

PRIVATE AND NOT  
FOR PUBLICATION

*P. G. Barlow, Esq.*  
NOTICE NO. S.2697

Ref: 43/WS  
Ext: 074-2632

Divisional Manager's Office,  
(West of England),  
New Works Section  
BRISTOL

16 June 1972

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.

SECTION 'C' of the K2/26/72 SPEED AND ENGINEERING NOTICE

SUNDAY 25 JUNE 1972 : WITHAM - SIGNALLING ALTERATIONS

An Up & Down Goods Loop with new connections will be provided as shown in heavy print on the diagram overleaf. The existing Bay line will become the West end of the Goods Loop. At the same time the existing facing connection from Down Main to Branch will be spiked, clipped and padlocked pending recovery.

The following signals will be recovered :-

Up Main Inner Home  
Up Main Starting  
Down Main Home  
Down Main Inner Home to Branch  
Up Branch Inner Home  
Up Branch Starting Bracket  
Down Branch Starting  
Disc from Up Siding  
Disc Down Main to Up Main  
Disc Up Main to Down Main  
Disc in Down Branch

~~The remaining Disc signals will now lead to all available routes. The Disc signal from Down Yard to Down Main will be fitted with a yellow arm and light.~~

The existing Bay Starting signal to Branch will be renamed Down Goods Loop Starting to Branch. The Down Branch Advanced Starting signal will be renamed Down Branch Starting.

The following new signals will be introduced as shown on the diagram :-

<u>Position on Diagram</u>	<u>Description</u>	<u>Distance from Signalbox.</u>
A	Up Branch Inner Homes to Goods Loop or Up Main	26 yards
B	Disc Up Siding to Goods Loop or Up Main	26 yards
C	Up Main Inner Home	43 yards
D	Up Main Starting	510 yards
E	Up Goods Loop Starting to Up Main	526 yards
F	Disc backing along Up Main or to Goods Loop	666 yards
G	Down Main & Down Main to Goods Loop Homes with Disc to Up Main	770 yards
H.	Up Main Advanced Starting	1130 yards

The new connections will be power operated from the signalbox. The points will be operated by machines of the W.B. & S. Co. style C type with hand generator as standby. Hand cranks for the emergency operation of points will be kept in instruments in the signalbox. Instructions for the emergency operation of the point machines have been issued separately.

Telephones communicating with the signalbox will be provided at sites shown on the diagram.

A copy of this notice to be issued to all trainmen on the section of line concerned.

for B. Driver

*G. J. Cameron*

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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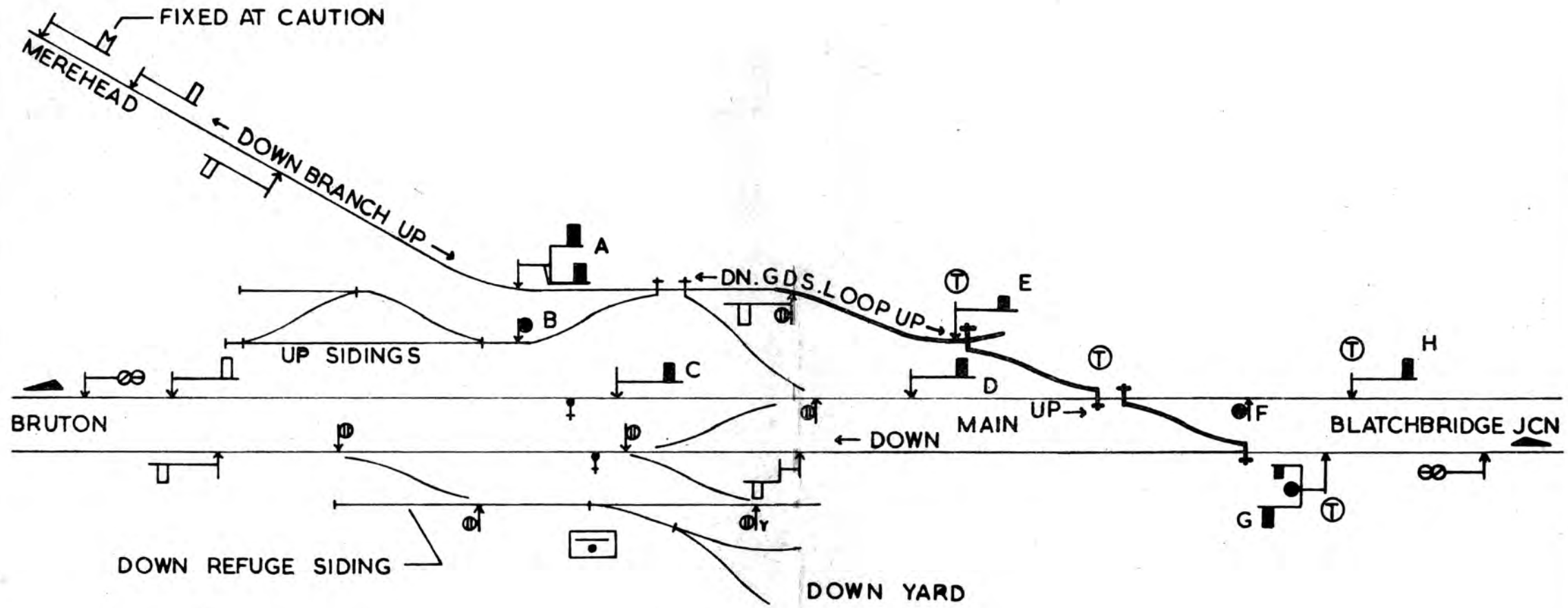
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