

GREAT WESTERN RAILWAY.

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

NEW GROUND FRAME—WESTBURY NORTH.

On **Friday, 16th January, 1942**, between the hours of 8.0 a.m. and 3.0 p.m. or until the work is completed, the Signal Engineer will be engaged in bringing into use a new one-lever ground frame, to be known as **Westbury North Ground Frame**, to work the new connection from the Up Main Line at 94m. 78ch. between Westbury North and Heywood Road Junction.

Electrical interlocking will be provided between the Ground Frame and Westbury North and telephonic communication on the box-to-box circuit between Westbury North and Heywood Road Junction.

Occupation of Westbury North Locking Frame will be required for alterations to the locking.

During the time the work is being carried out Distant Signal No. 74 will be disconnected and kept at "caution."

Inspector Mutter to make arrangements for safe working in accordance with Rule 77 and provide the necessary handsignalmen.

INSTRUCTIONS FOR WORKING—WESTBURY NORTH GROUND FRAME.

The Ground Frame is released by a lever in Westbury North Signal Box and when that lever is in the reverse position the Up Starting Signal for Westbury North is locked at "Danger."

Trains which have to do work at the siding must be signalled under Block Regulation 8 of the Regulations for Train Signalling on Double Lines.

The man who accompanies the train must come to an understanding with the Signalman at Westbury North Signal Box as to the work required to be done at the siding and the Signalman, if he is able to give permission, will release the key for working the Ground Frame.

If it is necessary for the engine to be shut in for Main Line trains to pass, the man who accompanies the train must assure the Signalman that nothing is left foul, lock up the ground lever and return the key to the Ground Frame. The Signalman at Westbury North will then send a "Cancelling" signal to the box in advance.

When it is necessary for a train to leave the Siding after being shut in, the man who accompanies the train will communicate with the Signalman at Westbury North Signal Box who, after obtaining "Line Clear" from the Signal Box in advance, will give instructions as to when the Ground Frame can be operated for the purpose. When the train has left the Siding and is on the Main Line complete, the man in charge must telephone to the Signalman at Westerleigh West and inform him that everything is clear.

When the work is completed at the siding, the man who accompanies the train must see that nothing is left foul, lock up the ground lever, return the key to the ground frame and advise the Signalman by telephone that this has been done.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, January, 1942.

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

Received Notice No. S.1910 re New Ground Frame—Westbury North.

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

Divisional Superintendent's Office,
Bristol.

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