued to connect with the Up L.M. line. The extent of this slueing will be approximately 300 yards. The revised layout is as shown on the attached diagram.

The Up L.M. line to Up Main facing connection will remain spiked, clipped and padlocked but will be re-set so as to lead towards the new alignment of the Up Main line.

Saturday, 21st October—Sunday, 22nd October (Week 4)**AT GLOUCESTER ENGINE SHED JUNCTION**

Between the hours of 22.00 on Saturday, 21st October and 17.00 on Sunday, 22nd October, 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

The existing Down Main line will be severed 60 yards to the rear of the Down Main Inner Home gantry signal. On the Cheltenham side of this point the Down Main line will be slued to connect with the broken portion of the old Up Main line made redundant on previous alterations. The extent of this slueing will be approximately 300 yards.

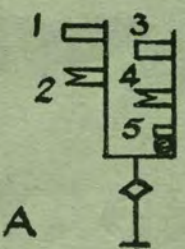
The existing Down Main line between the Down Main Inner Home gantry signal, also the Down L.M. line between the junction with the Up G.W. (Gloucester South Junction) line and the signal box will be recovered. The Up and Down Main trailing crossover will also be recovered.

Connection between the Down Main line and the Up G.W. (Gloucester South Junction) line and the Down Gloucester G.W. line to Tramway Junction will be provided by a temporary lead from the Down Main, immediately in advance of the Down Main Inner Home gantry signal, and the old Down Relief line and associated connections made redundant under previous alterations. The Down Relief to Down Gloucester G.W. line facing connection will be re-coupled to the signal box. The Down Relief Spur safety and associated trailing connection in the Up G.W. (Gloucester South Junction) line will remain spiked, clipped and padlocked, but will be re-set so as to lead from Down Relief to Gloucester South Junction. This series of connections will be named temporarily "Down Main".

The Down L.M. line between Engine Shed Junction and Tramway Junction signal boxes will be taken temporarily out of use. The Down L.M. line to Down Goods facing connection will be spiked, clipped and padlocked in the normal position pending recovery. The Down Gloucester G.W. to Down Goods facing connection will be re-coupled to the signal box.

The trailing connection in the Down Gloucester G.W. line leading from the Down L.M. line will remain spiked, clipped and padlocked but will be re-set so as to lead from the old Down Relief to Down Gloucester G.W. line. The revised layout is as shown on the attached diagram.

The following new signals will be provided:—

Form	Description	Position	Distance from signal box
	<ol style="list-style-type: none"> 1. Down Gloucester G.W. Starting 2. Down Gloucester G.W. Intermediate Distant for Tramway Junction signal box (above already in use) 3. Down Gloucester G.W. to Down Goods Starting 4. Down Goods Distant for Tramway Junction signal box 5. Down Gloucester G.W. to Down Goods Calling-on 	Down side of Down Gloucester G.W. line	70 yards

Height: 29 feet to top arm. All arms Upper Quadrant

The re-alignment of the Down Main line will place the Down Main Inner Home gantry signal on the Down side of the line, instead of spanning it as at present. The routing of signals on this gantry will be re-arranged as follows:—

Form	Description	Position	Distance from signal box
	<ol style="list-style-type: none"> 1. Down Main to Up G.W. (Gloucester South Junction) line Inner Home 2. From Cheltenham Distant for Gloucester South Junction signal box 3. Temporarily out of use 4. Temporarily out of use 5. Disc, Down Main to No. 19 Siding 6. Down Main to Down Gloucester G.W. line Inner Home 7. Down Gloucester G.W. line Distant for Tramway Junction signal box 	Down side of Down Main line	272 yards

Height: 33 feet to top arm. All arms Upper Quadrant. Elevated Disc lower quadrant

An A.W.S. ramp will be provided immediately in advance of this signal.

The bracket signal carrying the Down L.M. Home No. 3, Down L.M. to Down Goods Starting, Down L.M. to Down Goods Calling-on, and associated lower arm Down L.M. and Down Goods Distant signals for Tramway Junction signal box will be recovered.

Saturday, 28th October—Sunday, 29th October (Week 5)

Between the hours of 22.00 on Saturday, 28th October and 22.00 on Sunday, 29th October 1967 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work:—

The routing of signals on the Down Main Inner Home gantry signal will be rearranged as follows:—

Form	Description	Position	Distance from signal box
	<ol style="list-style-type: none"> 1. Down Main to Up G.W. (Gloucester South Junction) line Inner Home 2. From Cheltenham Distant for Gloucester South Junction signal box 3. Down Main to Down Gloucester G.W. line Inner Home 4. Down Gloucester G.W. line Distant for Tramway Junction signal box 5. Disc, Down Main to No. 19 Siding 6. Down Main to Down L.M. line Inner Home 7. Down L.M. line Distant for Tramway Junction signal box 	Down side of Down Main line	272 yards

New ground signals will be brought into use and routed as shown on the attached diagram.

The existing single ground signal reading from Up Main to Up Departure will be recovered.

The Down L.M. line between Engine Shed Junction and Tramway Junction signal boxes will be restored to traffic.

