

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

OLD OAK COMMON

(PADDINGTON SUBURBAN/PADDINGTON/
SUBWAY JUNCTION AND PORTOBELLO)

SUNDAY, 12th NOVEMBER 1967

The Chief Signal and Telecommunications Engineer will be engaged in carrying out work on Sunday in connection with the Paddington M.A.S. Scheme, the details and times are as follows:—

At Paddington Suburban between 01 40 hours and 17 00 hours

1. Alterations to Layout

At the east end of the Station, the buffer-stops in Platform 15 line will be removed and the Westbound Hammersmith & City Line will be re-aligned to connect with Platform 15 line.

Buffer stops will be provided at the east end of Platform 13.

The connections at the west end of the Station will be removed and replaced by plain line from the Eastbound Hammersmith & City Line to Platform 16, and from Platform 15 to the Westbound Hammersmith & City Line.

Platforms 13 and 14 will be taken out of use.

Royal Oak Siding will be taken out of use and the connection from the Westbound Hammersmith & City Line will be spiked, clipped and padlocked pending recovery at a later date.

2. Signalling Arrangements

All signals to the east of Royal Oak Station will be re-numbered as shown below, and will be converted to Automatic Signals. The illuminated "A" signs and telephones will be removed.

Westbound	
<i>Present No.</i>	<i>New No.</i>
RV.184	R.134
V.184	A.134
V.179	A.136
FRV.178	FR.138
V.178	A.138
FRVX. 3	FR.140
VX. 3	A.140

Eastbound	
<i>Present No.</i>	<i>New No.</i>
VX. 4	A.123
FRV.127	FR.127
V.127	A.127
FRV.128	FR.131
V.128	A.131
V.130	A.133

Signal V.129 and train stop will be recovered and also all shunting signals and route indicators.

All signals and train stops applying to Platforms 13 and 14 lines will also be recovered.

The illumination of the fog repeating signals will be controlled by a switch at the east end of Platform 16.

3. Traction Current

The traction current rails will be removed from Platform 13 and 14 lines.

4. Junction to Western Region Lines

On completion of the engineering work in connection with the above, the junctions to and from the Western Region Suburban Lines at the west end of Royal Oak Station, will be taken out of use together with Signals V.126 and V.176/177.

The points will be spiked, clipped and padlocked pending removal at a later date.

During the occupation Signal A.119 will be disconnected and maintained at Red.

At Paddington between 12 00 hours and 18 00 hours

New connections from Platforms 7 and 8 to the Up and Down Main Lines will be brought into use as shown on the attached diagram.

New signals reading from Platforms 7 and 8 will be brought into use as shown on the diagram, together with additional routes on Signals 59 and 259 reading from Up Main and Down Main.

Between Subway Junction and Portobello 17 00 hours to 23 00 hours

The Up and Down Suburban Lines leading to the Hammersmith & City Lines will be closed, and the junctions between Up and Down Relief and Up and Down Suburban Lines and between Up and Down Suburban and Up and Down Goods Lines will be taken out of use pending removal at a later date.

The Up and Down Relief and Down Engine and Carriage Lines will also be taken out of use (except for Engineer's trains).

All signals worked from Subway Junction will be taken out of use with the exception of those applying to the Up and Down Goods Lines.

Occupation of the Locking Frame will be required for the purpose of bolting levers.

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.

F. D. PATTISSON,

Divisional Manager,
READING.
November 1967

Movements Manager,
PADDINGTON STATION.

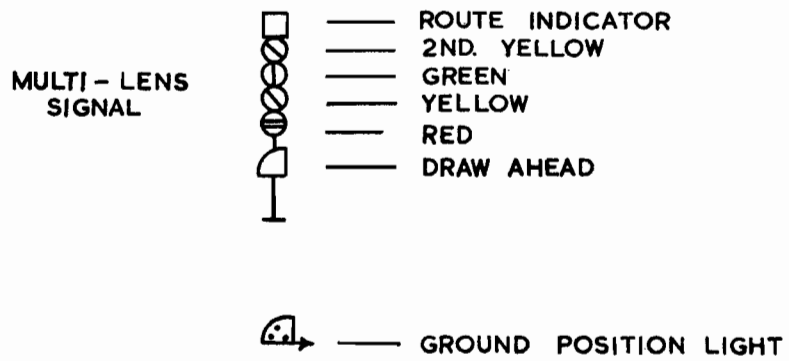
STATION and DEPOT SUPERVISORS please acknowledge receipt by wire immediately to:—

Divman 12-L/XO/Reading—Arno L.XO.94.

