

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Enginemen, Guards, etc.

OLD OAK COMMON

SATURDAY, 10th SEPTEMBER
TO
MONDAY, 12th SEPTEMBER, 1966

Between the hours of 22 00 on Saturday and 06 00 on Monday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following preliminary work as shown on the attached sketch in connection with the PADDINGTON multiple aspect colour light signalling scheme that is to be introduced at a subsequent date.

1. PERMANENT WAY ALTERATIONS

The Down Siding, Down Goods and its continuance as the No. 1 Down Goods will be taken out of use, together with all their connections except that to the Down Main at Aberdare Sidings.

All redundant connections will be spiked, clipped and padlocked in the positions shown on the sketch.

A portion of the Down Goods will be retained and renamed Down Sidings as shown.

Aberdare, Middle and Kimberley Sidings Ground Frames will be taken out of use.

The No. 2 Goods Departure line will be renamed Up Yard Line. The No. 1 Goods Departure line will be renamed Down Yard Line; the limit of shunt signal in the Down Yard line will be taken out of use; the hand points in this line nearest Paddington will be spiked, clipped and padlocked in the position shown and the track circuiting extended towards Acton to the fouling point of the next set of hand points, where a Stop Board will be provided.

2. SIGNALLING ALTERATIONS

Signal No. 77 at the Paddington end of the Down Yard line will become a two-aspect position light with route indicator.

Signal No. 6 will become an automatic signal and renamed DM 2.

An additional route will be provided to Down Yard line on Signal No. 4, with a draw-ahead aspect and route indication "DY", at the same time, the route indication "G" will be taken out of use. The draw-ahead aspect and Junction Indicator on Signal No. 8 will be taken out of use.

Ground position light signal No. 31 will cease to read to Down Main (Signal No. 37) and Signal No. 33 will cease to read to Down Relief (Signal No. 35).

Signals Nos. 17, 35, 36, 37, 38, 42, 44, 46, 47, 48, 49, 61, 63, 74 and 75 will be taken out of use.

3. TELEPHONES

The signal post telephone on signal No. 17 will remain temporarily for use by persons wishing to use the crossing.

Occupation of the Signalling Panel will be required for the purpose of altering and testing the interlocking.

During the occupation Signal No. 4 will be maintained at Danger and North Pole Junction No. 5 slotted by Old Oak Common will be restricted to a single yellow aspect. As from 00 30 on Sunday, 11th September, 1966, the Main and Relief Signals Nos. 6, 8, 13, 18 and 25 will be maintained at Danger.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, must be made by the District Inspector.

F. D. PATTISSON.

Divisional Manager,
PADDINGTON STATION.

September, 1966.

H. C. SANDERSON.

Movements Manager,
PADDINGTON STATION.

