

GREAT WESTERN RAILWAY

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

INSTRUCTIONS AFFECTING GREAT WESTERN EMPLOYEES WHEN WORKING OVER THE SOUTHERN RAILWAY.

ANDOVER JUNCTION

G.W. engines when leaving the Locomotive Shed via Andover West Box must be brought to a stand opposite the telephone, which is fixed to a post approximately 40 yards to the rear of the ground disc signal controlling the exit from the Engine Line, and advise the Andover Junction West Signaller of the arrival of the engine and destination of same, afterwards drawing forward to the ground disc signal.

ALTERATIONS AND ADDITIONS TO THE APPENDICES TO NOS. 3 AND 4 SECTIONS OF THE SERVICE TIME TABLE AND TO THE INSTRUCTIONS FOR WORKING THROUGH THE SEVERN TUNNEL.

No. 3 Appendix

WESTBURY (Wilts).

The following alterations to be made on page 78 :—

DOWN GOODS RUNNING LOOP BETWEEN NORTH, MIDDLE AND SOUTH BOXES.

After the word "Loop" in line 3 insert :—

"between North Box and South Box Down Loop Home Signal"—is 1,555 feet, etc.

Additional paragraph to be inserted at the bottom of page 78 :—

The extension of the Down Goods Loop between the South Box Loop Home and Starting signals is operated as a siding under the provisions of Rule 48, under the control of the Yard Inspector.

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No. 4 Appendix

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16/1/46.

YATTON

**DOWN GOODS RUNNING LOOP LINE BETWEEN YATTON EAST SIGNAL
BOX AND YATTON STATION.**

The following to be added on page 112 as the third paragraph of these instructions :—

Drivers of Down freight trains running via the Down Goods Loop, must advise the Signalman at Yatton West Box by means of the telephone fixed in a box near the Down Loop exit signal, when they require to take water at the Down platform.

The following to be added to page 125 :—

HENBURY (Hallen)—A.F.D., BLAISE SIDINGS.

Attention is called to the insufficient clearance between G.W.R. engines and the tank filling apparatus at these sidings, and the movement of engines alongside and past the tank filling apparatus is prohibited.

Utmost precaution must be taken by Enginemmen to avoid emission of sparks whilst working in the Sidings.

**INSTRUCTIONS FOR WORKING THROUGH THE SEVERN TUNNEL
AND ON THE INCLINES AND SIDINGS BETWEEN PATCHWAY AND
SEVERN TUNNEL JUNCTION.**

NOTICE NO. S.1916. DATED APRIL, 1943.

**15.—TRAINS STOPPED IN THE TUNNEL BY ACCIDENT OR
OTHERWISE.**

Page 11—The last two paragraphs of clause (a)—(sixth and seventh paragraphs on page 11) to be deleted.

(The extension of the tell-tale wire to Sudbrook Pumping Station is no longer required and this portion of the tell-tale wire has been recovered by the Signal Dept.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, January, 1946.

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