New power-operated connections will be brought into use in accordance with the attached diagram. The point machines will be of the Westinghouse Brake and Signal Company's Style 63. The instructions for emergency operation are given in Section D of the appropriate Weekly Speed and Engineering Notice.

The existing facing connection in the Down W.R. (Gloucester South Junction) line at present spiked, clipped and padlocked leading towards the Up Main will be re-set to lie normally towards the new Down Main line and will be connected to the signal box to work in conjunction with the trailing connection in the Up Main, forming the Up and Down Main trailing crossover.

The temporary Down Main (old Down Relief) to Spur safety facing and associated trailing connection in the Up G.W. (Gloucester South Junction) line will remain spiked, clipped and padlocked but will be re-set to read towards the spur and along the Up G.W. line respectively.

The trailing connection in the Down Gloucester G.W. line leading from the temporary Down Main (old Down Relief) will remain spiked, clipped and padlocked but will be re-set to lead from the Down L.M. line.

The temporary lead from the Down Main immediately in advance of the Down Main Inner gantry signal giving connection to the temporary Down Main (old Down Relief) line also the fittings from the redundant junctions in the Up and Down G.W. (Gloucester South Junction) lines, will be recovered. The connections in the old Down Relief line will be taken out of use pending recovery.

Continuous track circuiting is provided on all running lines at Gloucester Engine Shed Junction.

FINAL LAYOUT

A diagram of the layout following the completion of the work shown in this notice is enclosed.

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 return of the attached slip.

Divisional Manager.

Transom House,
Victoria Street,
Bristol.
October, 1967.

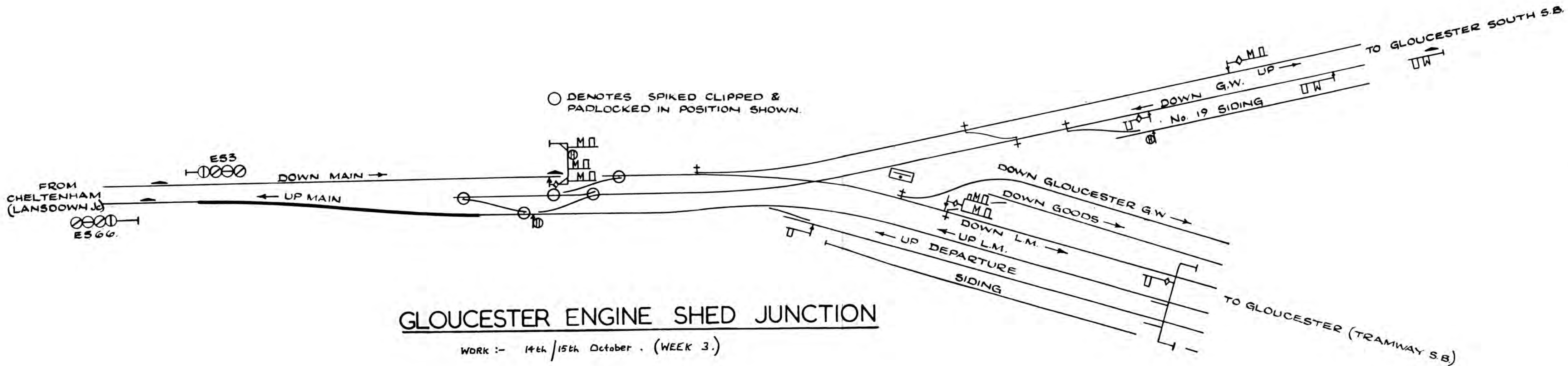
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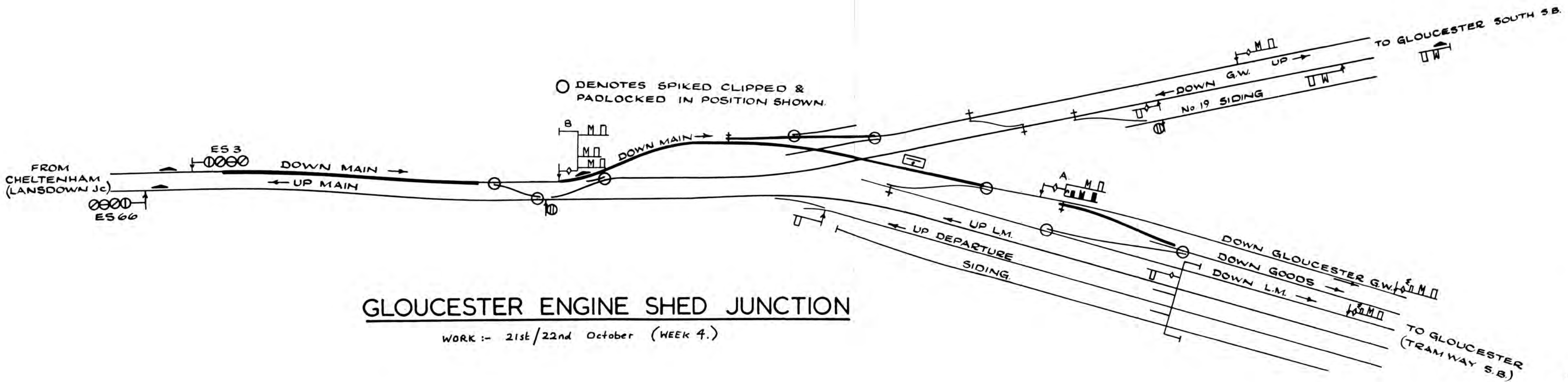
Received Notice No. S.2531 re Signal Alterations at Gloucester Engine Shed Junction on
14th/15th, 21st/22nd and 28th/29th October, 1967.

