



# GREAT WESTERN RAILWAY.

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

## SIGNAL ALTERATIONS—HUNTSPILL

The following new signals have been brought into use :—

Form.	Description.	Position.	Distance from Box.
	<ol style="list-style-type: none"> <li>1. Siding to Up Main Starting.</li> <li>2. Siding to Down Main (Limit of Shunt Backing).</li> </ol>	Up Side of Siding.	185 yards.
	Limit of Shunt.	Down Side of Down Main.	400 yards.

The independent disc at the Taunton end of the crossover road has been taken out of use.

# SIGNALLING RECORD SOCIETY

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

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

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

A two-lever ground frame, fixed at the West end of Reception Siding 758 yards from Huntspill Box, working points and locks leading from Reception Siding to Factory, locked by padlock (key to be kept in Signal Box) has been brought into use.

A telephone has been fixed in the hut situated at the West end of Reception Siding by the Ground Frame giving connection to Signal Box.

---

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

---

TEMPLE MEADS STATION,  
BRISTOL, November, 1940.

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

---

Received Notice No. S.1855, re Signal Alterations, Huntspill.

.....Department.  
.....Station.  
.....Signature.

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

## INSTRUCTIONS FOR WORKING HUNTSPILL SIDINGS.

---

The instructions in Notice S.1851 are hereby cancelled and the following will apply :—

1. The ground frame at the South end of the reception sidings must be kept padlocked when not in use and the key of the padlock kept in the signal box. The ground frame will be worked by a member of the G.W.R. staff when required.

2. When G.W. trains or engines are in the reception sidings, the Factory engine must not carry out any movement between the single line and the reception sidings unless a clear understanding has been arrived at of what is required to be done between the member of the Factory staff conducting such operations and the G.W.R. man in charge of that Company's engine or train. (A telephone will shortly be provided at the signal box end of the reception sidings for communication with the Signal Box and the Ground Frame end of the sidings.)

3. Illuminated stop boards are provided as follows :—

(1) At the Signal Box end of No. 1 reception sidings facing trains approaching from the Factory Line.

(2) At the Ground Frame end of No. 1 reception sidings, 20 yards from the catch point, facing trains approaching from the G.W. signal box end.

(3) On the Factory Line at the ground frame points, facing trains coming from the Factory.

(4) On the Factory Line, 1,300 feet from No. 3 stop board, facing trains coming from the Factory.

All Drivers must stop dead at these stop boards and must not proceed until authorised to do so by the man in charge of the movement.

4. When the Ground Frame is not in use the Factory engine and staff will have access to Nos. 2 and 3 reception sidings and the shunting spur only. The Factory staff are responsible for seeing that wagons are left clear of adjoining lines at both ends of the reception sidings.

5. When the Signal Box is switched out, an authorised member of the G.W.R. staff may operate the lever working points No. 7 for the purpose of making movements between the shunting spur and No. 1 reception siding. No other levers in the Signal Box must be interfered with unless there is a Signaller on duty and the Signal Box switched into circuit.

6. When switching out of circuit, the Signaller must leave No. 7 points set for Nos. 2 and 3 reception sidings. Persons conducting shunting movements between the reception sidings and the shunting spur are responsible for seeing that Nos. 7 and 10 points are correctly set.

7. The disc signal at the crossover trailing points in the Up Main Line and the Down Main to Sidings Home Signal cannot be lowered when No. 7 points are set for Nos. 2 or 3 sidings. When it is necessary for movements to be made from the Main Lines to Nos. 2 or 3 reception sidings, the signals can be passed at danger on verbal instructions being given by the Signaller for this to be done. The movement must be accompanied by a Guard or Shunter.

**8. Instructions for Working one Passenger Train each way daily between Huntspill Reception Sidings and the Factory site.**

- (a) No. 1 Siding must be kept clear for the reception of the passenger train.
- (b) On arrival of the train on the Main Line at Huntspill, the Signalman will, after obtaining permission from the G.W.R. man in charge of the reception sidings ground frame, set the road and lower his signals for the train to enter the reception siding.
- (c) The Factory Inspector will act as Pilotman between the reception sidings and the Factory marshalling yard. He will wear a standard G.W.R. Pilotman's armband and will ride on the engine of the G.W. train.
- (d) Before taking the train forward from the reception sidings, the Factory Inspector is responsible for seeing that the Factory steam and Diesel engines and all wagons at the marshalling yard and reception sidings are secured clear of the lines over which the G.W. train or light engine will run.
- (e) G.W. Enginemen and Guard will work through. The G.W. Guard or Shunter will uncouple and couple the engine to the train as necessary.
- (f) On arrival at the Factory marshalling sidings the engine will be uncoupled and run back to the reception sidings with the Pilotman and G.W. Guard, after which the Factory engines can be released for freight working. G.W. coaching stock will remain at the Factory sidings for return working.
- (g) For return working the Factory Inspector will again act as Pilotman and will meet the G.W. train engine at the reception sidings. He will satisfy himself that the Factory steam and Diesel engines and all wagons are secured on the sidings clear of the single line and No. 1 reception siding, and he will then pilot the G.W. engine to the Factory marshalling yard and bring the loaded train out to the reception sidings.
- (h) G.W. coaching stock, loaded or empty, must not be backed over the line between the reception sidings and the marshalling yard. The speed of the train must not exceed 10 m.p.h. (5 m.p.h. over the weighbridge) in daylight and clear weather and 5 m.p.h. during darkness or fog or falling snow.
- (i) The Factory Inspector will be responsible for seeing that the points at the marshalling yard are clipped and padlocked for the safe passage of the train.
- (j) A member of the G.W.R. staff will work the ground frame points and will correctly set and padlock the hand points leading from the single line to No. 3 reception siding for the safe passage of the train to or from No. 1 reception siding. He will also be responsible for informing the Signalman when the passenger train may enter or leave the reception siding to or from the Main Line.