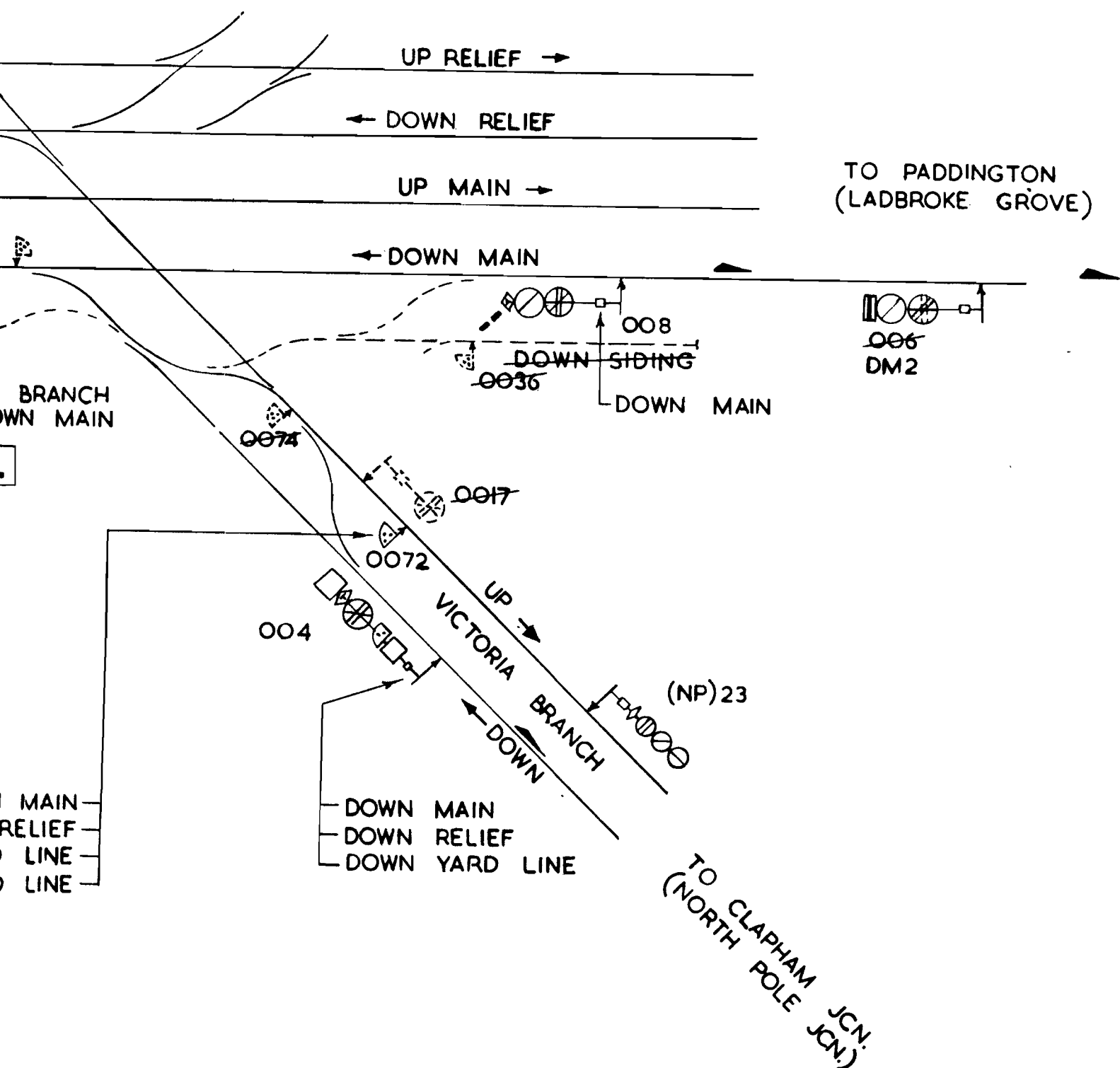
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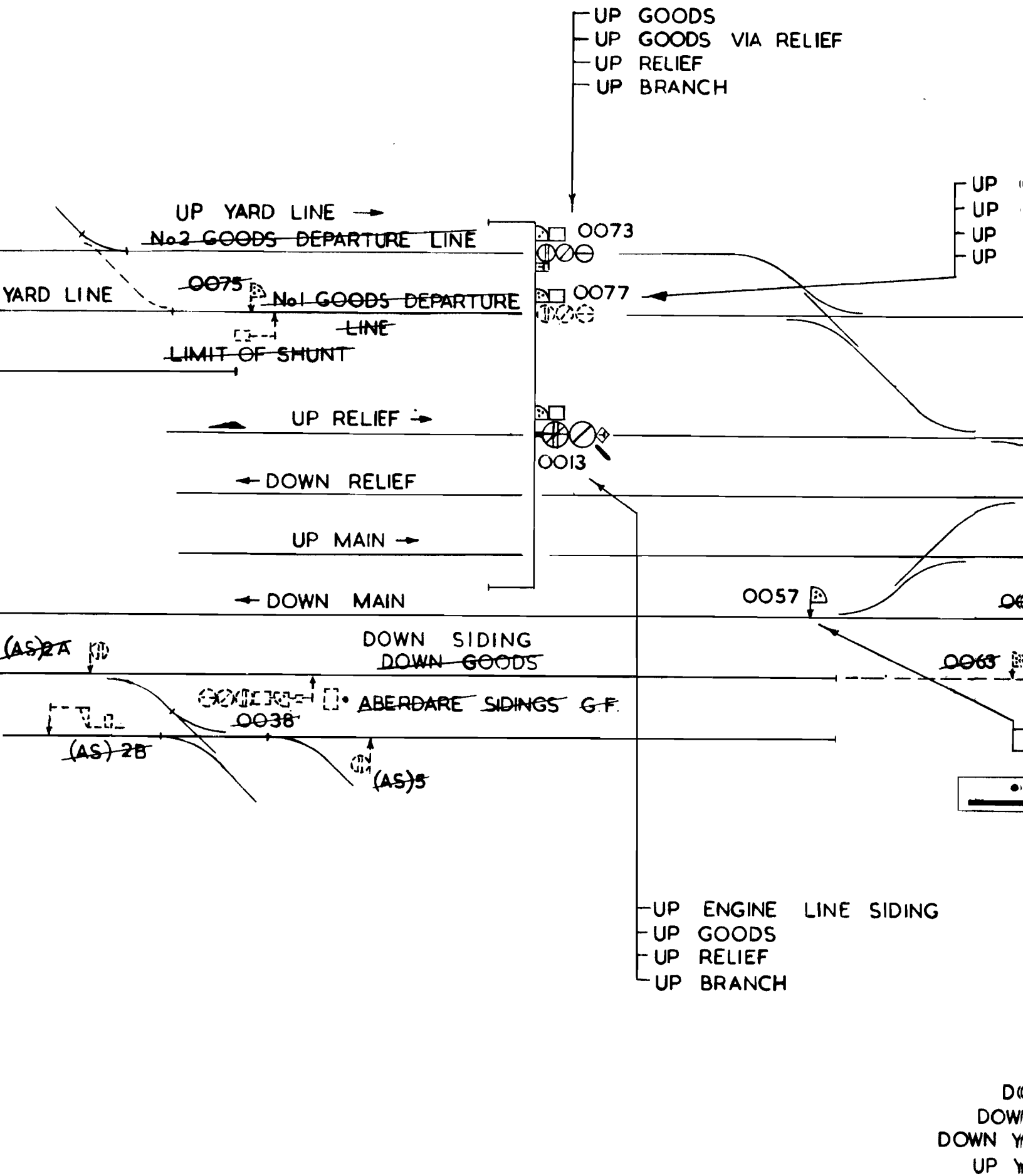
