

GREAT WESTERN RAILWAY

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

ILLUMINATED SHUNTING INDICATORS— BRISTOL (T.M.) GOODS YARD.

On Tuesday, November 19th, 1946, between the hours of 9.0 a.m. and 12.30 p.m., or until completion, the Signal Engineer will be engaged in bringing into use **two new Electrically Illuminated Shunting Indicators.**

The indicators will take the following form :—

S	G	B
T	O	A
O		C
P		K

LOCATION OF INDICATORS :—

1. Fixed on the left leg of the Bristol East Box Up Main and Up Relief Homes Gantry Signal—Up side of No. 2 Shunting Spur, 194 yards west of Bristol East Box.

2. Fixed on a post on the Up side of No. 2 Shunting Spur, 49 yards west of Bristol East Box.

At the same time the existing Klaxon Horn for shunting purposes will be taken out of use.

The **illumination** of the indicators will be under the direction of the Bristol Goods Low Level Head Shunter by the insertion of a plug into a switch fitted in a box on the Up side of the Up Goods Line near Temple Meads Goods Yard Signal Box Up Goods Starting Gantry Signal.

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No. 4 APPENDIX.

The following to be added to page 103 :—

**BRISTOL (T.M.) GOODS—LOW LEVEL
SHUNTING OPERATIONS.**

Two electrically operated shunting indicators are provided in connection with shunting movements on No. 2 Spur, fixed on the Up side of No. 2 Spur, one on a post 49 yards on the Goods Yard side of Bristol East Box and the other on the left leg of Bristol East Box Up Main and Up Relief Homes Signal gantry 145 yards nearer the Goods Yard.

The indicators have three separate aspects : " Stop," " Go," " Back," and are provided to enable the Bristol Goods Low Level Head Shunter to signal to Engine Drivers when shunting in the Goods Department No. 2 shunting spur.

The indicators are operated by a control switch fixed in a box located on the wall of the bridge near Temple Meads Goods Yard Signal Box Up Starting Signal gantry on the Up Side of the Up Goods Line.

The indicators are only capable of showing one indication at a time and are operative only when Bristol East Box signal lever No. 87 (Spur No. 2) is in the reverse position, in order to ensure no conflict between the shunting indicators and the signal indications into No. 2 Spur.

The control switch operating the shunting indications is used under the sole direction of the Low Level Head Shunter who will instruct the Under Shunter when to operate the switch. It must be clearly understood that the indicators apply to No. 2 Spur (Low Level) only. The Head Shunter is responsible for seeing that the switch is placed to normal after shunting operations have ceased.

The Drivers of train engines, or engines and vans, standing towards the Stop Blocks in the Shunting Spurs waiting to be called back to be coupled up to their trains, must understand that their movements are governed by the position of the ground disc signals only.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, November, 1946.

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

Received Notice No. S.2122, re Illuminated Shunting Indicators—Bristol (T.M.) Goods Yard.

.....Department.

.....Station.

.....Signature.

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