

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of employees only)

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**Notice to Enginemen, Guards, etc.**

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**MULTIPLE ASPECT SIGNALLING**

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**STAGE 2—OLD OAK  
COMMON/SUBWAY  
JUNCTION**

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**SATURDAY, SUNDAY and MONDAY  
16th, 17th and 18th SEPTEMBER,  
1967**

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Between 23 00 hours on Saturday and 06 00 hours on Monday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in bringing into use new multiple aspect colour light signalling with continuous track circuiting on all lines between Old Oak Common and Subway Junction, controlled from Old Oak Common Signal Box, in accordance with the attached diagram.

### Redundant Signal Boxes

Ladbroke Grove and Portobello Junction signal boxes will be taken out of use together with all associated signalling, with the exception of the following signals which will in future be controlled from Old Oak Common.

Present No.	New No.
LG.3	00.49
LG.9	00.149

### Ground Frame

A new ground frame to be known as Portobello Ground Frame will be brought into use and controlled from Old Oak Common Signal Box. The ground frame will be released by Annett's key held in an adjacent release instrument.

### Track Circuit Block Working

Track Circuit Block working will apply on all lines between Old Oak Common and Subway Junction and train description will be by single stroke bells.

### Power Operated Points

With the exception of the points operated from ground frames, spring controlled points, and points at Subway Junction, all connections shown on the attached diagram will be electrically operated from Old Oak Common Signal Box.

The point machines are of the Westinghouse Brake & Signal Co.'s style, 63, and the relevant instructions for their emergency operation have been issued separately.

Hand cranks for the emergency operation of these points will be located in release instruments adjacent to the points. These hand cranks can only be withdrawn when a release is given from Old Oak Common Signal Box.

### Telephones

Telephones giving exclusive communication with the signaller at Old Oak Common, will be provided as follows:—

- (1) At all multiple aspect signals bearing the prefix 00.
- (2) At automatic signals UC2A, UC2B and UG2.
- (3) At Kensal Green, West London Sidings and Portobello ground frames.
- (4) At all emergency hand crank release instruments.

### Permanent Way Alterations

New connections will be brought into use as shown in heavy type on the attached diagram.

### Other Alterations

The following connections will be clipped, spiked and padlocked out of use pending recovery:—

- At Ladbroke Grove .. .. . Facing crossing Down G. and C. to Down Relief.  
Facing crossing Down Relief to Down Main.  
Facing crossing Down Main to Down Relief.  
Facing crossing Up Main to Up Relief.  
Facing crossing Up Relief to Up Goods.  
Ladder connection Up Goods to Up E. and C.
- At Portobello Junction .. .. . Crossover between Up and Down Goods.  
Crossover between Down Main and Up E. and C.  
with slip connection to Down E. & C.
- At West London Sidings, Ground Frame .. Crossover between Up and Down Siding lines.

### Between Subway Junction and Paddington Arrival Signal Boxes

The facilities for signalling trains in the down direction over the Up Main and Up Relief lines from Paddington Arrival to Subway Junction will be recovered.

At Paddington Arrival the signals reading from Platforms 7 to 11 to Up Main or Up Relief, together with the bottom green aspects on shunt signals Nos. 40 and 42 will be out of use until further notice.

At Subway Junction the signals reading from Up Main and from Up Relief to Down Main or Down Relief will be recovered.

### Occupation Arrangements

The Chief Signal and Telecommunications Engineer will have absolute occupation of the running lines as follows:—

<i>Lines</i>	<i>Between</i>	<i>Time and Date</i>
Down and Up Main . .	Subway Junction and Old Oak Common (Friars)	23 00 hours, Saturday, 16th September until 12 00 hours, Sunday, 17th September.
Down and Up Relief . .	Subway Junction and Old Oak Common (West)	12 00 hours, Sunday, 17th September, until 04 00 hours, Monday, 18th September.

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All arrangements for the safe working of the line (including the appointment of Handsignalmen) must be made by the District Inspector in accordance with Rule 77.