BR 31401/5



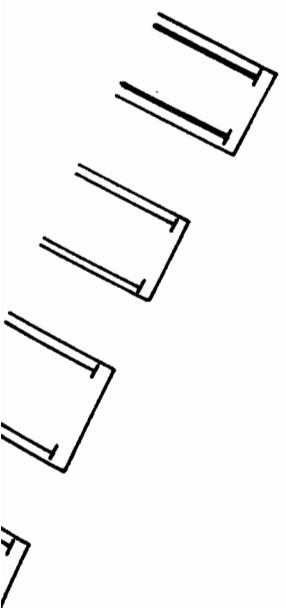
KEY TO SYMBOLS



KEY TO ABBREVIATIONS

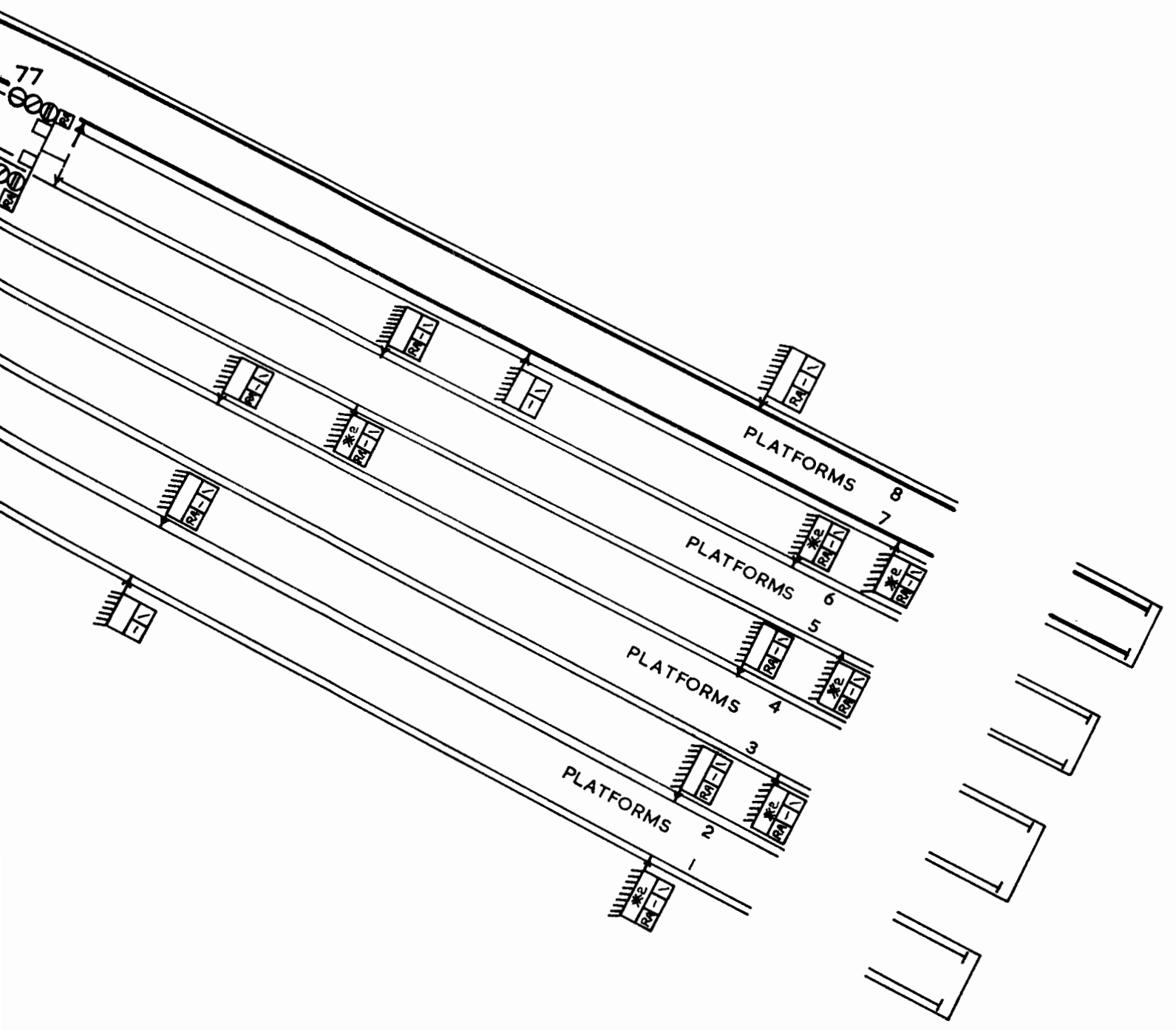
- M - MAIN ASPECT
- DA - DRAW AHEAD ASPECT
- RI - ROUTE INDICATOR

- *1 INCOMING ROUTE INDICATIONS ALSO APPEAR ON OUTGOING