

GREAT WESTERN RAILWAY.

(For the use of the Company's servants only.)

NEW FACING CROSSOVER ROADS AND GROUND FRAMES SEVERN TUNNEL EAST AND WEST.

On **Sunday, October 4th, 1942**, between the hours of 7.0 a.m. and 5.0 p.m., or until completion, the Signal Engineer will be engaged in bringing into use the following new works :—

SEVERN TUNNEL EAST.

A Ground Frame situated on the Up Side of the Line—160 yards on Pilning side of Severn Tunnel East Box.

The Ground Frame will operate a facing crossover road between the Up and Down Main Lines, and will be released by Annett's Key lock controlled electrically from Severn Tunnel East Signal Box. Telephonic communication between that Signal Box and the Gound Frame will be provided

SEVERN TUNNEL WEST.

A Ground Frame situated on the Down Side of the Line 120 yards on Severn Tunnel Junction East side of Severn Tunnel West Box.

The Ground Frame will operate a facing crossover road between the Up and Down Main Line, and will be released by Annett's Key lock, controlled electrically from Severn Tunnel West Signal Box. Telephonic communication between that Signal Box and the Ground Frame will be provided.

Occupation of the locking frames at East and West Boxes will be required for the purpose of carrying out the necessary alterations to the locking and testing.

The existing track circuit to the rear of Severn Tunnel Junction East Down Tunnel Line Home Signal will be extended from its present length of 203 yards to 518 yards in length.

The new connections at Severn Tunnel East and West Signal Boxes are shewn on the attached sketch in thick black.

District Inspector Old, Bristol, and District Inspector Morgan, Newport, to make arrangements for safe working in accordance with Rule 77 and provide the necessary handsignalmen.

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IMPROVED FACILITIES FOR SINGLE LINE AND EMERGENCY WORKING THROUGH THE SEVERN TUNNEL.

Description.

Scissors crossings are provided at both ends of the Severn Tunnel, the trailing portions being worked from Severn Tunnel East and West Signal Boxes, and the facing portions, with facing point locks, from two-lever Ground Frames controlled by Annett's Key Lock, electrically released from these Signal Boxes. Telephone communication to the Signal Boxes is also provided.

The positions of the facing crossovers and Ground Frames are as follows :—

SEVERN TUNNEL EAST.

At the Pilning end of Ableton Lane Tunnel. Ground Frame situated on **Up** side of Line. When the interlocking lever in Severn Tunnel East Box is reversed and the Ground Frame released, the Severn Tunnel East Down Main Inner Home, Down Loop to Main Inner Home, Up Main Home and Up Main to Up Loop Home Signals, are locked at "Danger."

SEVERN TUNNEL WEST.

Under the bridge on the Severn Tunnel Junction side of Signal B Ground Frame situated on **Down** side of line. When the Interlocking Lever in Severn Tunnel West Box is reversed and the Ground Frame released, Severn Tunnel West Down Main Home, Up Main Home, No. 1 Up Goods Running Loop to Up Main Home and No. 2 Up Goods Running Loop to Up Main Home Signals are locked at "Danger."

Method of Working.

The Ground Frames must be released only when it is necessary for the facing crossover roads to be reversed, in connection with **Single Line Working** as follows :—

Severn Tunnel East.

Over the **Down Main Line** between Pilning Station Box and Severn Tunnel East Box.

Over the **Up Line** between Severn Tunnel West Box and Severn Tunnel East Box.

Severn Tunnel West.

Over the **Up Main Line** between Severn Tunnel Junction East Box and Severn Tunnel West Box.

Over the **Down Line** between Severn Tunnel East Box and Severn Tunnel West Box.

Handsignalmen must be appointed to work the Ground Frames under the instructions of the Signalmen.

The facing crossovers must be reversed or restored only on the instructions of the Signalmen, and on each occasion when the points have been properly set and locked the Handsignalmen must so inform the Signalmen.

Additional Handsignalmen must be appointed to handsignal trains past the stop signals which are locked at "Danger" where this duty cannot be undertaken by the Handsignalmen appointed to work the Ground Frames.

