

GREAT WESTERN RAILWAY.

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

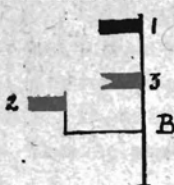
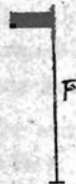
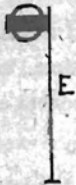

SIGNAL ALTERATIONS—CODFORD AND SHERRINGTON CROSSING.

Between 7.0 a.m. **Sunday, May 23rd** and 4.0 p.m. **Thursday, May 27th, 1943**, or until completion the Signal Engineer will be engaged in bringing into use the **new Up and Down Goods Running Loops** between Codford and Sherrington Crossing, also a **new Signal Box** situated on the Up side of the Line 71 yards on the Salisbury side of 121 m.p. to be known as **Sherrington Crossing Signal Box**.

New signals will be brought into use as follows :—

New Signals.

SHERRINGTON CROSSING.

Form.	Description.	Position.	Distance from Box.
	<ol style="list-style-type: none"> 1. Up Main Home. 2. Up Main to Up Goods Running Loop Home. 3. Up Main Distant for Codford. (A.T.C. ramp fixed at signal.) 	Up side of Up Main.	73 yards from Sherrington Crossing, 1000 yards from Codford.
	Down Main Home.	Between Down Main and Down Goods Running Loop.	107 yards.
	Down Goods Running Loop to Down Main Home.	Down side of Down Goods Running Loop.	118 yards.
	Down Main Starting.	Down side of Down Main.	589 yards.

SIGNALLING RECORD SOCIETY

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SHERRINGTON CROSSING.—Continued.

The existing Down Main Distant for Sherrington Crossing Ground Frame—Lower Arm on the Down Main Home for Codford—will be connected to and worked from Sherrington Crossing Signal Box. (933 yards from Signal Box.)

The existing Up Main Distant for Sherrington Crossing Ground Frame—controlled from Codford—will be connected to and worked from Sherrington Crossing Signal Box. (1098 yards from Signal Box.)

New Signals.

CODFORD.

Form.	Description.	Position.	Distance from Box.
	<ol style="list-style-type: none"> 1. Down Main Starting. (Already in use.) 2. Down Main to Down Goods Running Loop Starting. 3. Down Main Inner Distant for Sherrington Crossing. (Already in use as Down Main Intermediate Distant for Sherrington Crossing.) 	Between Down Main and Down Siding.	157 yards from Codford. 704 yards from Sherrington Crossing.

The following signal will be renamed :—

Existing : Up Refuge Siding Starting. To become Up Goods Running Loop to Up Main Home.

The following signal will be taken out of use :—

Down Main Advanced Starting with Lower Inner Distant Arm for Sherrington Crossing together with the Track Circuit to the rear of this signal.

SHERRINGTON CROSSING.

The existing Sherrington Crossing Ground Frame situated on the Down side of the Down Main opposite the new Signal Box will be taken out of use together with Crossing Indicator and Telephones.

The existing Level Crossing Gates will be connected to and worked from the new Signal Box.

CODFORD.

The Ground Frame situated on the Up side of the Up Main on the Salisbury side of Codford Station and electrically interlocked with Codford Signal Box, and the trailing Crossover leading from the Down Main to Down Siding, Discs and Telephone, will be temporarily taken out of use.

New connections and discs will be provided as shown on attached sketch.

Occupation of the Locking Frame will be required for the purpose of altering and testing the locking.

The absolute Block between Wylve and Codford will be rearranged as follows :—

Existing : Wylve—Codford.

To become : Wylve—Sherrington Crossing.

Sherrington Crossing—Codford.

Permissive Block will be provided for working over the Up and Down Goods Loops between Sherrington Crossing and Codford.

Box-to-Box telephone communication will be provided between Wylle—Sherrington Crossing and Codford Signal Boxes.

Telephonic communication will also be provided at Sherrington Crossing on Westbury—Salisbury Selective and Upton Level—Stockton Crossing telephone circuits.

The Up and Down Distant Signals for Codford and Sherrington Crossing will be disconnected and placed at caution during the time the work is being carried out.

New Track Circuits.

Signal Box.	Track Circuit in rear of signal named below.	Length of Track.	Position of Diamond Sign.
Sherrington Crossing	Down Main Starting	545 yards.	On Down Main Starting Signal.

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

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

EMPLE MEADS STATION,
BRISTOL, May, 1943.

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

Received Notice No. S.2000, re Signal Alterations—Codford and Sherrington Crossing.

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

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

