

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of the employees only.)

SLIP COACH WORKING—HEYWOOD ROAD JUNCTION, WESTBURY, (WILTS).

Commencing **Monday, September 27th, 1948**, and until further notice, slip coaches for Westbury will again be detached from specified Down Trains at Heywood Road Junction, the main train proceeding via Westbury Avoiding Line.

The instructions for working slip coaches on pages 89 to 98 inclusive of the General Appendix to the Rule Book must be observed.

The point at which the slip portion must be detached is the Down Distant Signal for Heywood Road Junction which is 1,035 yards from the Down Home Signals for Heywood Road Junction. (The particulars on page 40 of the Appendix to No. 3 Section of the Service Time Tables to be amended accordingly.)

The slip portion will be brought to a stand at Heywood Road Junction Down Home Signal after which the light engine, standing in the Engine Siding at Heywood Road Junction, must be attached, and the train drawn into Westbury Station.

During fog or falling snow or in any other circumstances which render it undesirable for a train to slip at Heywood Road Junction, the train must be diverted via and call at Westbury Station, and the slip coach must be detached at the platform. Clause 22 of the Slip Regulations must be carried out.

3.30 p.m. Paddington to Penzance.

Commencing on **Monday, September 27th**, and **week-days** until further notice, this train will slip the Weymouth portion at **Heywood Road Junction**.

The train will run via the Westbury Avoiding Line in the following times :—

	Arr. P.M.	Dep. P.M.		Arr. P.M.	Dep. P.M.
Bedwyn	4/42 ½		Clink Road Junction	5/15 ½	
Patney & Chirton	4/57 ½		Blatchbridge Junction	5/18	
Heywood Road Junction	5/ 9 ½	(slip)	Castle Cary	5/31	
Fairwood Junction	5/12		Taunton	5 58	6 3

Weymouth Slip Portion.

	Arr. P.M.	Dep. P.M.
Heywood Road Junction	—	5 14
Westbury	5 17	—

The Light Engine to work forward the slip portion must leave Westbury at 4.47 p.m. for Heywood Road Junction. The engine must be placed immediately in the Engine Siding and must stand there until the slip portion has been brought to a stand.

ACKNOWLEDGE RECEIPT TO HEAD OF DEPARTMENT.

TEMPLE MEADS STATION,
BRISTOL, September, 1948.

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

Received Notice S.2191, re Slip Coach Working—Heywood Road Junction, Westbury (Wilts.).

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

Mr. R. G. Pole,
Divisional Superintendent,
Bristol.