


GREAT WESTERN RAILWAY.

INTRODUCTION OF UP HUMP YARD AT SEVERN TUNNEL JUNCTION.

On **SUNDAY, NOVEMBER 5th, 1939**, between the hours of 9.0 a.m. and 5.30 p.m., or until the work is completed, **THE SIGNAL DEPARTMENT WILL BE ENGAGED BRINGING INTO USE SEVERN TUNNEL JUNCTION UP HUMP YARD CONTROL BOX**, situated on the Up side of the Hump Line, near the 149 $\frac{3}{4}$ mile post, working the signal leading over the Hump Line and the connections leading into the new Hump Yard.

The following new signal will be brought into use :—
TWO-ASPECT COLOUR LIGHT SIGNAL.

Form.	Description.	Position.	Distance from Box.
	From Spur to Hump Yard Starting.	Down Side of Hump Line.	40 yards.

A hand plunger will be fixed at the Hump Summit Shunters' Post Telephone for the purpose of resetting the above signal.

New connections will be brought into use as shewn on the attached sketch.

A new two-lever Ground Frame will be brought into use, fixed between Hump Sidings and line leading to Hump Spur, controlling thumb switch in Hump Yard Control Box for movements beyond No. 1 Hump Siding and working existing signal leading from Reception Line to Nos. 1, 2, 3, and 4 Reception Sidings.

Telephone facilities will be available through the Automatic Telephone Exchange, *vide* Notice W.36.

The District Inspector to arrange for all precautions for safe working to be taken while this work is in hand, including the provision of any necessary Handsignalmen and the disconnection of Distant Signals affected, in accordance with Rule 77.

ALLOCATION OF SIDINGS.

The holding capacity of the Sidings and the allocation of them for traffic for different destinations will be as under :—

- No. 1 Reception Siding : 56 wagons, Engine and Van.
- No. 2 Reception Siding : 52 wagons, Engine and Van.
- No. 3 Reception Siding : 50 wagons, Engine and Van.
- No. 4 Reception Siding : 50 wagons, Engine and Van (64 wagons throughout).

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, Roger Newman, Richard Pulleyn 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 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 list of [Weekly](#) Notices or [Signalling](#) Notices page.

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

Siding.	Holding capacity of Siding.	Allocated to Traffic for
No. 1	71	Reading.
„ 2	76	West Drayton, Southall, Hanwell Bridge.
„ 3	76	Acton.
„ 4	73	Old Oak Common.
„ 5	73	Up Line Shorts—Stoke Gifford to Didcot.
„ 6	73	Avonmouth.
„ 7	73	Westbury and Weymouth line.
„ 8	66	Gloucester.
„ 9	63	Sudbrook, Sev. Tun. Jcn. Loco. coal and locals.
„ 10	77	Ordance factory.
„ 11	69	Taunton and Exeter.
„ 12	65	Newton Abbot and beyond.
„ 13	66	Bristol West Depot.
„ 14	60	Bristol Loco. coal.
„ 15	56	Salisbury S.R.
„ 16	61	Bristol East Depot.
„ 17	48	Swindon Stores.
„ 18	43	Vacuum Vans (49 wagons to stop block).
„ 19	41	Old Oak Common Loco. coal (51 wagons to stop block).
„ 20	54	Bristol (Temple Meads) and transfers (67 wagons to stop blocks).
„ 21	53	Cripples.
„ 22	16	} (Dead End Sidings, East End.) As required.
„ 23	14	

RECEPTION SIDINGS.

The facing connections from the Reception Line to Nos. 1, 2, 3, and 4 Reception Sidings are worked by hand points. (*The existing No. 1 Up Siding will become No. 4 Reception Siding.*)

A siding is provided leading from the Reception Sidings to the Hump Spur, and a Brake Van Siding is provided off this siding at the Hump end.

Before a movement is allowed from the Hump beyond No. 1 Hump Siding in the direction of the Reception Sidings, or vice versa, the lever in the Ground Frame must be reversed, thus releasing the thumb-switch in the Hump Yard Control Box.

A two-aspect colour light signal is provided on the Down Side of the Hump Line to control operations over the Hump.

The Hump Line signal is worked electrically from the Hump Yard Control Box, and after being lowered from the Hump Yard Control Box it can be put to "Danger" by the Shunter in charge of the Hump by means of a plunger, thus enabling him to control the movements of the Shunting Engine as required.

Connections are provided at the Hump end of Nos. 18, 19, and 20 Sidings, leading to dead-ends : the points are worked by hand. Before a movement is allowed to or from the dead-ends or wagons are allowed to stand on the connections, the Yard Staff must confer with the Pointsman in the Hump Yard Control Box to ensure that no conflicting movement is allowed.

HUMP YARD CONTROL BOX.

