

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

SIGNAL ALTERATIONS

LATCHMERE JUNCTION

AND

CHELSEA

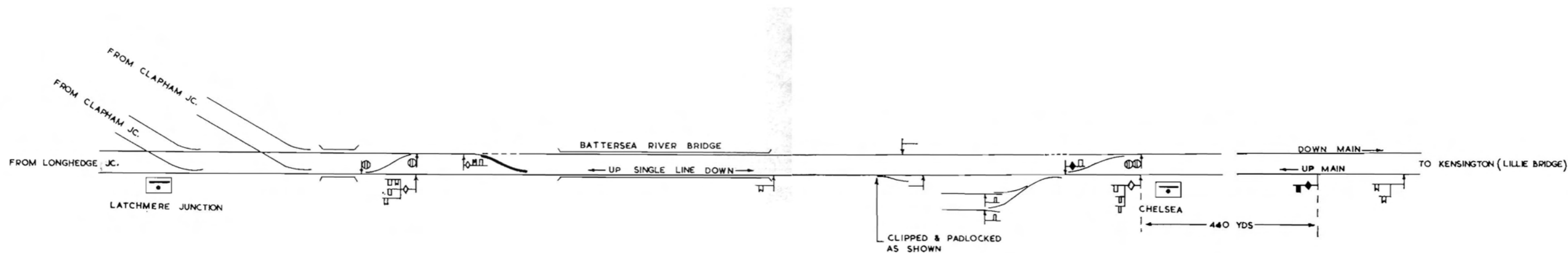
SATURDAY 17 MAY
to
SUNDAY 18 MAY
1969

Between 22.00 hours on Saturday 17 May, and 22.00 hours on Sunday, 18 May (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out work as described in this notice.

IMPORTANT

STATION and DEPOT SUPERVISORS please acknowledge receipt of this Notice by Wire immediately to:—

Divman I-L/-XO/READING—Arno L.XO.106.



In connection with major repairs to Battersea River Bridge, which are being carried out over a period of approximately six months, the line between Latchmere Junction and Chelsea will be singled.

At Latchmere Junction

The existing Down Main will be severed and connected to a new facing connection in the Up Main (see above sketch) at approximately the 2 MP, and the existing Up Main will become the Up and Down Single Line.

The new connection will be electrically operated by a Westinghouse Brake and Signal Company Style C Point Machine and the relevant instructions for the emergency working are given on pages 119 and 120 of the Regulations for Train Signalling and Signalmen's General Instructions

The existing track circuit to the rear of the Up Main Homes Bracket Signal will be shortened by approximately 220 yds, and a new track circuit will be provided through the new facing connection in the Up Main.

At Chelsea

The existing Down Main will be used as an Engineers Siding and the necessary rails will be removed to protect the running lines, and the existing Up Main will become the Up and Down Single Line. (See above sketch).

The following new signal will be brought into use:

FORM	DESCRIPTION	POSITION	DISTANCE FROM SIGNAL BOX
	Up Main Home	Up Side of Up Main	400 yds.

- The existing Up Main Home Bracket Signal will be renamed Up Main Inner Home.
- The Down Main Inner Home will be renamed the Down Main Home and apply to the Single Line.
- The arms and lamps of the Up Main Starting and Down Main Home will be removed.
- The ground signal reading Up Main to Down Main will be recovered.

The existing track circuit to the rear of the existing Up Main Home Bracket Signal will be shortened by approximately 50 yards and a new track circuit will be provided 200 yds to the rear of the new Up Main Home Signal.

Track Circuits will be provided throughout the Single Line section which will be worked by Acceptance Lever

Occupation of both Locking Frames will be required for the purpose of altering and testing the Locking.

During the time the work is in progress, the Up and Down Main Distant for both signal boxes will be disconnected and maintained at Caution.

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 1969

L. LLOYD,
Movements Manager,
PADDINGTON
STATION.