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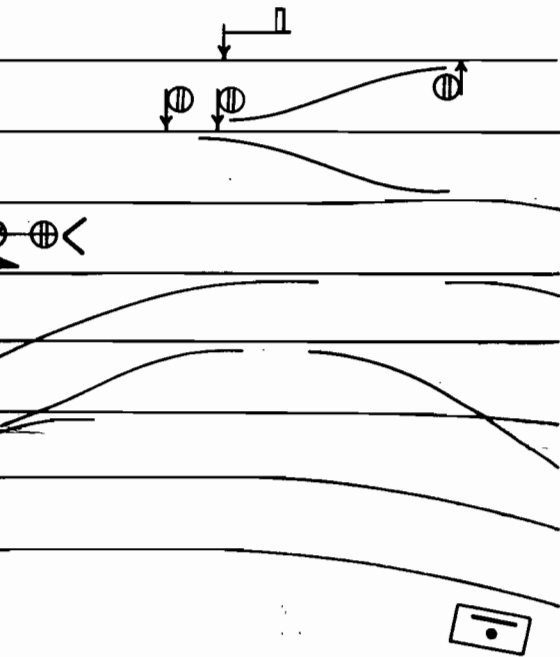
**F. D. PATTISSON,**  
Divisional Manager,  
READING.  
September 1967

**H. C. SANDERSON,**  
Movements Manager,  
PADDINGTON STATION.

**STATION and DEPOT SUPERVISORS please acknowledge receipt by wire immediately to:—**

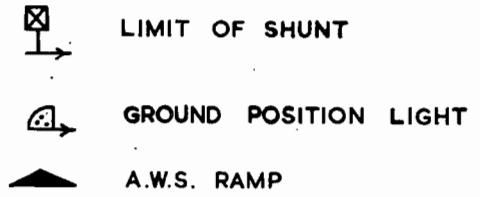
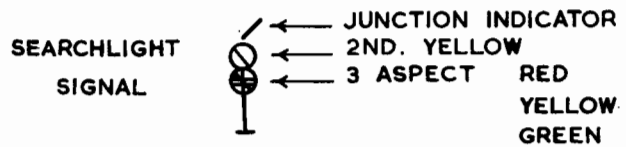
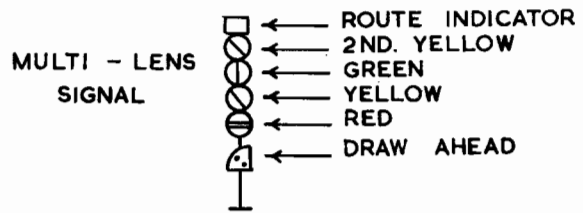
**Divman 12-L/XO/Reading—Arno L.XO.91.**