This Box is equipped with an Electro-pneumatic frame, which can be operated by two methods, viz. (1) Automatic Control and (2) Unit system, a push button being provided to reverse from one method to the other as circumstances demand. The same push button may be used for cancelling incorrect routes which may have been set up. Unit working may then be resorted to in order to correct the error. On resetting the push button, automatic working is restored.

Track circuits are provided at each pair of point switches to the 21 Hump sidings, including the "K" points, and a panel is provided shewing the layout with illuminated spotlights to indicate when a vehicle has passed off the switch tracks into a siding clear of the fouling point of an adjoining siding. When a vehicle is occupying the switch tracks the lights are illuminated.

When the Automatic Control is in operation the depression of the metal plunger for the siding required sets up the route throughout to that particular siding and the plunger will remain depressed until the leading wheels of the shunt in progress reach the switch track of the "K" point, when the plunger will be automatically released, and the plunger for the next route may be depressed when the "K" track shews clear.

The Unit system is comprised of keys coloured white, which are fixed at the point positions on the panel, and by turning the keys the point switches can be operated independently as desired. These keys must remain in the neutral or midway position for Automatic Control working.

The illuminated spot lights in the panel function in a similar manner as operated under the Automatic Control.

The Automatic Control must be generally used, the Unit system being only resorted to when it is necessary to perform ordinary shunting operations with an engine attached in case of failure.

The light signal is operated by an individual key coloured red, which has two positions only and is provided with red and green indicators.

A pressure gauge is provided on the left-hand side of the panel, the normal working pressure being 30 lb. to 40 lb. The air pressure is controlled automatically, but in the event of a failure of the air pressure, a bell will ring continuously to indicate this, and the Lineman should be immediately called.

INSTRUCTIONS FOR WORKING RECEPTION LINE, RECEPTION SIDINGS, AND HUMP LINE.

All Up Freight Trains terminating at Severn Tunnel Junction must be diverted to the Reception Line at Undy Crossing.

When the Reception line Home Signal, worked from the Ground Frame, is lowered, a train may draw into Nos. 1, 2, 3, or 4 Reception Sidings under the instructions of the Shunter. When trains are drawing into the Reception Sidings, Drivers must keep a sharp look-out and be prepared to stop as required. Unless otherwise instructed, trains must proceed to the Severn Tunnel Junction West end of the Reception Sidings and Drivers must bring their trains to a stand clear of the converging point of the four sidings at the Severn Tunnel Junction West end.

Trains admitted to the Reception line at Undy Crossing must be dealt with in accordance with the Regulations for Signalling Trains and Engines by Permissive Block System over Goods Running Loop lines and other Permissive lines as shewn on pages 57 and 58 of the General Appendix to the Rule Book, except that no Block Bell or Disc will be provided; the working being controlled over the telephone between Undy Crossing and the Reception Sidings Shunters' Cabin. The Signalman at Undy Crossing Signal Box must advise the Shunter as trains are admitted to the Reception line and, in a similar manner, the Shunter must advise the Signalman as each train is cleared from the Reception line.

When a train has arrived in the Reception Sidings, the engine must be uncoupled and the Inspector will instruct the Driver as to its disposal, a target being placed on the leading wagon to indicate to the Shunter at the Undy end that the train when drawn back is complete.

The Guards of terminating trains who have not completed their time must report to the Relief Supervisor in Newport Control Office.

Through Freight Trains must not be admitted to the Reception line except in case of emergency, when proper precautions for working must be arranged.

After the train engine has been released the Shunter will take charge of the train, and immediately he is in a position to deal with it over the Hump Line, the Hump engine will be attached to the rear of the train. The train will then be drawn over the Siding leading from the Reception Sidings to the Hump Spur. One portion of the train will be left on this Siding properly secured while the other portion of the train is drawn into the Hump Spur in readiness for humping. After the one portion of the train has been humped, the engine will return and deal similarly with the other portion which was left in the Siding.

The Hump Line Signal must, upon request of the Shunter, be lowered from the Hump Yard Control Box, and the Shunting Engine must then proceed to push the wagons over the Hump Line.

Great care must be taken in shunting over the Hump, and the speed must be carefully regulated to a slow walking pace, so that the wagons may not be "buffered up" by the engine after leaving the summit of the Hump.

Before the wagons pass over the Hump the Shunter in charge will mark—in chalk on the leading end of the wagon in each cut—the number of the siding into which it is required to be sorted, and the wagons will be uncoupled near the Summit to gravitate into the respective marshalling sidings.

Not more than six coupled wagons may be allowed to gravitate over the Hump at one time.

Oil Box wagons run more freely than those fitted with grease boxes, and due regard must be paid to this in regulating the speed of oil box wagons following grease box wagons down the Hump.

The Hump Line Signal may be operated by the Shunter in charge of the Hump by means of a plunger, and when wagons are being passed over the Hump the signal will be placed to the "ALL-RIGHT" position, but must be put to "DANGER" immediately in any emergency necessitating shunting being stopped and the Driver of the propelling engine must be prepared to stop instantly in such circumstances.

