




**BRITISH RAILWAYS****(WESTERN REGION)***(For the use of employees only)***Notice to Trainmen, etc.****SIGNAL ALTERATIONS AT GLOUCESTER TRAMWAY JUNCTION  
AND GLOUCESTER ENGINE SHED JUNCTION**

Between the hours of 22.00 on **Saturday, 20th April** and 18.00 on **Sunday, 21st April, 1968**, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

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

Form	Description	Position	Distance from Signal Box
A 	Down L.M.R. Home  Height to arm: 26 feet (Upper Quadrant arm)	Down side of Down L.M.R. line.	160 yards
B 	Down Goods Home  Height to arm: 18 feet (L.M.R. type miniature arm)	Down side of Down Goods line.	160 yards.
C 	"Limit of Shunt" lamp for Down Goods.	Up side of Down Goods line.	728 yards.

The following existing signals will be recovered:—

1. Down L.M.R. Home gantry.
2. Down Goods Home.
3. "Limit of Shunt" lamp for Down Goods.

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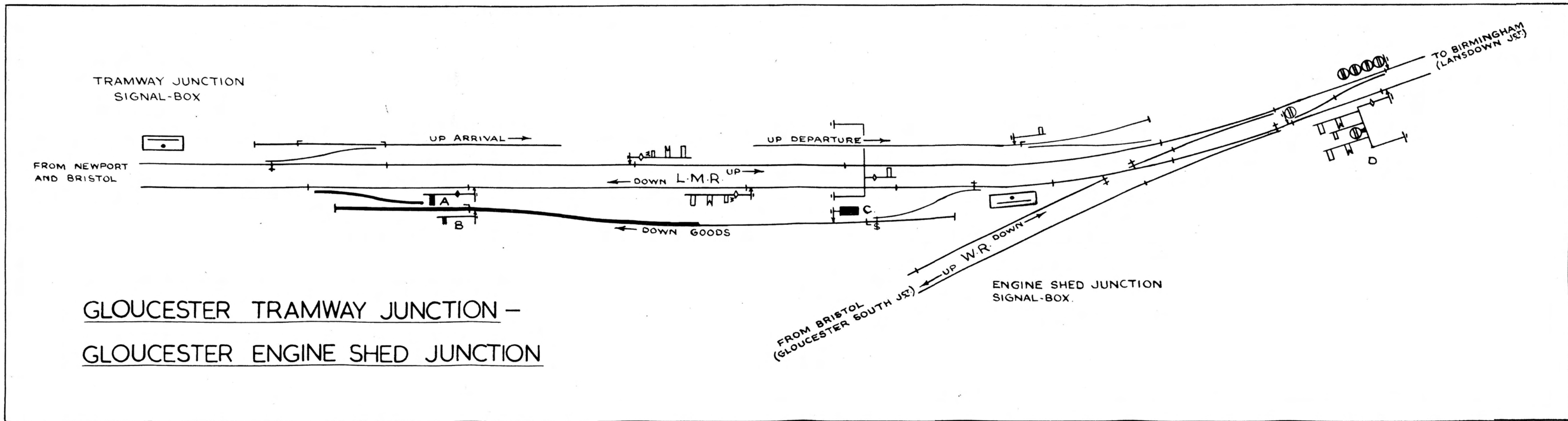
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GLOUCESTER TRAMWAY JUNCTION -  
GLOUCESTER ENGINE SHED JUNCTION

A new connection will be brought into use in accordance with the diagram above.

The existing connection leading from the Down Goods to Down L.M.R. line will be recovered.

**At Gloucester Engine Shed Junction:** The Down Main to Down Goods Inner Home and associated lower arm Down Goods Distant for Tramway Junction will be replaced by a single three foot arm. The revised gantry arrangement will be as shown below:—

Form	Description	Position	Distance from Signal Box
	1. Down Main to Up G.W. (Gloucester South Junction) line Inner Home.	Down side of Down Main	272 yards
	2. From Cheltenham Distant for Gloucester South Junction.		
	3. Down Main to Down L.M.R. line Inner Home.		
	4. Down L.M.R. line Distant for Tramway Junction.		
	5. Disc Down Main to No. 19 Siding. (above already in use)		
	6. Down Main to Down Goods Inner Home (L.M.R. type miniature arm)		

The existing Down Goods Starting and Down Goods Calling-on signals and the associated lower arm Down Goods Inner Distant for Tramway Junction will be recovered.

The catch point in the Down Goods line leading from the Down L.M.R. line, at present spiked, clipped and padlocked, will be spring operated and re-set to lie normally for the throw-off position.

The facing connection in the Down Goods and associated catch point will be replaced by plain line leading towards the old Down Gloucester W.R. line.

The Down Gloucester W.R. line will be restored to use as the "Down Goods line" and will be slued to connect with the Down Goods line at Tramway Junction. The existing Down Goods line will be severed immediately on the Engine Shed Junction side of this slueing and will be taken out of use pending recovery. The revised layout is as shown on the diagram above.

The Down Goods line Emergency Detonators will be recovered.

Occupation of the Locking Frame at Gloucester Engine Shed Junction will be required for the purpose of altering and testing the locking.

During the occupation the Up L.M.R. and Down G.W. line Distant signals will be disconnected from the signal box and maintained at Caution, and signal DM91 will be restricted to display a "Yellow" aspect.

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

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

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

**H. C. SANDERSON,**  
Divisional Manager.

Received Notice No. S.2565 re Signal alterations at Gloucester Tramway Junction and Gloucester Engine Shed Junction.

.....Date .....Department

.....Station .....Signature

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