

## BRITISH RAILWAYS - Western Region

(For the use of Employees only)

NOTICE TO TRAINMEN ETC.SIGNAL ALTERATIONSOLD OAK COMMONSATURDAY 8 OCTOBER TO MONDAY 10 OCTOBER 1977

Between 22.00 hrs. Saturday 8 October 1977 and 06.00 Monday 10 October 1977 or until completion, the Divisional Signal and Telecommunications Engineer will be engaged in carrying out the following work:-

In connection with the centralisation of signalling and remodelling of the track layout, the existing connections from the Engine and Carriage Line and the Up Goods Line to the Up Reception Lines and the South Siding Feeder Line will be taken out of use.

At the same time the existing connection from the South Siding Feeder Line to the South Siding No.8 will be disconnected from the Panel signalbox. It will retain the number 711 for reference only.

A new connection from the Up Reception No.1 to the Up Reception No.2 Line will be laid in and allocated number 709 for reference only.

These connections will be clipped and padlocked and available for hand working by hand operation of the electro-hydraulic clamp lock machines. Instructions for emergency operation are shown in the booklet 'Manual Operation of Power Points' (BR.13108).

A new double compound set of points will be laid in from the Engine and Carriage Line and the Up Goods Line to the Up Reception No.2 Line and the South Sidings Feeder Line and allocated numbers 907 and 708 for reference only. The points will be clipped and padlocked and available for hand working by hand operation of the G.R.S. Company style 5A machines. Instructions for emergency working are shown in the booklet 'Manual Operation of Power Points' (BR.13108).

The existing facing connection in the Down Engine Line will be disconnected from the Panel Signalbox. It will retain the number 707 for reference only and will be clipped and padlocked, available for hand working by hand operation of the G.R.S. Company style 5A machines. Instructions for emergency working are shown in the booklet 'Manual Operation of Power Points' (BR.13108).

At the same time the track circuits through the double compound points, and the connections in the Up Reception Line and the South Siding Feeder Line will be taken out of use and new track circuits will not be brought into use until further notice.

Signal 245 routed from the Up Reception No.1 Line to the Engine and Carriage Line or the Up Engine Line or the Up Goods, will be taken out of use.

At the same time a temporary stop board will be brought into use at the London end of the Up Reception No.1 Line.

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The following signals will be disconnected and maintained at Danger:-

452, 454, 579, 583 and 585

The following signals will be disconnected and maintained at Danger for routes to the Up Reception Lines and South Sidings only:-

216 and 316

Until further notice all movements between the Engine and Carriage Line, the Up Engine Line Siding, the Up Goods and the Down Goods and Carriage Line and the Up Reception Lines and South Sidings Feeder Line will be under the supervision of Handsignalmen. See attached sketch for revised layout.

Occupation of the Panel Signalbox will be required for the purpose of alteration and testing.

All arrangements for the safe working of the line, together with the appointment of any Handsignalmen required in accordance with Section E of the Rule Book will be made by the Chief Divisional Inspector (Signalling).

J.P. Marson  
Divisional Manager  
READING

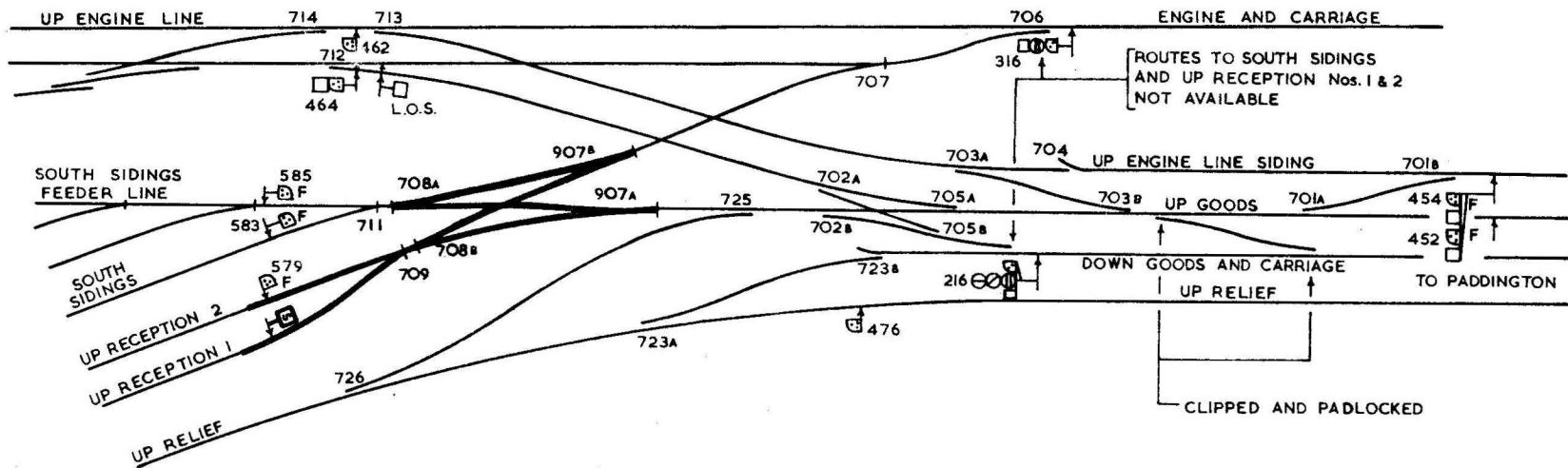
September 1977

STATION AND DEPOT SUPERVISORS

Please acknowledge receipt immediately to:-

DIVISIONAL MANAGER, READING. REF.: 1/XO/145

OLD OAK COMMON



F - FIXED AT DANGER