

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

OLD OAK COMMON

SATURDAY, 22nd APRIL

to

MONDAY, 8th MAY, 1972

Commencing at 21.00 on Saturday, 22nd April, 1972, the Divisional S. & T. Engineer will be engaged in alterations to signalling in connection with remodelling of the layout at the Old Oak Common Friars Junction.

The **new permanent way** will be brought into use progressively until 06.00 on Monday, 24th April, 1972. The **new signalling** will be brought into use progressively during the period following, up to 06.00 on Monday, 8th May, 1972, or until completion. Priority will be given to selected routes.

IMPORTANT

STATION AND DEPOT SUPERVISORS must acknowledge receipt of this Notice by the return of the attached slip.

Received Notice I.XO.126 re Multiple Aspect Signalling alterations at Old Oak Common.

.....DateDepartment

.....StationSignature

Divisional Manager (London),
Western Tower,
Reading.

OLD OAK COMMON (FRIARS JUNCTION)

1. PERMANENT WAY ALTERATIONS

The track layout will be remodelled and new connections brought into use as shown in **heavy line** on the attached diagram.

2. SIGNALLING ALTERATIONS

Existing signals Nos. 00.498 and 00.500 will be re-routed as shown on the attached diagram. Signals Nos. 00.39, 00.220, 00.498, 00.500, 00.531 and 00.533 will be repositioned as shown in **heavy type**. Ground Position Light signal No. 00.496 will be recovered and those routes of signals previously reading to 00.496 will now read to 00.220; in addition, the route of signal No. 00.118 reading to this destination will be provided with a main aspect as well as a draw-ahead aspect. Signal 00.37, located near Acton Main Line Station, will be recovered and the Banner Repeater signal at the Slough end of the Up Main platform will be re-numbered 00.39R.

3. POWER-OPERATED POINTS

All new connections shown on the attached diagram will be motor-worked from Old Oak Common Signal Panel by the G.R.S. Type 5A machines. The Emergency Operating Instructions will continue to apply as previously described for this area.

4. HANDCRACK INSTRUMENT

An additional handcrank instrument, released from Old Oak Common Signal Panel, will be provided adjacent to signal 00.220.

5. OCCUPATIONAL ARRANGEMENTS

Occupation of the signalling panel will be required for the purpose of altering and testing the interlocking.

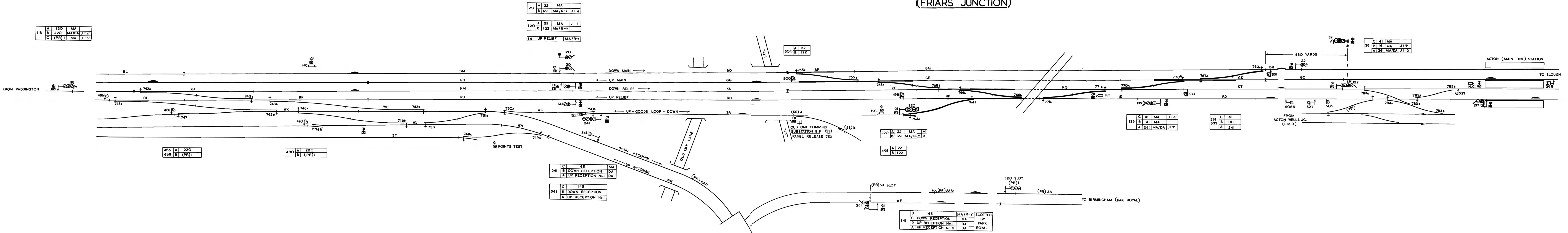
During the occupation all routes of signals Nos. 00.20, 00.35, 00.39, 00.120, 00.139, 00.220, 00.498, 00.500, 00.531 and 00.533 will be disconnected and the signals maintained at Danger.

All Arrangements for the safe working of the line will be made by the nominated person in charge of the possession in accordance with Rule 218A. Any Handsignalmen required in accordance with Rule 77 will be appointed by the District Inspector, Old Oak Common.

H. N. TODD,
Divisional Manager,
READING.

April, 1972

OLD OAK COMMON (FRIARS JUNCTION)



118	A	120	MA	
	B	220	MA/DA	J1'4'
	C	(PR)1	MA	J1'5'

20	A	22	MA	
	B	122	MA/R-Y	J1'4'

120	A	22	MA	J1'1'
	B	122	MA/R-Y	

141	UP RELIEF	MA/R-Y	
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500	A	22	
	B	122	

39	C	41	MA	
	B	141	MA	J1'1'
	A	241	MA/DA	J1'2'

486	A	220	
	B	(PR)1	

490	A	220	
	B	(PR)1	

241	C	145	MA	
	B	DOWN RECEPTION	DA	
	A	UP RECEPTION No.1	DA	

541	C	145	MA	
	B	DOWN RECEPTION	DA	
	A	UP RECEPTION No.1	DA	

220	A	22	MA	M
	B	122	MA/R-Y	R

498	A	22	
	B	122	

139	C	41	MA	J1'4'
	B	141	MA	
	A	241	MA/DA	J1'1'

531	C	41	
	B	141	
	A	241	

341	D	145	MA/R-Y	SLOTTED
	C	DOWN RECEPTION	DA	BY
	B	UP RECEPTION No.1	DA	PARK
	A	UP RECEPTION No.2	DA	ROYAL

KEY TO SYMBOLS AND ABBREVIATIONS

- GREEN
- YELLOW
- RED
- DRAW AHEAD
- ROUTE INDICATOR
- 2nd YELLOW
- GREEN/YELLOW/RED
- DRAW AHEAD
- ROUTE INDICATOR
- GROUND POSITION LIGHT RED/WHITE NORMAL
- GROUND POSITION LIGHT YELLOW/WHITE NORMAL
- Y JUNCTION INDICATOR
- ▲ AWS RAMP
- MA MAIN ASPECT
- DA DRAW AHEAD ASPECT
- J1 JUNCTION INDICATOR
- R-Y DELAYED YELLOW ASPECT