**BR 31401/5**



SUBWAY JUNCTION

KEY TO SYMBOLS



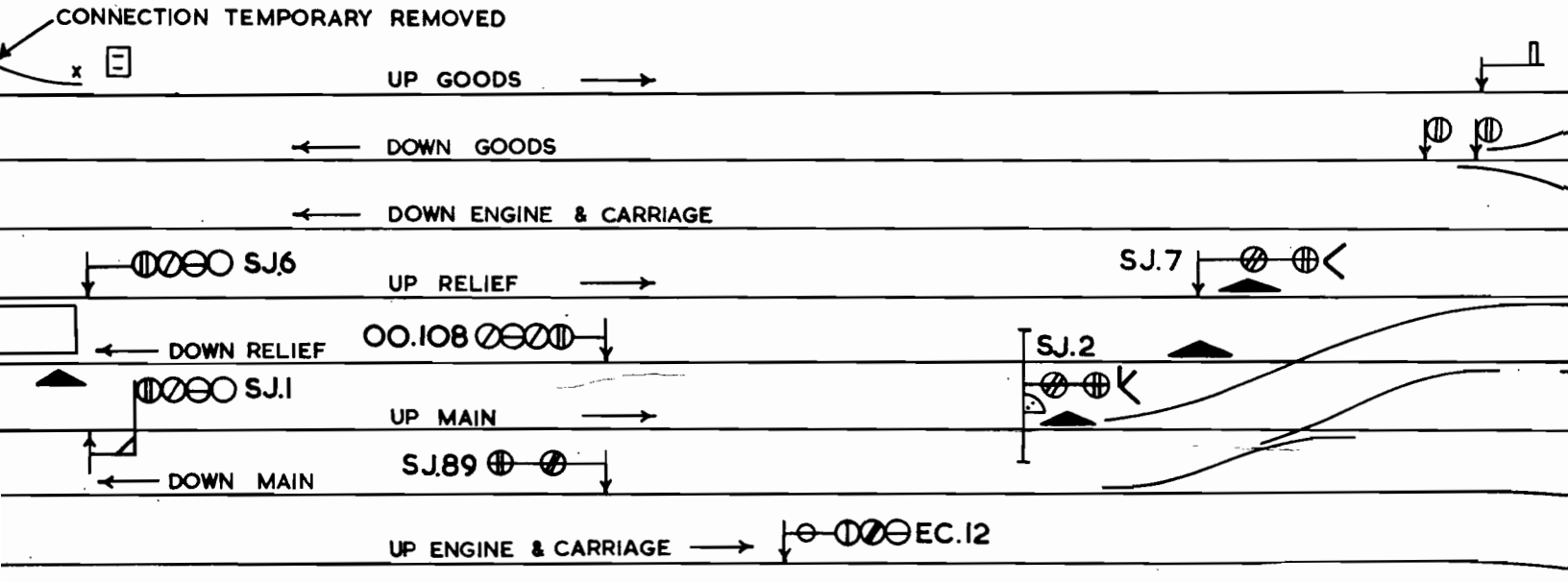
FUNCTIONS MARKED 'X' WORKED FROM LOCAL GROUND FRAME.

KEY TO ABBREVIATIONS

- M - MAIN ASPECT
- DA - DRAW AHEAD ASPECT
- RI - ROUTE INDICATOR
- JI - JUNCTION INDICATOR

I 'G' OR  
R  
I 'UC' OR  
I 'DC'

