

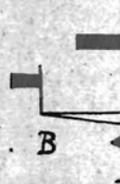
# GREAT WESTERN RAILWAY.

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

## NEW UP AND DOWN GOODS LOOPS—WITHAM.

Between the hours of 7.0 a.m. **Sunday, August 8th**, and 4.0 p.m. **Thursday, August 12th, 1943**, or until the work is completed, the Signal Engineer will be engaged in bringing into use **New Up and Down Goods Loops**, together with additional Signalling :—

### NEW SIGNALS.

Form.	Description.	Position.	Distance from Box.
 <p>A</p>	<p>1 Up Main Starting for Brewham.</p> <p>2 Up Main Distant. (A.T.C. ramp will be fixed at this signal.)</p>	Up side of Up Main Line.	556 yards from Brewham, 2,319 yards from Witham.
 <p>B</p>	<p>1 Up Main Home.</p> <p>2 Up Main to Loop Home.</p>	Up side of Up Main Line.	1,166 yards.
 <p>C</p>	<p>1 Up Main Inner Home. (Already in use.)</p> <p>2 Up Loop to Main Inner Home.</p> <p>3 Up Loop to Siding Inner Home.</p>	Between Up Main and Up Goods Loop.	180 yards.
 <p>D</p>	<p>1 Down Main Starting. (Already in use.)</p> <p>2 Down Main to Loop Starting.</p>	Down side of Down Main Line.	246 yards.

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## NEW SIGNALS—continued.

Form.	Description.	Position.	Distance from Box.
 <p>E</p>	Down Main Advanced Starting.	Between Down Main and Down Goods Loop.	967 yards.
 <p>F</p>	Down Loop to Main Advanced Starting.	Down side of Down Goods Loop.	967 yards.

### The following Signals will be taken out of use :—

Up Main Distant, together with A.T.C. ramp fixed 440 yards to the rear of this signal.

Up Main Home, together with Track Circuit to rear of this signal.

Brewham Up Main Starting. \_\_\_\_\_

New connections and Independent Discs will be provided as shewn on sketch.

Occupation of the locking frame will be required for the purpose of altering and testing. \_\_\_\_\_

A Ground Lever will be provided for working the existing Hand Points in Up Siding near to 121m.p. and controlling movements to Up Spur. The Ground Lever will be padlocked in the normal position and key kept in Signal Box.

### Telephones.

Telephones communicating with the Signal Box will be provided at entrance and mid-way in the Up Goods Loop, also at the exit from the Down Goods Loop.

Guards must advise the Signaller at Witham that their trains have arrived complete with tail lamp, in accordance with the instructions on page 86 (clause 8[b]) of the Regulations for Signalling Trains and Engines over Goods Running Loop Lines.

During the time the work is being carried out the Distant Signals affected will be disconnected and placed at CAUTION.

## NEW TRACK CIRCUITS.

Signal Box.	Track Circuit in rear of signal named below.	Length of Track.	Position of Diamond Sign.
Witham	Up Main Home	240 yards.	On Up Main Home Signal.
	Down Main Advanced Starting	639 yards.	On Down Main Advanced Starting Signal.
	Down Goods Loop to Main Advanced Starting.	215 yards.	On Down Goods Loop to Main Advanced Starting Signal.

District Inspector Roberts, Yeovil, to make arrangements for safe working in accordance with Rule 77, and provide the necessary handsignalmen.

## ADDITION TO THE APPENDIX TO No. 3 SECTION OF THE SERVICE TIME TABLE.

The following to be added to page 88 :—

### WITHAM.

The Siding Points in the Up Loop, when not in use, must be set for the Up Loop and padlocked in that position.

The key of the padlock must be kept in the Signal Box.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,  
BRISTOL, July, 1943.

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

Received Notice No. S.2008, re New Loops—Witham.

.....Department.

.....Station.

.....Signature.

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

# WITHAM