After disposal of a train or batch of wagons the signal must always be placed to "DANGER."

The Shunter who uncoupled the wagons near the Summit of the Hump will be responsible for regulating their movements from the top, and the Shunters attending to the brakes in the sidings must control the wagons so as to avoid rough shunting.

When it is necessary to pass over the Hump a wagon carrying a load of exceptional dimensions—girders or brittle goods, or a specially constructed vehicle—the Shunter uncoupling must test the brake or brakes and a Shunter must accompany the wagon into the sidings and control its movements, so as to prevent it from coming into violent contact with wagons already in the siding, and shunting over the Hump must be stopped until such wagon is brought to rest, and care must be exercised in subsequent shunts to avoid collision with or damage to the wagons or loads of exceptional character referred to.

Boiler wagons and wagons with defective brakes, and wagons of live stock must not be allowed to gravitate from the Hump, but must remain attached to the engine until they are placed in the sidings and are at a stand.

A Brake Van must not be gravitated from the Hump unless there is a man riding in it to attend to the brake.

Engines of the 72XX Class are prohibited from working over the Hump.

WORKING DURING FOG OR FALLING SNOW.

If, during a slight fog or snowstorm, the Pointsman is unable to read the numbers chalked on the wagons, the Inspector in charge must arrange for the numbers to be called out before the wagons leave the level of the Hump. During dense fog or falling snow Hump shunting must be suspended.

SEVERN TUNNEL JUNCTION DOWN HUMPS YARD.

Cases are occurring where the undermentioned instruction which appeared in my Notice W.36 in connection with the introduction of Severn Tunnel Junction Down Hump Yard is not being strictly complied with —

Upon arrival of a train in the Reception Sidings, the Guard must IMMEDIATELY intimate to the Signaller at Severn Tunnel Junction East Signal Box that the train is in clear of the Main Line and the adjoining Reception Siding points, either by utilising the telephone which is fixed at the Gloucester end of the Reception Sidings or by exhibiting a hand signal by day and a green light by night.

Guards must strictly comply with this instruction at all times, and it is important that the necessary intimation should not be given to the Signaller until the train is in clear, not only of the main line, BUT ALSO OF THE POINTS OF THE ADJOINING RECEPTION SIDINGS.

ACKNOWLEDGE RECEIPT.

TREVOR ROBERTS,
Divisional Superintendent.

Newport,
October 28th, 1939. (W.5094.)

(W.5094.)

Received copy of Mr. Trevor Roberts' Notice No. W.40, dated October 28th, 1939, re introduction of Up Hump Yard at Severn Tunnel Junction.

.....Signature.

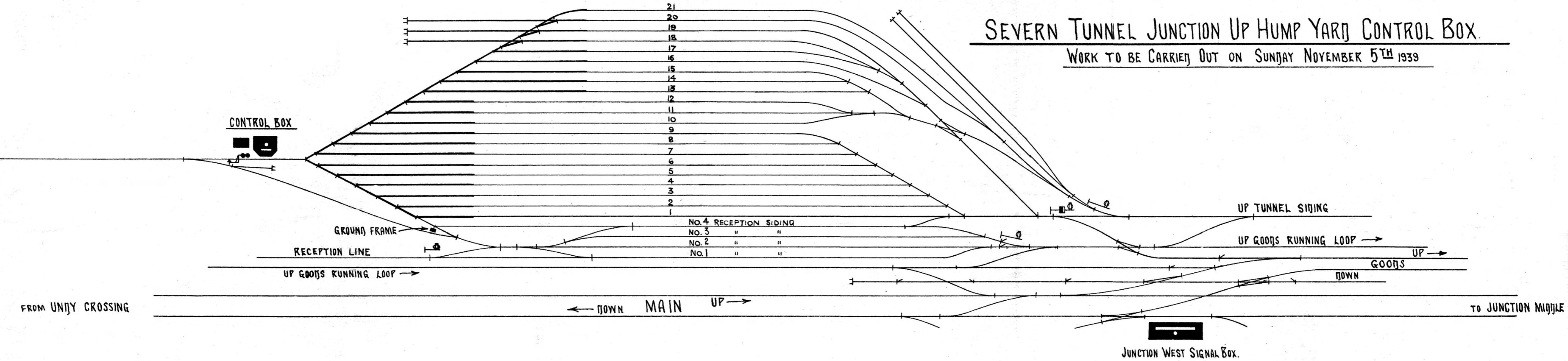
Date.....1939.Department.

.....Station.

To **Divisional Superintendent,**
Traffic Department,
Newport, G.W.14.

SEVERN TUNNEL JUNCTION UP HUMP YARD CONTROL BOX.

WORK TO BE CARRIED OUT ON SUNDAY NOVEMBER 5TH 1939



SIGNAL ENGINEER'S



OFFICE, READING