

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

**STAGE 7—OLD OAK
COMMON
(SOUTHALL)**

**SATURDAY, SUNDAY and MONDAY
11th, 12th and 13th MAY, 1968**

Between 22.00 hours on Saturday and 06.00 hours on Monday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work in connection with the Paddington to Hayes M.A.S. Scheme.

I. Signalling Arrangements

The existing signal boxes at Southall East Junction, Southall East Station, Southall West Station and Southall West Junction, together with all Semaphore and Ground Signals, will be taken out of use.

The following existing Colour Light Signals will also be taken out of use:—

ES.84, ES.89, WS.6, and WS.99.

The following existing Colour Light Signals will remain in use, and be controlled from Old Oak Common signal box; these signals being re-numbered as shown in the table below:—

Up signals		Down Signals	
Present No.	New No.	Present No.	New No.
WJ.1	OO.9	EJ.2	OO.46
WJ.2	OO.11	WJ.53	OO.52
WS.2	OO.13	EJ.7	OO.146
ES.75	OO.15	WS.95	OO.150
EJ.47	OO.17	WJ.48	OO.152
WJ.7	OO.109		
WJ.8	OO.111		
WS.5	OO.113		
ES.79	OO.115		
EJ.39	OO.117		
EJ.38	OO.119		
EJ.35	OO.219		

New signalling controlled from Old Oak Common will be brought into use as shown on the attached diagram.

2. Permanent Way

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

At Southall East Junction

1. From the east end of Hanwell Bridge sidings to Up Goods Loop.

At Southall East Station

2. Ladder connection from Up Relief to Down Main with slip to Branch Platform line.
3. Relief Crossover with slip connection to Bay line.

At Southall West Station

4. Relief Crossover with slip forming junction from Up Main.
5. Spur and connection from Up Goods.
6. Crossover between Up and Down Goods lines.

At Southall West Junction

7. Junction from Up Main to No. 2 Up Goods.

3. Designation of Lines

The No. 2 Up Goods/Branch Platform and Down Goods lines between Southall East station and Southall West Junction will be re-designated Up Through Siding and Down Through Siding respectively.

The Up Goods line between Hayes and Southall West Junction will be brought back into service but shortened by approx. 660 yds., the new outlet points being worked from Old Oak Common as shown on the attached diagram.

4. Ground Frames

The present ground frame at the east end of Hanwell Bridge sidings will be recovered, together with all signals worked therefrom.

The following new ground frames will be brought into use as shown on the attached diagram.

1. Hanwell Bridge Sidings G.F. (situated at the west end of the sidings).
2. Southall Up Sidings G.F.
3. Southall Down Sidings G.F.

5. Block Working Arrangements

Track circuit block working will apply on the Main and Relief lines between Hayes and Harlington and Old Oak Common.

The Up Goods line between Hayes and Harlington and Old Oak Common will be worked under the Regulations for Train Signalling by the Permissive Block System in so far as they apply.

6. Train Describer

Train Describer working will be provided for the Main and Relief lines between Hayes and Harlington and Old Oak Common.

Single stroke bell working will apply on the Up Goods line.

7. Power Operated Points

With the exception of hand points in sidings and those points worked from ground frames, all points 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 at the following sites:—

1. Adjacent to the Goods Loop outlet points ahead of signal OO.219.
2. Near the present Southall East Junction signal box.
3. At the station end of the Diesel Depot.
4. Near the present Southall West Junction signal box.
5. Adjacent to the Up Goods outlet points ahead of signal OO.209.

The hand crank can only be withdrawn when a release is given from Old Oak Common signal box.

8. Telephones

The telephones at the signals listed in item 1 together with those at signals DM.7, DM.8 and DR.8 which at present give communication with one of the existing Southall signal boxes, will in future give exclusive communication with the signalman at Old Oak Common. (Signal DM.7 referred to above is shown on the diagram in Stage 6, West Ealing, Notice No. L.XO.98.)

