

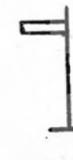
GREAT WESTERN RAILWAY.

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

PORTLAND—NEW SIGNAL BOX.

On **Sunday, September 28th, 1941**, between the hours of 7.0 a.m. and 5.0 p.m., or until the work is completed, the Signal Engineer will be engaged in bringing into use a new Signal Box, to be known as **Portland Station Signal Box**, situated on the Down Side of the Line—80 yards from the Weymouth end of the Down Platform.

The following new signals will be brought into use:—

Form.	Description.	Position.	Distance from Box.
	Up Main Distant (fixed at Caution).	Down Side of Line.	1,150 yards.
	Up Main Home.	Up Side of Line.	330 yards.
	Up Main Inner Home.	Up Side of Line.	40 yards.
	Up Main Starting.	Up Side of Line.	300 yards.
	Up Main Advanced Starting.	Down Side of Line.	610 yards.

SIGNALLING RECORD SOCIETY

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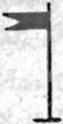
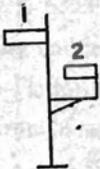
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Form.	Description.	Position.	Distance from Box.
	Goods to Up Main Starting.	Up Side of Line.	290 yards.
	Down Main Distant (fixed at Caution).	Down Side of Line.	1,525 yards.
	<ol style="list-style-type: none"> 1. Down Main Home. 2. Down Main to Goods*Home. 	Down Side of Line.	390 yards.
	<ol style="list-style-type: none"> 1. Down Main Intermediate Home. 2. Down Main to Loop Intermediate Home (will not be brought into use at present). 	Down Side of Line.	240 yards.
	<ol style="list-style-type: none"> 1. Down Main Inner Home. 2. Down Main Calling-on. 	Down Side of Line.	70 yards.
	Down Main Starting.	Down Side of Line.	240 yards.

Independent Discs will be brought into use as follows :—

Independent Single Disc at catch-points in Up Siding and leading to Up Main.

Independent Single Disc at trailing connection in Up Main and leading to Up Siding.

Independent Single Disc at trailing connection in Down Main and leading to Up Main.

The following connections will be brought into use :—

Down Main to Goods.

Down Main to Up Siding.

Down Main to Up Main.

Down Main to Engineer's Siding. (These points will be clipped and padlocked and key kept in Signal Box.)

The Down Main to Loop Intermediate Home and Single Independent Disc and catch-point leading from the Down Loop to Down Main Line will not be brought into use owing to the Loop being temporarily out of use.

The existing one-lever Ground Frame fixed on the Up Side of Line at the Easton end of the Up Platform Working Points from Main Line to Siding will be locked by Annetts Key from new Signal Box.

Token Setting Down and Picking Up Posts will be fixed between the new Signal Box and Down Platform for the Down Line.

All Signals and Points worked by the temporary 8-lever Ground Frame will be connected to and worked from the new Box.

All Single Line and Track Circuit apparatus at present in the temporary Ground Frame will be transferred to the new Box.

The Block Section will be as follows :—

Easton—Portland Station Box	Token.
Portland Station Box—Rodwell	Token (Local).
” ” ” —Weymouth Junction	Token (Through).

The existing auxiliary token instruments fixed for the Section **Easton—Portland**, one on the Up end of Up Platform for Deposit and one at the Down end of Down Platform for Issue, will be connected to the new Box by telephone. A telephone will be provided in the new Box on the **Easton—Weymouth** Circuit.

Distant Signals will be fixed at "Caution."

Occupation of the frame will be required for testing the locking.

Inspector Frosdick to make the necessary arrangements for safe working in accordance with Rule 77 and provide handsignalmen.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, September, 1941.

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

Received Notice S.1897, re New Signal Box—Portland.

..... Department.

..... Station.

..... Signature.

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