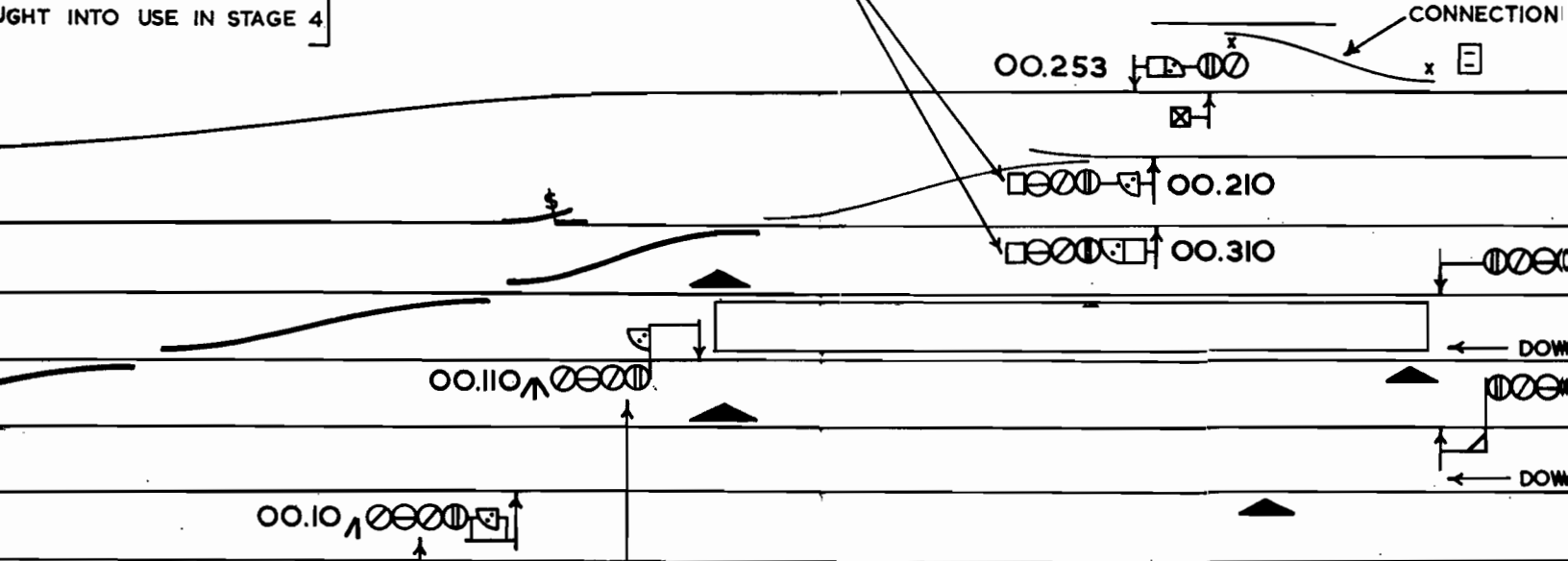
E SIDINGS GROUND FRAME



DOWN G & C - M OR DA WITH RI 'G' OR  
 DOWN RELIEF - M WITH RI 'R' OR  
 DOWN MAIN - M WITH RI 'M' OR  
 UP E & C - M OR DA WITH RI 'UC' OR  
 DOWN E & C - M OR DA WITH RI 'DC'

WITH JI 1 OR  
 UGHT INTO USE IN STAGE 4

MOUSEHOLE SIDINGS GROUP



WESTBOURNE PARK

AL 362 OR  
 AL 312

DOWN RELIEF - M OR  
 DOWN MAIN - M WITH JI 1 OR  
 UP E & C - M OR DA WITH JI 2 OR  
 DOWN E & C - M OR DA WITH JI 3

DOWN MAIN - M OR  
 UP E & C - M OR DA WITH JI 1 OR  
 DOWN E & C - M OR DA WITH JI 2

[JI & DA TO BE BROUGHT INTO USE IN STAGE 4]