.....DateDepartment

.....StationSignature

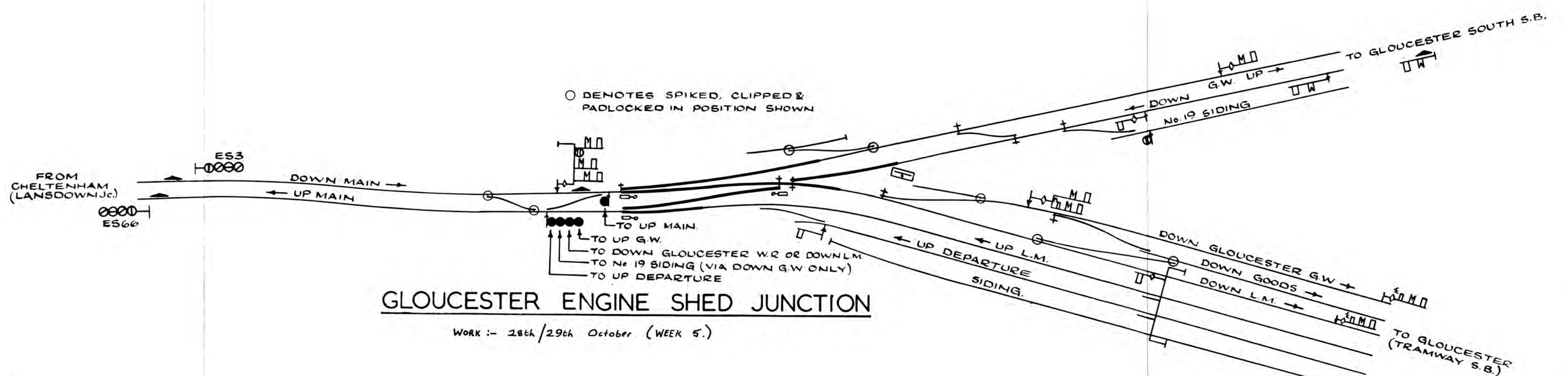
Divisional Manager,
Transom House,
Victoria Street,
Bristol.
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GLOUCESTER ENGINE SHED JUNCTION

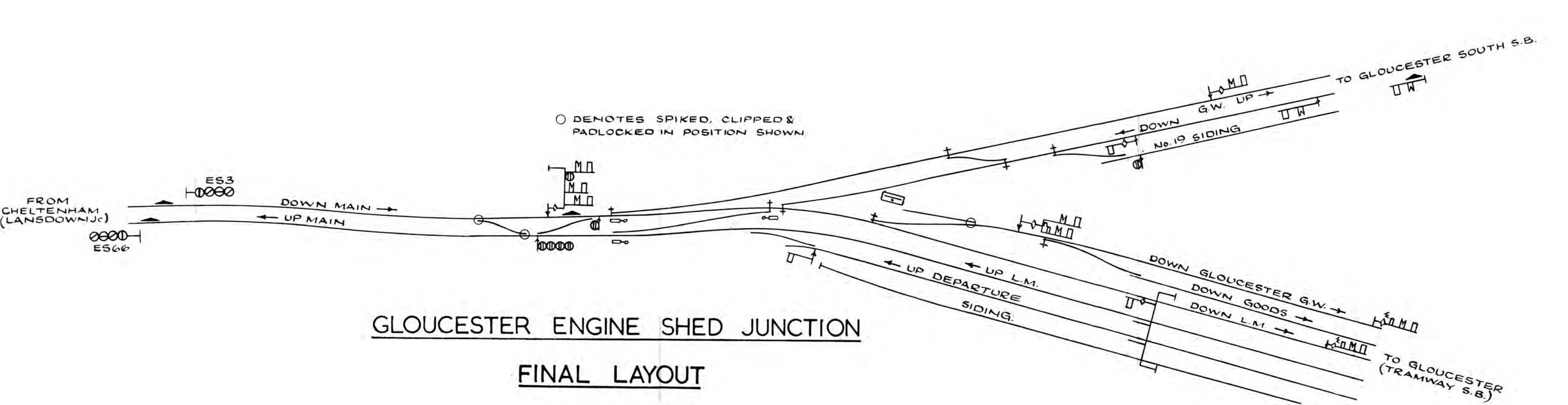
WORK :- 21st/22nd October (WEEK 4.)



○ DENOTES SPIKED, CLIPPED & PADLOCKED IN POSITION SHOWN

GLOUCESTER ENGINE SHED JUNCTION

WORK :- 28th / 29th October (WEEK 5.)



GLOUCESTER ENGINE SHED JUNCTION

FINAL LAYOUT