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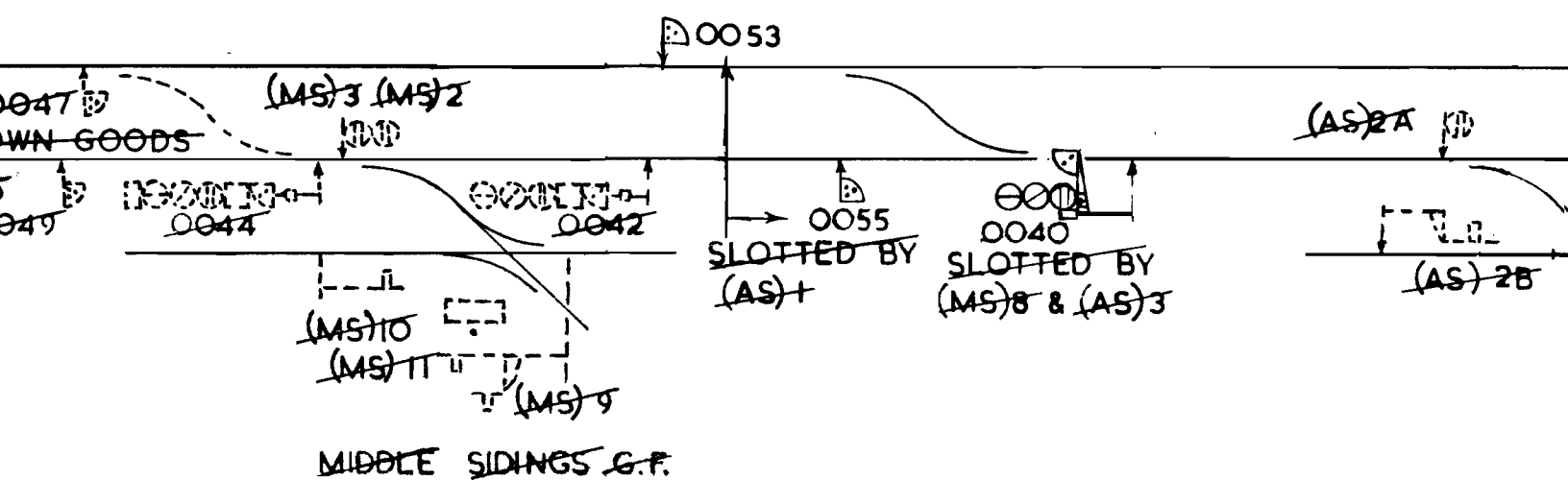
