

BRITISH RAILWAYS - Western Region

(For the use of Employees only)

NOTICE TO TRAINMEN ETC.SIGNAL ALTERATIONSOLD OAK COMMONSATURDAY 22 OCTOBER TO SUNDAY 23 OCTOBER 1977

Between 22.00 hrs. on Saturday 22nd October and 20.00 hrs. on Sunday 23rd October, or until completion, the Divisional Civil, and Signal and Telecommunications Engineers will be engaged in carrying out the following work:-

PERMANENT WAY ALTERATIONS

In connection with the centralisation of signalling and remodelling of the track layout, the following existing connections will be taken out of use:-

The trailing connection in the Up Goods to the Up Engine Line Siding.

The Up Engine Line Siding trap points.

The double compound points and crossover from the Down Goods and Carriage and Up Goods Lines to the Down Engine and South Sidings Feeder Lines.

The facing connection in the Up Relief to the Down Goods and Carriage Line.

The facing connection from the Up Engine Line to the Up Engine Line Siding.

At the same time, new connections will be laid in or available for hand working as shown in heavy type on the attached diagram.

These connections will be allocated numbers as shown on the attached diagram for reference only, and will be clipped and padlocked, available for hand working by hand operation of the electro-hydraulic clamp lock machines.

The existing facing connection from the Up Goods to the Up Engine Line Sidings will be disconnected from the Panel Signalbox, it will retain the number 701 for reference only, and will be clipped and padlocked, available for hand working by hand operation of the electro-hydraulic clamp lock machines.

The existing connection from the Down Engine Line to the Up Goods Line will be disconnected from the Panel Signalbox. It will retain the number 712 for reference only and will be clipped and padlocked, available for hand working by hand operation of the electro-hydraulic clamp lock machines.

Instructions for emergency working are shown in the booklet 'Manual Operation of Power Points' (BR.13108).

The existing facing connections from the Up Relief to the Up Goods and from Up Goods to the Up Relief will be disconnected from the Panel Signalbox and will be spiked, clipped and padlocked in the normal position until further notice.

The new trap points in the Down Goods and Carriage Line will be spiked, clipped and padlocked in the open position until further notice.

SIGNALLING ALTERATIONS

Signal 345 will be repositioned 116 yds in the direction of Bristol and Signal 216 will be repositioned 65 yds in the direction of Paddington, with no alteration to height or form. These signals will be disconnected and maintained at Danger.

The elevated position light signal 589 will be disconnected and maintained at danger for routes to the Up Engine Line Siding and the Down Engine Line Limit of Shunt and Up Goods.

The Down Engine line Limit of Shunt will be taken out of use.

Signals 45 and 145 and Ground Position Light Signals 557 and 559 will be disconnected and maintained at Danger for routes to the Up Engine Line Siding and the Up Goods only

Existing track circuits through the connections in the Up Engine Line Siding, the Up Goods and the Down Goods and Carriage Line in advance of signals 216, 452 and 454 will be taken out of use and new track circuits will not be brought into use until further notice.

Until further notice all movements from signals 216 and 345, and movements from the elevated position light signal 589 to the Up Engine Line Siding and the Up Goods Line will be under the supervision of Handsignalmen.

At Old Oak Common Engine Shed Signalbox, the Up Engine Line Starting signal will be taken out of use and movements along the Up Engine Line will now proceed to the repositioned signal 345 previously referred to.

At Old Oak Common, 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.

OCTOBER 1977

STATION AND DEPOT SUPERVISORS

Please acknowledge receipt immediately to:-
DIVISIONAL MANAGER, READING. REF.1/XO/148.

OLD OAK COMMON