Telephones giving exclusive communication with the signalman at Old Oak Common will be provided:—

- (a) at all other multiple aspect signals bearing the prefix OO.
- (b) at the following position light signals:—475, 477/479, 485, 487, 548, 550, 558.
- (c) at the new ground frames listed in item 4.
- (d) at the points hand-crank release instruments listed in item 7.

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.

May 1968

L. LLOYD,

Movements Manager,
PADDINGTON STATION.

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

Divman I-L/XO/Reading—Arno L.XO.100.

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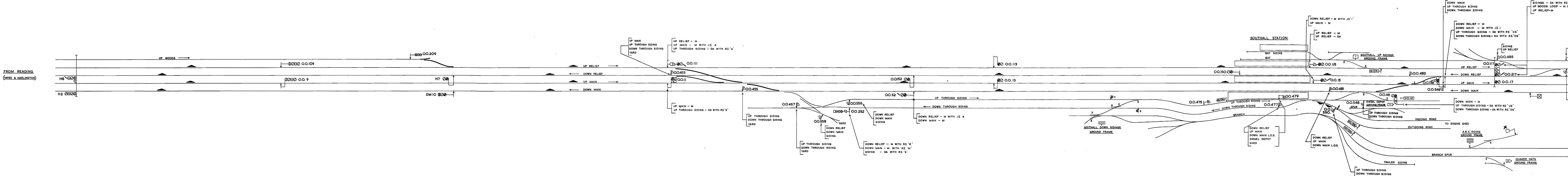
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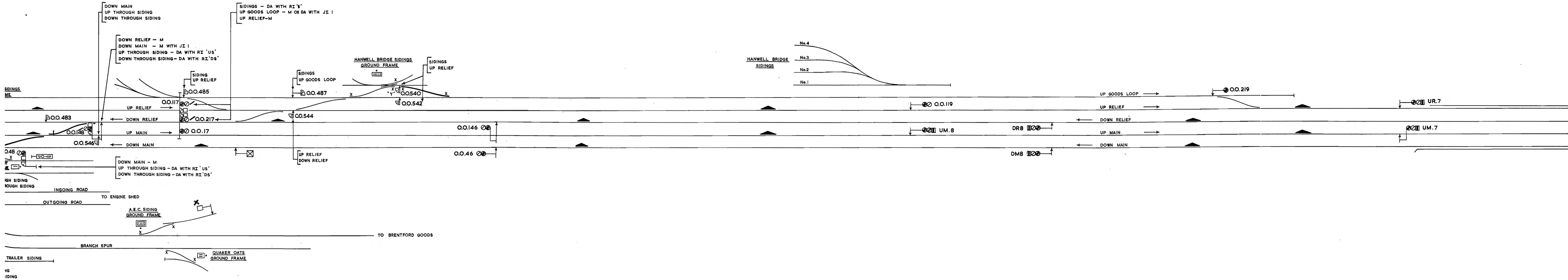
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KEY TO ABBREVIATIONS
 M - MAIN ASPECT
 DA - DRAW AHEAD ASPECT
 RI - ROUTE INDICATOR
 JI - JUNCTION INDICATOR

KEY TO SYMBOLS
 SEARCHLIGHT SIGNAL
 2ND. YELLOW ASPECT - GREEN
 3 ASPECT - YELLOW
 RED
 MULTI-LENS SIGNAL
 GREEN
 YELLOW
 RED

POS. I.
 POS. 4. JUNCTION INDICATORS
 ROUTE INDICATOR
 DRAW AHEAD
 GROUND POSITION LIGHT
 LIMIT OF SHUNT
 STOP LAMP

A.W.S. RAMP
 STOP. AWAIT PERMISSION TO PROCEED.
 POINTS OPERATED LOCALLY FROM GROUND FRAME.
 'ON' ASPECT YELLOW
 SPRING POINTS