

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

## **Notice to Enginemen, Guards, etc.**

**SIGNAL ALTERATIONS—**

# **KENSINGTON NORTH MAIN**

**SATURDAY 3 JUNE, 1967**

**TO**

**TUESDAY 6 JUNE, 1967**

Between 22 00 hours Saturday and 16 00 hours Tuesday the Chief Signal and Telecommunications Engineer will be engaged in bringing into use the following new signals and ground discs as shown on the attached diagram.

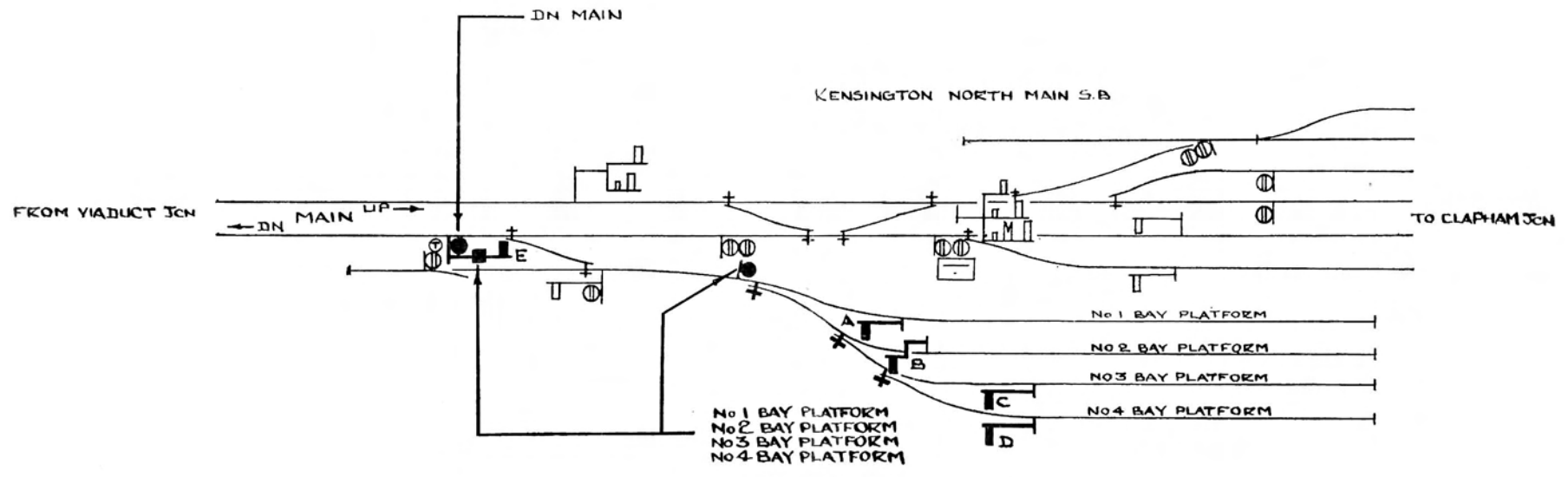
**A** No. 1 Bay Platform Starting 35 yards from the Signal Box.

**B** No. 2 Bay Platform Starting 12 yards from the Signal Box.

**C** No. 3 Bay Platform Starting 6 yards from the Signal Box.

**D** No. 4 Bay Platform Starting 6 yards from the Signal Box.

**E** Backing Down Main to Bay Platforms Route Indicator signal 330 yards from the Signal Box.



FROM VIADUCT JCN

← DN MAIN UP →

DN MAIN

KENSINGTON NORTH MAIN S.B

TO CLAPHAM JCN

No 1 BAY PLATFORM  
 No 2 BAY PLATFORM  
 No 3 BAY PLATFORM  
 No 4 BAY PLATFORM

No 1 BAY PLATFORM

No 2 BAY PLATFORM

No 3 BAY PLATFORM

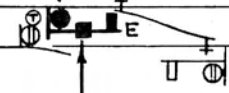
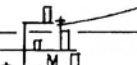
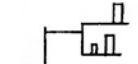
No 4 BAY PLATFORM

A

B

C

D



The existing Parcels Bays will be renamed Bay Platforms.

The existing hand points leading to the Bay Platforms will be mechanically operated from the Signal Box and fitted with Facing Point locks as shown on the attached diagram.

Telephone communication will be provided between the Route Indicator signal and the Signal Box.

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

During the occupation the Up and Down Main Distant Signals will be disconnected from the Signal Box and maintained at Caution.

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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.

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**F. D. PATTISSON,**  
Divisional Manager,  
READING

**H. C. SANDERSON,**  
Movements Manager,  
PADDINGTON STATION.

June 1967

**Acknowledge receipt by wire immediately to:—**

**Divman 12-L/XO/Reading—Arno L.XO.87**