

GREAT WESTERN RAILWAY.

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

INSTRUCTIONS FOR WORKING ORDNANCE DEPOT SIDING AT WARMINSTER.

The instructions contained in Signal Notice No. 1804 to be added to page 81 of the Appendix to No. 3 Section of the Service Time Tables are amended as follows :—

This siding is situated between Warminster and Heytesbury, about 1,066 yards from Warminster Station on the Down side of the line. There is a connection to the Down Main Line only. The connection is controlled by ground frame known as " Ordnance Depot Ground Frame " and is electrically interlocked with Warminster Signal Box. The siding is under the supervision of the Warminster Station Master. Telephone communication is provided between Warminster Signal Box and the ground frame.

The ground frame is released by a lever in Warminster Signal Box and when that lever is in the reverse position, the Down Advanced Starting Signal for Warminster is locked at " Danger."

Trains which have to do work at the siding must be signalled under Block Regulation 8 of the Regulations for Train Signalling on Double Lines. On arrival at the ground frame, the Guard or man who accompanies the train must come to an understanding with the Signalman at Warminster Signal Box as to the work required to be done at the siding and the Signalman, if he is able to give permission, will release the key for working the ground frame.

Light engines or short trains proceeding to the siding and thence in the Salisbury direction may be shunted clear of the Main Line and the ground frame locked for Main Line trains to pass.

When the work is completed at the siding, the Guard or man who accompanies the train must see that nothing is left foul, lock up the ground frame, return the key to the ground frame and advise the Signalman by telephone that this has been done.

If it is necessary for the train to return to Warminster Signal Box, this may be done under the Signalman's Wrong Line Order in accordance with Rule 183, clause (f).

In daylight and clear weather, not more than 10 wagons with brake-van may be propelled from the ground frame to Warminster Signal Box. The speed of the train whilst being propelled must not exceed 10 miles per hour at any point and not more than 4 miles per hour when passing over points and crossings. The Guard in charge must ride on the leading vehicle and be prepared to hand-signal to driver if necessary.

When it is necessary for a train to be shut in the siding and the Signalman at Warminster has received intimation from the Guard or Shunter that everything is in order for Main Line working, the Signalman must send the cancelling signal to the Box in advance. When it is necessary for a train which has been shut in to leave the siding, the Guard or Shunter in charge will communicate with the Signalman at Warminster who will, after the necessary block signals have been passed to the box in advance, instruct him when the ground frame can be operated for the purpose. The Guard or Shunter, after bringing the train on to the Main Line, must telephone to the Signalman at Warminster telling him that everything is clear for the ground frame lever in the signal box to be reversed and when this has been done the Signalman at Warminster will send the " Train Entering Section " signal to the box in advance.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION.
BRISTOL, August, 1940.

R. G. POLE,
Superintendent of the Bristol Division.

Received Notice No. S.1840 re Instructions for Working Ordnance Depot Siding at Warminster.

.....Department

.....Station.

Mr. R. G. POLE.

Divisional Superintendent's Office, Bristol.

.....Signature

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