

# GREAT WESTERN RAILWAY.

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

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## BRINGING INTO USE TEMPORARY GROUND FRAME, WESTERLEIGH

On **Tuesday, February 24th, 1942**, between the hours of 9.0 a.m. and 3.0 p.m. or until completion, the Signal Engineer will be engaged in bringing into use a temporary Ground Frame on the Up Side of the line at 106m. 43ch., between Westerleigh Junction and Chipping Sodbury, to be known as "**Westerleigh East No. 2 Ground Frame.**"

Inspector Old to make the necessary arrangements for safe working in accordance with Rule 77.

### INSTRUCTIONS FOR WORKING ENGINEER'S SIDING AT WESTERLEIGH.

This siding is situated between Westerleigh Junction and Chipping Sodbury at 106m. 43ch., on the Up Side of the Line. There is a connection to the Up Main Line only. The connection is controlled by a ground frame known as "**Westerleigh East No. 2 Ground Frame.**"

The Ground Frame is controlled by Annett's Key electrically released by a lever in Westerleigh Junction Signal Box, and when that lever is in the reverse position the Up Starting Signal for Westerleigh Junction is locked at "**Danger.**"

The siding is under the supervision of the Chipping Sodbury Station Master.

Telephone communication is provided between Westerleigh Junction Signal Box and the Ground Frame.

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.

The man who accompanies the train must come to an understanding with the Signalman at Westerleigh Junction 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.

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If it is necessary for the engine to be shut in for Main Line trains to pass, the man who accompanies the train must assure the Signalman that nothing is left foul, lock up the Ground Lever and return the key to the Ground Frame. The Signalman at Westerleigh Junction will then send a "Cancelling" signal to the box in advance.

When it is necessary for a train to leave the Siding after being shut in, the man who accompanies the train will communicate with the Signalman at Westerleigh Junction Signal Box, who, after obtaining "Line Clear" from the Signal Box in advance, will give instructions as to when the Ground Frame can be operated for the purpose. When the train has left the Siding and is on the Main Line complete, the man in charge must telephone to the Signalman at Westerleigh Junction and inform him that everything is clear.

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

**Note.**—The Ground Frame for working the **Inland Sorting Depot** Sidings referred to in my Notice S.1891 is to be known as "Westerleigh East No. 1 Ground Frame."

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ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,  
BRISTOL, February, 1942.

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

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Received Notice No. S.1915 re New Temporary Ground Frame Westerleigh East No. 2.

.....Department.

.....Station.

.....Signature.

Divisional Superintendent's Office,  
Bristol.