

GREAT WESTERN RAILWAY.

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

NEW TEMPORARY GROUND FRAME—HUNTSPILL.

On **Sunday, December 13th, 1942**, between the hours of 8.0 a.m. and 5.0 p.m., the Signal Engineer will be engaged in bringing into use a temporary Ground Frame on the Up side of the line between Highbridge West and Huntspill at 146m. 60ch. to work a temporary trailing connection in the Up Main Line leading from a Contractor's siding.

Occupation of Huntspill Locking Frame will be required for the purpose of altering and testing locking.

Distant Signals affected will be disconnected and placed at "Caution" during the occupation.

District Inspector Carter to make arrangements for safe working in accordance with Rule 77 and provide the necessary hand signalmen.

INSTRUCTIONS FOR WORKING CONTRACTOR'S SIDING AT HUNTSPILL.

This Siding is situated between Highbridge West and Huntspill at 146m. 60ch. on the Up side of the line. There is a temporary trailing connection to the Up Main Line only. The connection is worked from a ground frame which is controlled by Annett's Key electrically released by a lever in Huntspill Signal Box, and when that lever is in the reverse position the Up Starting Signal for Huntspill is locked at "Danger."

Telephone communication is provided between Huntspill Box and the Ground Frame.

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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.

When the train arrives at the Ground Frame the guard or person in charge must call up the signalman on the telephone for permission to use the Ground Frame. If he is in a position to grant the permission, the signalman, provided the applicable signal is at "Danger" must pull over the Ground Frame interlocking lever and inform the guard or person in charge on the telephone that the ground frame key can be released.

The key in the key instrument at Ground Frame must then be turned "anti-clockwise" from No. 1 to No. 2 position, and when the indicator shews "Free" further turned to No. 3 and then withdrawn. The key when inserted in Annett's lock releases the Ground Frame.

After the work is completed the key must be inserted in the key instrument and turned "clockwise" to No. 1 position and the signalman informed on the telephone. Where a plunger is provided this must be pressed.

Signalman must press plunger provided in connection with the electric lock on the interlocking lever and place the lever to normal. He must then inform the guard, or person in charge of the Ground Frame, on the telephone that the apparatus is restored. Until this message is received the guard must not rejoin or allow his train to proceed. Neither must he do so until he has given an assurance to the signalman that no vehicle has been left foul of the Main Line.

Undue force must not be used in manipulating the release key.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, December, 1942.

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

Received Notice S.1971, re New Ground Frame—Huntspill.

..... Department.

..... Station.

..... Signature.

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