ROUTE INDICATIONS FOR INFORMATION OF STAFF ON THE LINE.
- *2 FORWARD & REAR FACING RA INDICATIONS
- * POINTS TO BE CLIPPED SCOTCHED & PADLOCKED IN POSITION SHOWN



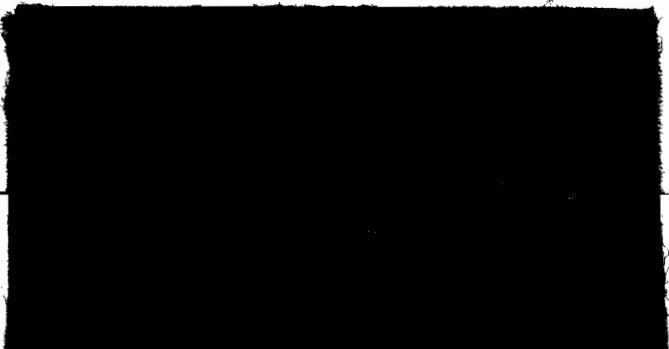
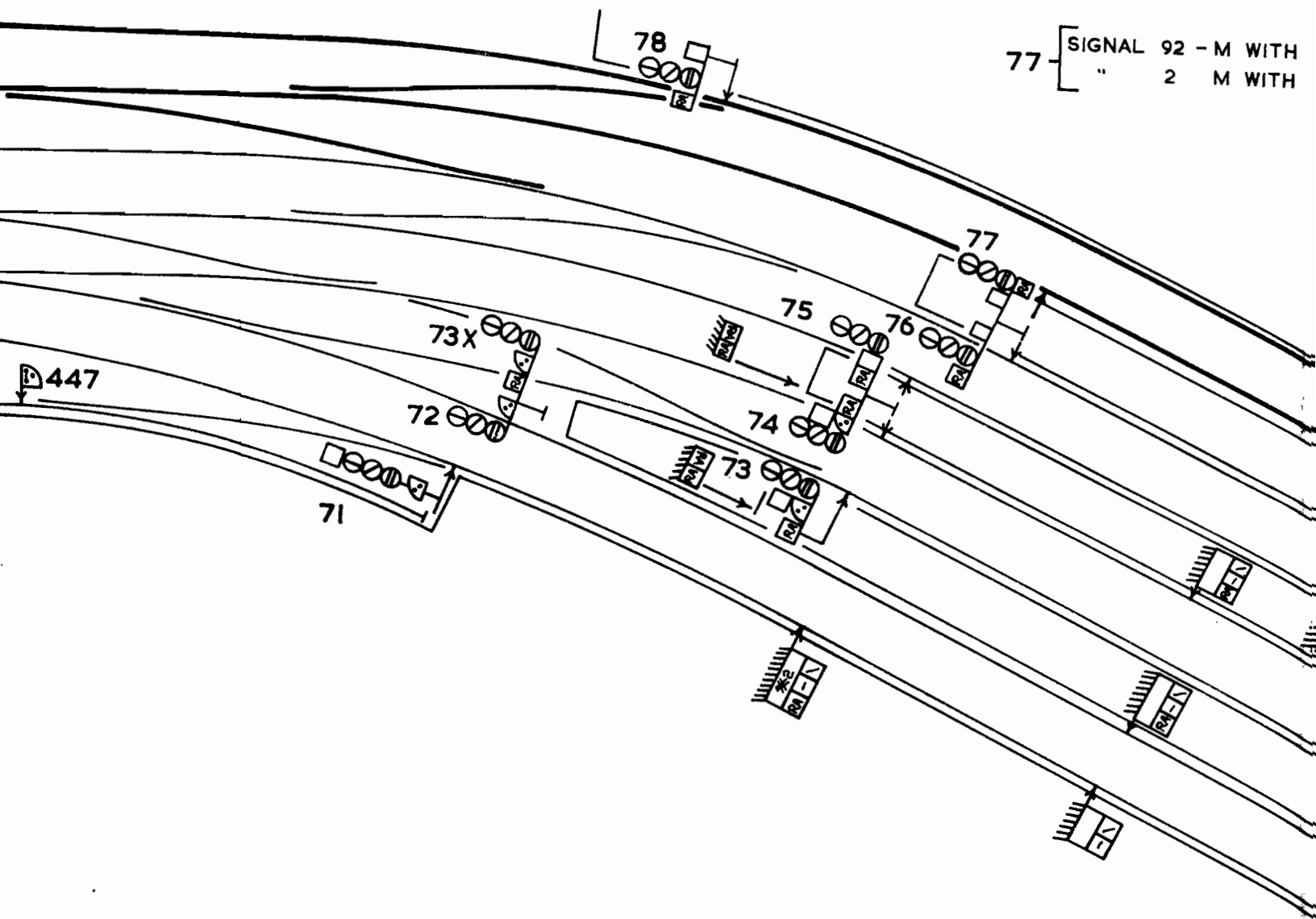
RI 'UM'
RI 'DM'

