

Divisional Superintendent's Office,  
BRISTOL(T.M.) G.W.7.  
15th October, 1940.

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INSTRUCTIONS FOR WORKING ONE PASSENGER TRAIN EACH WAY  
DAILY BETWEEN BRIDGWATER AND HUNTSPILL FACTORY SITE.

Commencing on Thursday next, the 17th October, 1940,  
in connection with the running of the Workmen's train from  
Bridgwater to Huntspill, the following instructions will apply:-

See  
MS  
1609

1. Two of the reception sidings at Huntspill must be kept clear, one nearest the main line on to which the train will back and the adjoining siding, to enable the engine to run round.
2. On arrival of the train on the Up Main line at Huntspill, the Signaller will, as soon as possible, set the road and lower his signals for the train to back into the reception sidings.
3. When the train has backed into the siding nearest the main line clear of all points at the signal box end, the Guard will inform the Signaller, who, until he receives this intimation, must not attempt to move any of the points over which the train has backed.
4. The Factory Inspector will act as pilotman between the reception sidings and the Factory marshalling yard. He will wear a standard G.W.R. Pilotman's armband and will ride on the engine of the G.W. train.
5. Before taking the train forward from the reception sidings, the Factory Inspector is responsible for seeing that the Government Diesel engine is standing on the third reception siding and that all wagons at the marshalling yard and reception sidings are secured clear of the lines over which the G.W. train and light engine will run.
6. G.W. Enginemen and Guard will work through. The G.W. Guard will uncouple and couple the engine to the train when it is run round on the sidings.
7. On arrival at the Factory marshalling sidings the engine will be uncoupled and run back to the reception sidings with the Pilotman and G.W. Guard, after which the Government Diesel engine can be released for freight working. G.W. coaching stock will remain at the Factory sidings for return working.
8. For return working the Factory Inspector will again act as Pilotman and will meet the engine at the reception sidings. He will satisfy himself that the Diesel engine is on the reception sidings clear of all points, and will then pilot the G.W. engine to the Factory marshalling yard and bring the loaded train out to the reception sidings.
9. On arrival at the reception sidings the G.W. engine will be run round and when the necessary fixed signals have been lowered, the train will be backed on to the Down Main line preparatory for leaving for Bridgwater.

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INSTRUCTIONS FOR WORKING ONE PASSENGER TRAIN EACH WAY DAILY  
BETWEEN BRIDGWATER AND HUNTSPILL FACTORY SITE - NOTICE S.1851.

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10. G.W. coaching stock loaded or empty must not be backed over the line between the reception sidings and the marshalling yard. The speed of the train must not exceed 10 m.p.h. (5 m.p.h. over the weighbridge) in daylight and clear weather and 6 m.p.h. during darkness or fog or falling snow.
11. The Factory Inspector will be responsible for seeing that the points at the South end of the reception sidings and the points at the marshalling yard are clipped and padlocked for the safe passage of the train.

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ARRANGE AND ADVISE ALL CONCERNED.

*R. G. Pole*