[UP RELIEF - M WITH JI 1 OR  
UP MAIN - M  
JI 2 TO BE BROUGHT INTO USE IN S

RIAGE

00.000' 00.151

00.000' 00.51

RIAGE

00.000' 00.351

RIAGE

00.597

x x

|||||

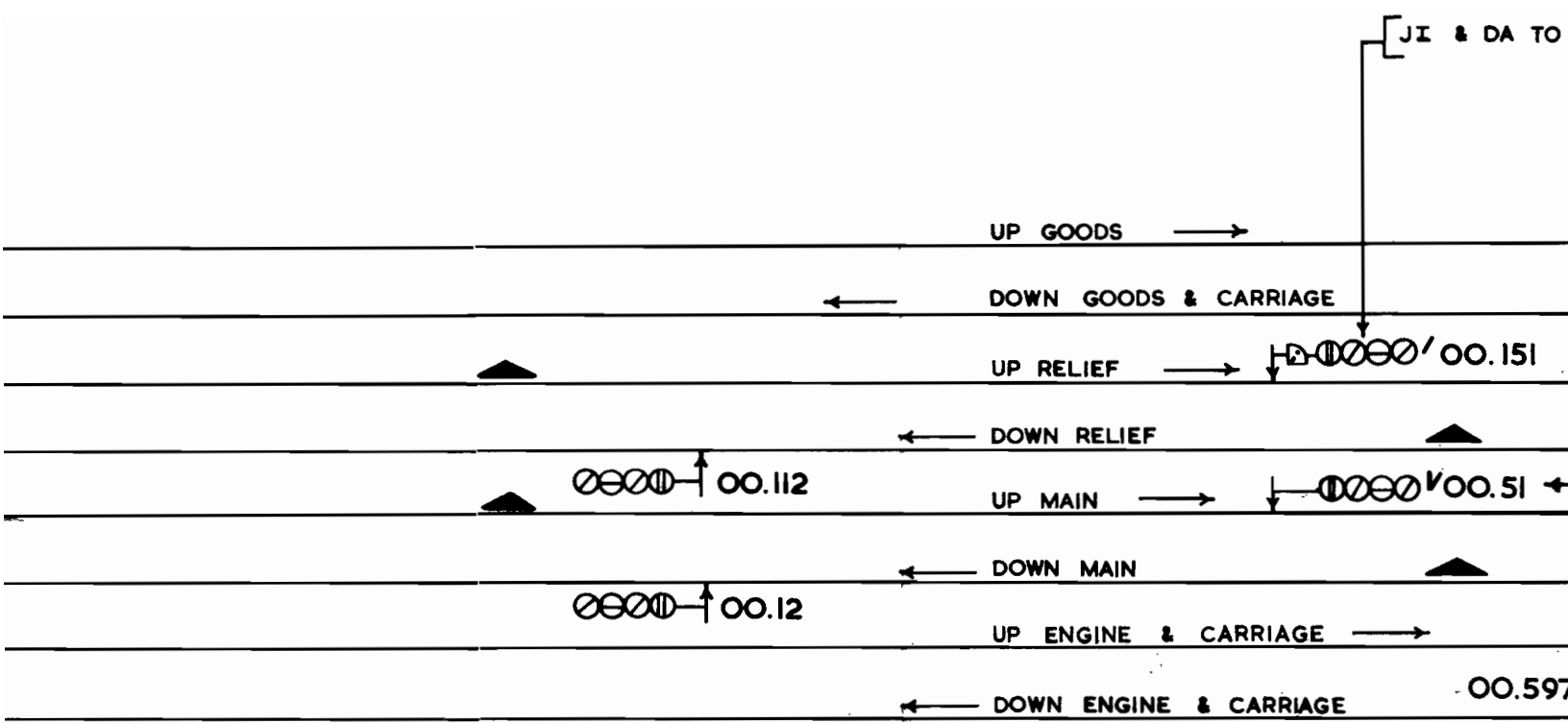
00.436

PORTOBELLO GROUND FRAME

[TO SIGNAL SJ6 OR  
TO SIGNAL SJ1 OR  
TO SIGNAL EC12 OR  
SIDINGS

[TO SIGNAL 362 OR  
TO SIGNAL 312

[UP RELIEF - M WITH RI 'R' OR  
UP MAIN - M WITH RI 'M' OR  
UP E & C - M OR DA WITH RI 'EC' OR  
SIDINGS - DA WITH RI 'S'



[DOWN MAIN - M WITH RI 'M' OR  
 DOWN & UP E & C - M OR DA WITH RI 'EC' OR  
 WEST LONDON SIDINGS - DA WITH RI 'S']

[TO SIGNAL SJ6 C  
 TO SIGNAL SJ1 C  
 TO SIGNAL EC12  
 SIDINGS]



UP GOODS - M OR DA WITH RI 'G' OR  
UP RELIEF - M WITH RI 'R' OR  
UP MAIN - M WITH RI 'M'

00.249

00.212

00.369

UP  
DOWN

00.591

TO SIGNAL 351 OR  
TO SIGNAL 597

00.362

00.312

DOWN MAIN  
DOWN & WEST LOI

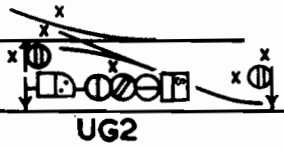
UP E & C - M OR DA WITH RI 'UC' FOR DA ONLY OR  
DOWN E & C - DA

UP E & C - M OR DA WITH RI 'UC' FOR DA ONLY OR  
DOWN E & C - DA

[UP RELIEF - M OR  
UP MAIN - M WITH JI 4]

[UP GOODS  
UP RELIEF  
UP MAIN

KENSAL GREEN GROUND FRAME

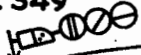


OO.2

OO.149

OO.49

OO.349



UP ENGINE & CARRIAGE →

OO

UP

DOWN

WEST LONDON SIDINGS GROUND FRAME

[UP E & C - M  
DOWN E & C - M