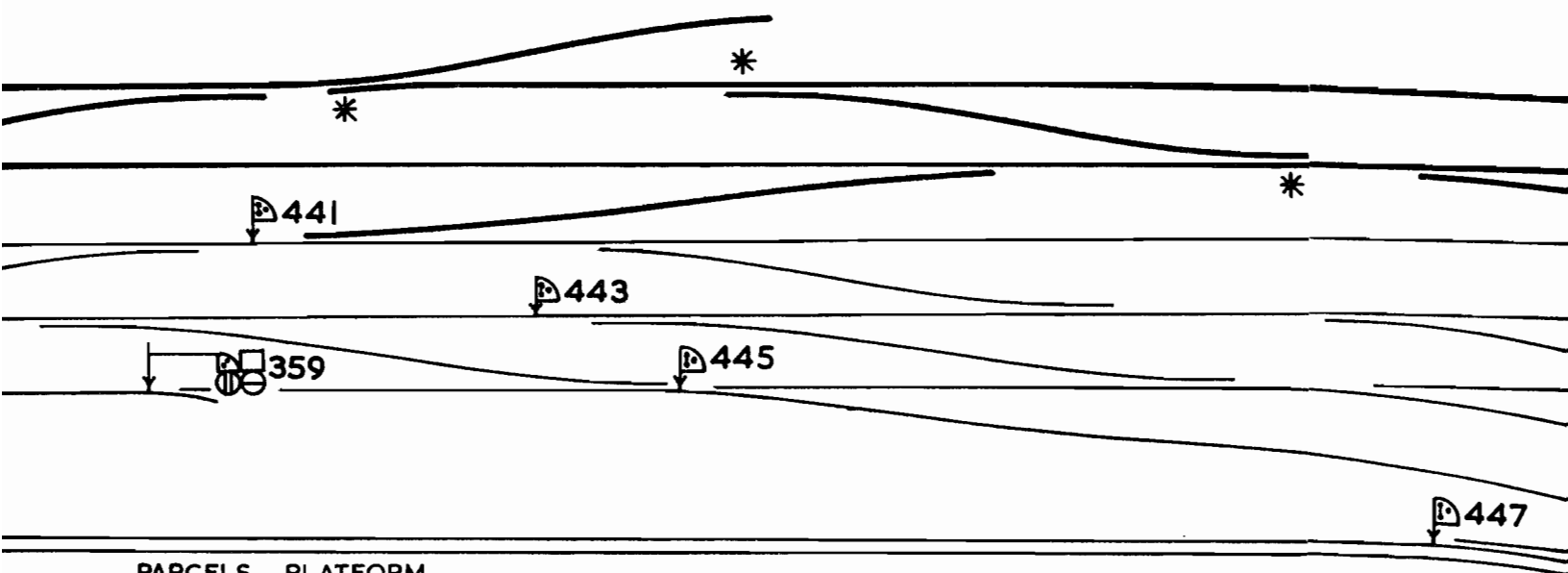
77 [SIGNAL 92 - M WITH RI 'UM'
" 2 M WITH RI 'DM'



