

GREAT WESTERN RAILWAY.

(FOR THE USE OF THE COMPANY'S SERVANTS ONLY.)

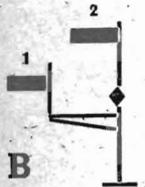
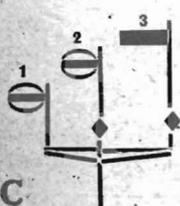
Notice to Enginememen, Guards, etc.

Sunday, October 17th, to Sunday,
October 24th, 1943.

BRINGING INTO USE A NEW DOWN GOODS LOOP AT HUNGERFORD.

Between 7.0 a.m. Sunday, October 17th, and 5.0 p.m. Sunday, October 24th, the Signal Engineers will be engaged in carrying out the following work in connection with bringing into use a New Down Goods Loop at Hungerford.

New Signals :—

FORM.	DESCRIPTION.	POSITION.	DISTANCE FROM SIGNAL BOX.
	Down Main Distant. (A.T.C. Ramp 440 yards to rear.)	Down side of Down Main.	2,465 yards.
	1. Down Main to Loop Home. 2. Down Main Home.	Down side of Down Main.	1,427 yards.
	1. Down Loop to Sidings Home (worked from Ground Frame.) 2. Down Loop Home. 3. Down Main Inter Home. (Already in use as Down Main Home.)	Down side of Down Loop.	558 yards. (1) 72 yards from Ground Frame.
	Double Disc at Trailing Points from Up Sidings in Up Main. 1. To Down Main. 2. To Up Sidings.		

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The following Signals will be taken out of use :—

- Down Main Distant.
- Down Sidings Starting.
- Single Discs at Points Nos. 18 and 19.

The One-Lever Ground Frame working the Connection from the Sidings to the Up Main Line will be replaced by a Three-Lever Ground Frame working the existing Connection together with an additional Connection to the New Shunt Spur and Home Signal from Down Loop to Sidings.

The existing Connection from Down Sidings to Down Main Line will be moved back to form a Down Loop to Down Main Connection, and a New Independent Disc will be provided for movements from the Down Main Line to Down Loop.

See diagram appended.

RUNAWAY CATCHPOINT.

The existing runaway catchpoint in the Down Main Line at 60 m. 69½ chs. will be moved back to a new position at approximately 60 m. 37 chs.

During the time the work is being carried out the Down Distant Signal will be disconnected and placed at "CAUTION."

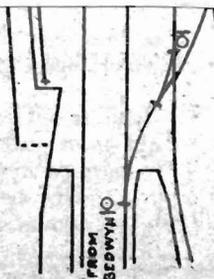
NEW DOWN GOODS LOOP.

The entrance to the New Down Goods Loop will be by means of a Facing Connection in the Down Main Line, approximately 1,190 yards on the Newbury side of Hungerford Signal Box, and the exit from the Loop will be by means of a Trailing Connection in the Down Main Line approximately 490 yards on the Newbury side of the Signal Box.

The New Goods Loop will be 1,780 feet long and the holding capacity will be :—

- 80 Ten-Ton Wagons, Engine and Two Vans
- or
- 68 Twenty-Ton Wagons, Engine and Two Vans.

The ruling gradient is 1 in 164 rising towards Hungerford.



The following New Track Circuits will be brought into use :—

Line.	Track Circuit in the Rear of the Signal named below.	Length of Track in yards.	Position of Diamond Sign.	Signals Locked Electrically when Track Circuit is Occupied.	Whether Block-Controlled.	Whether Vehicle on Line Switch Provided.	Remarks.
Down Main.	Down Home.	440	On Signal.	Kintbury Down Starting.	Yes.	No.	4 AT.
Down Main } Down Loop. }	Through Points No. 11.	170	Nil.	Down Home.	No.	No.	11 T.
Down Main.	Down Intermediate Home.	709	On Signal.	Down Home.	No.	No.	4 T.
Down Main.	Through Points No. 12.	72	Nil.	Nil.	No.	No.	5 T.
Down Goods Loop.	Down Loop Home.	215	On Signal.	—	No.	No.	10 AT.
Down Goods Loop.	Through Points No. 12.	72	Nil.	—	No.	No.	10 T.

NOTE.—The existing Track Circuit on the Down Main Line will be taken out of use.

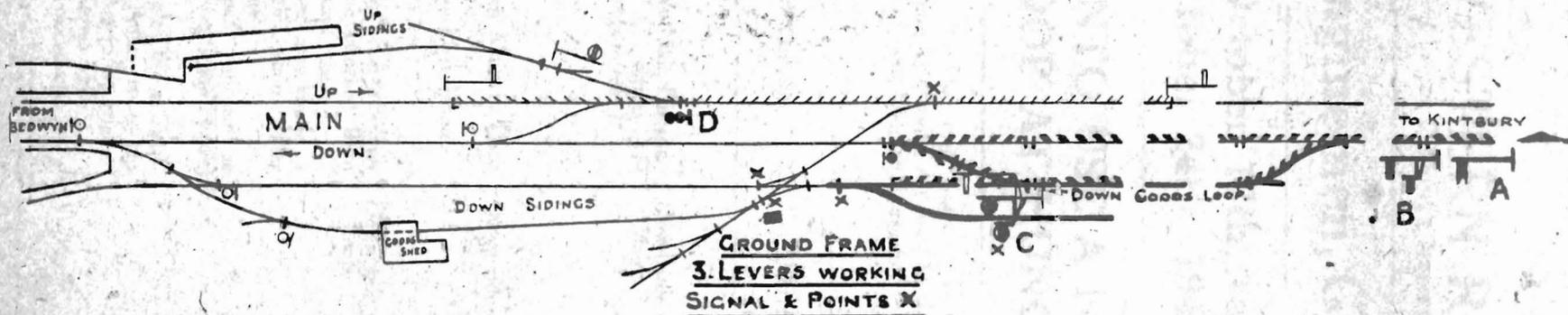
All arrangements for the safe working of the Line (including the appointment of Hand Signalmen) must be made by the District Inspector in accordance with Rule 77.

PADDINGTON STATION,
October 7th, 1943.

C. T. COX,
Divisional Superintendent.

The receipt of this Notice to be acknowledged by first Train.

HUNGERFORD



NEW DOWN LOOP LENGTH 1780 FEET.

HOLDING CAPACITY { 60 TEN-TON WAGONS, ENGINE & 2 VANS.
OR
68 TWENTY-TON WAGONS, ENGINE & 2 VANS.

RULING GRADIENT: 1 IN 164 RISING TOWARDS HUNGERFORD.