Single Line Working over Down Main Line between Pilning Station and Severn Tunnel East Boxes.

When Single Line Working is in operation over the **Down Main Line** between Pilning Station and Severn Tunnel East, and an Up train has proceeded on to the Single Line, the Signalman at Severn Tunnel East Box must not accept a following train from Severn Tunnel West Box, or instruct the Handsignalman to replace the crossover road to its normal position, until "Train out of Section" has been received from Pilning Station Box.

Single Line Working over Down Main Line between Severn Tunnel East and Severn Tunnel West Signal Boxes.

When Single Line Working is in operation over the **Down Main Line** between Severn Tunnel East and Severn Tunnel West Signal Boxes the Signalman at Severn Tunnel West Box must not instruct the Handsignalman to set the facing crossover road for an Up train after the passage of a Down train over the Down Main Line until the Down train has passed beyond the trailing points leading to the sand drag. An Up train must be held at Severn Tunnel West Up Main Home or Nos. 1 or 2 Up Goods Running Loop to Up Main Home Signal until permission is given for it to proceed through the tunnel.

A down train must not be accepted from Pilning Station over the Down Main line until permission is given for the train to pass through the Tunnel.

Single Line Working over Up Main Line between Severn Tunnel West and Severn Tunnel East Boxes.

When Single Line Working is in operation over the **Up Main Line** between Severn Tunnel West and Severn Tunnel East Signal Boxes, the Signalman at Severn Tunnel East Box must not instruct the Handsignalman to set the facing crossover road for a Down train after the passage of an Up train over the Up Main Line until the Up train has passed beyond the catch points in the Up Main Line at the entrance to the Up Loop. A Down train must be held at Severn Tunnel East Signal Box Down Inner Home or Down Loop to Down Main Inner Home Signal until permission is given for the train to pass through the tunnel.

Single Line Working over Up Main Line between Severn Tunnel Junction East and Severn Tunnel West Signal Boxes.

When Single Line Working is in operation over the **Up Main Line** between Severn Tunnel Junction East and Severn Tunnel West Signal Boxes, and a Down train has proceeded over the single line, the Signalman at Severn Tunnel West Box

must not accept a following train from Severn Tunnel East Box or instruct the Hand-signalman to replace the facing crossover road to its normal position until "Train out of Section" is received from Severn Tunnel Junction East Box.

In no circumstances must a driver pass the following signals to proceed through the facing crossover road until instructed to do so by the Hand-signalman :—

Severn Tunnel East Box.

Down Main Inner Home.

Down Loop to Down Main Inner Home.

Up Main Home.

Up Main to Loop Home.

Severn Tunnel West Box.

Down Main Home.

Up Main Home.

Nos. 1 or 2 Up Goods Running Loop to Up Main Home Signals.

Existing instructions in the Appendix to No. 4 Section of the Service Time Tables and the Special Instructions to the Signalmen at Severn Tunnel East and West Signal Boxes in regard to Single Line Working must be modified in accordance with this Notice.

The instructions on pages 134 and 135 of the Appendix to No. 4 Section of the Service Time Tables are altered to read as follows :—

Sand Drags and Catch Points each end of Tunnel.—The sand drags and catch points situated on the Up Line between the Tunnel and Pilning, and on the Down Line between the Tunnel and Severn Tunnel Junction (except the entrance to the sand drag nearest to Pilning on the Up Line, which points must be properly set and secured for Down Trains to run over them), must, during Single Line Working, be kept open for Trains running in their proper direction, until instructions are given by the Signalmen in the Tunnel East and West Boxes respectively to the men in charge of the sand drags or catch points that a Train is coming in the opposite direction, when the sand drags or catch points must be set and secured for the Main Line.

The man appointed to work the catch point near Tunnel East Box, 180 feet from the Tunnel mouth, and the man appointed to work the catch point between the crossover road and the entrance to the Up Loop at Severn Tunnel East, must, after reporting themselves at Severn Tunnel East Box, go to the catch points, where they will be in telephonic communication with the Severn Tunnel East Signalman, and they must close and secure the catch points as instructed by the Signalman. When it is necessary for the catch points to be closed for a Down train to proceed over the Up Line the Severn Tunnel East Signalman must telephone to the Groundman thus : "Close and secure catch point for Down train," and when the catch point has been closed and secured, the Groundman must reply saying this has been done, and not until that assurance has been received may a Down train be accepted from Pilning or be allowed to enter the Single Line Section between Severn Tunnel East and West Boxes.