78 [SIGNAL 92 - M WITH RI 'UM'
" 2 - M WITH RI 'DM'

77 [SIGNAL 92 - M WITH
" 2 M WITH





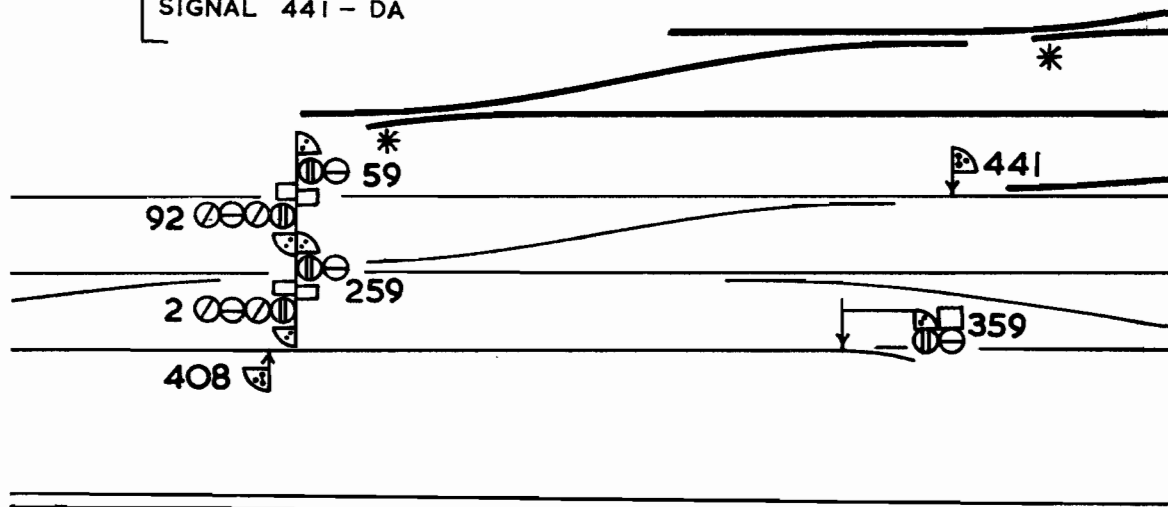
- M/DA WITH RI '8'
- M/DA WITH RI '7'
- 441 -DA
- M/DA WITH RI '6'
- M/DA WITH RI '5'
- M/DA WITH RI '4'
- (2 ROUTES)
- M/DA WITH RI '3'
- (2 ROUTES)
- M/DA WITH RI '2'
- 443 -DA
- M/DA WITH RI '1'
- 445 -DA

441	{	PLAT. 8
		" 7
		" 6
		" 5
		" 4
		" 3



59 *1

- PLAT 8 - M/DA WITH RI 8
- 7 - M/DA WITH RI 7
- 6 - M/DA WITH RI 6
- 5 - M/DA WITH RI 5
- 4 - M/DA WITH RI 4
- 3 - M/DA WITH RI 3
- SIGNAL 441 - DA



PARCELS PLATFORM

259 *1

- PLAT . 8 - M/DA WITH RI '8'
- " 7 M/DA WITH RI '7'
- SIGNAL 441 - DA
- PLAT 6 - M/DA WITH RI '6'
- " 5 - M/DA WITH RI '5'
- " 4 - M/DA WITH RI '4'
- " (2 ROUTES)
- " 3 - M/DA WITH RI '3'
- " (2 ROUTES)
- " 2 - M/DA WITH RI '2'
- SIGNAL 443 - DA
- PLAT. 1 - M/DA WITH RI '1'
- SIGNAL 445 - DA