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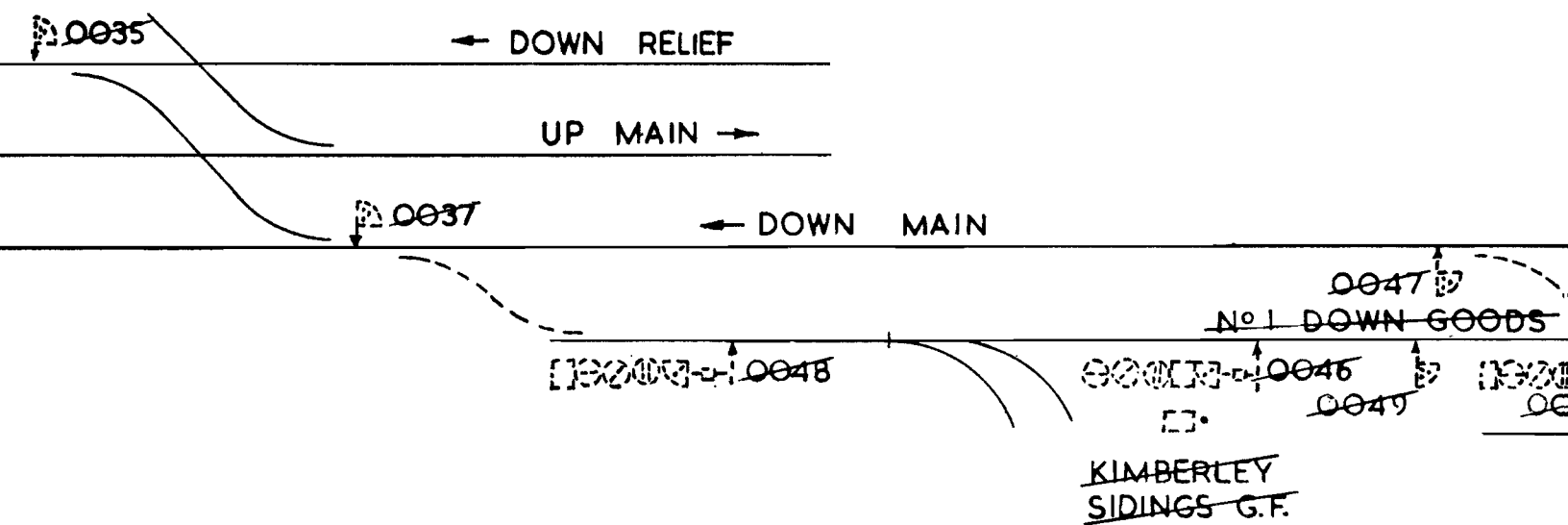
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