The men appointed to work the catch points on the South Wales side, 1,581 feet to the rear of the Severn Tunnel West Down Home Signal, and the entrance to the

sand drag 1,521 feet to the rear of the Severn Tunnel Junction East Box Down Home Signal, must, after reporting themselves at Severn Tunnel West Box, go to the respective huts near the catch points named, from where they will be in telephonic communication with the Severn Tunnel West Signalman, and they must close and secure the catch points as instructed by the Signalman. When it is necessary for the catch points to be closed for an Up Train to come forward on the Down Line from Severn Tunnel Junction, before accepting such Up Train the Severn Tunnel West Signalman must telephone to the Groundmen thus: "Close and secure catch points for Up train," and when the catch points have been closed and secured the Groundmen must reply saying this has been done, and not until that assurance has been received may an Up train be accepted.

If the telephone should be out of order during the time Single Line Working is in operation, the Groundmen must release the sand drags and catch points after the passing of each train and go to the respective Tunnel Boxes and take the Signalman's instructions.

The keys of the two huts on the South Wales side, when not in use, must be kept in Severn Tunnel West Signal Box.

The telephones in the two huts on the West side and in the P.W. hut on the East side of the Tunnel must be tested once a week by the Telegraph Lineman.

 ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

W. J. PEPLER,
 Superintendent of the Newport
 Division.

R. G. POLE,
 Superintendent of the Bristol Division,
 Temple Meads Station,
 Bristol, October, 1942.

 Received Notice No. S1954, re New Crossover Roads and Ground Frames, Severn Tunnel East and West.

.....Department.

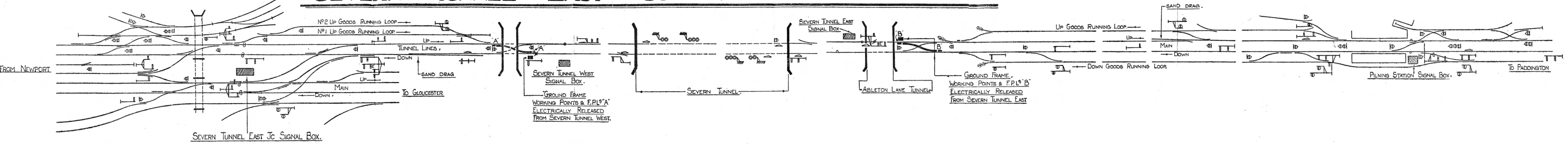
.....Station.

.....Signature.

Mr. W. J. PEPLER,
 Divisional Superintendent's Office,
 Newport.

Mr. R. G. POLE,
 Divisional Superintendent's Office,
 Bristol.

SEVERN TUNNEL EAST Jc — PILNING STATION



FROM NEWPORT

SEVERN TUNNEL EAST Jc SIGNAL BOX.

Nº2 Up Goods RUNNING LOOP

Nº1 Up Goods RUNNING LOOP

TUNNEL LINES

Up

Down

SAND DRAG.

MAIN

Down

To GLOUCESTER

SEVERN TUNNEL WEST SIGNAL BOX.

GROUND FRAME WORKING POINTS & F.P.L.º A ELECTRICALLY RELEASED FROM SEVERN TUNNEL WEST.

SEVERN TUNNEL

ABLETON LANE TUNNEL

SEVERN TUNNEL EAST SIGNAL BOX.

Up Goods RUNNING LOOP

Up

Down

Down Goods RUNNING LOOP

SAND DRAG.

MAIN

Down

PILNING STATION SIGNAL BOX.

To PADINGTON

GROUND FRAME WORKING POINTS & F.P.L.º B ELECTRICALLY RELEASED FROM SEVERN TUNNEL EAST.