

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees Only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

OLD OAK COMMON

**CENTRALISATION OF
SIGNALLING AND REMODELLING
OF LAYOUT**

**THURSDAY, 15th DECEMBER TO
MONDAY, 19th DECEMBER, 1977**

Between 07.00 hours on Thursday, 15th December and 06.00 hours on Monday, 19th December, 1977 or until completion of the work, the Divisional Civil, and Signal and Telecommunications, Engineers will be engaged in bringing into use new and altered signalling and track circuits in conjunction with relaying and remodelling the track layout.

The following is a description of the work:

1. Signalling Alterations

Old Oak Common Engine Shed signalbox and the Carriage Line Ground Frame will be taken out of use together with all associated semaphore signals and signalling equipment.

Stop Boards as shown on the attached diagram within the limits 'Layout Remodelled' will be brought into use at the commencement of the occupation: 07.00 hours Thursday, 15th December, 1977.

Signals 316 and 347—The control of these signals will be transferred from the existing panel to the new panel from 10.00 hours Saturday, 17th December. Signal routes 312 and 362 applying only to the Engine and Carriage line will be disconnected and maintained at Danger during the transfer and subsequent testing.

New multiple aspect colour light signals and position light signals will progressively be brought into use from 07.30 hours on Sunday, 18th December as shown on the attached diagram, within the limits 'Layout Remodelled', and will be controlled from Old Oak Common Panel signalbox.

Engine Shed Signal Box—All signals and stop boards together with the Carriage Line Ground Frame 'Starting from North Sidings Feeder' shunt signal will be progressively taken out of use from 07.30 hours Sunday, 18th December.

The following connections, previously worked from Engine Shed signalbox will be progressively fitted with hand levers, and available for use, from 07.30 hours Sunday, 18th December:

- The facing connection in No. 41 line to the Van Sidings.
- The trailing connection in the Trunk Line from No. 41 line.
- The crossover points from the Trunk Line to the Carriage Shop Siding.
- The facing connection in the Down Engine Line to the Carriage Shop Siding.
- The facing crossover in the Depot lines.
- The trailing connection from the Up Engine Line to the Maintenance Shed.

The following connections, previously worked from Engine Shed signalbox will be spiked, clipped and padlocked out of use from 07.30 hours Sunday, 18th December:

- The facing crossover between the Up and Down Engine lines.
- The trailing crossover between the Up and Down Engine lines.

2. Permanent Way

New connections, previously laid in and hand worked, will be brought into use as shown on the attached diagram, and will be controlled from Old Oak Common Panel signalbox.

3. Power Operated Points

All connections within the area designated 'Layout Remodelled' on the attached diagram will be power operated from Old Oak Common Panel signalbox.

The double compound points in the line linking the South Sidings Feeder line, the Up Reception lines and the Up Goods line will be operated by G.R.S. Company style 5A machines. A hand crank for the emergency operation of these machines will be kept in the Old Oak Common Panel signalbox.

All other points in the remodelled area will be operated by electro hydraulic clamp lock machines. Instructions for emergency working are shown in the booklet 'Manual Operation of Power Points' (BR.13108). Handles for emergency operation will be held in Old Oak Common Panel signalbox.

4. Block Working Arrangements

Track circuit block working will apply on the Up and Down Engine lines. The Western Region 4 character type of train describer will be brought into use and applied to all 3 aspect signals in the remodelled area.

5. Telephones

Telephones giving exclusive communication with the Signaller at Old Oak Common Panel signalbox will be provided as follows:—

- (a) At all multiple aspect signals capable of displaying a red aspect and bearing the prefix 00 on the identification plate.
- (b) At the elevated Position Light Shunt signals Nos. 446/448 and 450.
- (c) At the Ground Position Light Shunt signals Nos. 549, 565, 575, 583, 585 and 587 and for the Down Engine line adjacent to No. 565.

6. Automatic Warning System

A new test inductor will be brought into use in the South Siding No. 8.

7. Occupation Arrangements

Occupation of the Panel 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 Hand-signalmen required in accordance with Section E of the Rule Book will be made by the Chief Divisional Inspector (Signalling).

J. P. MARSON

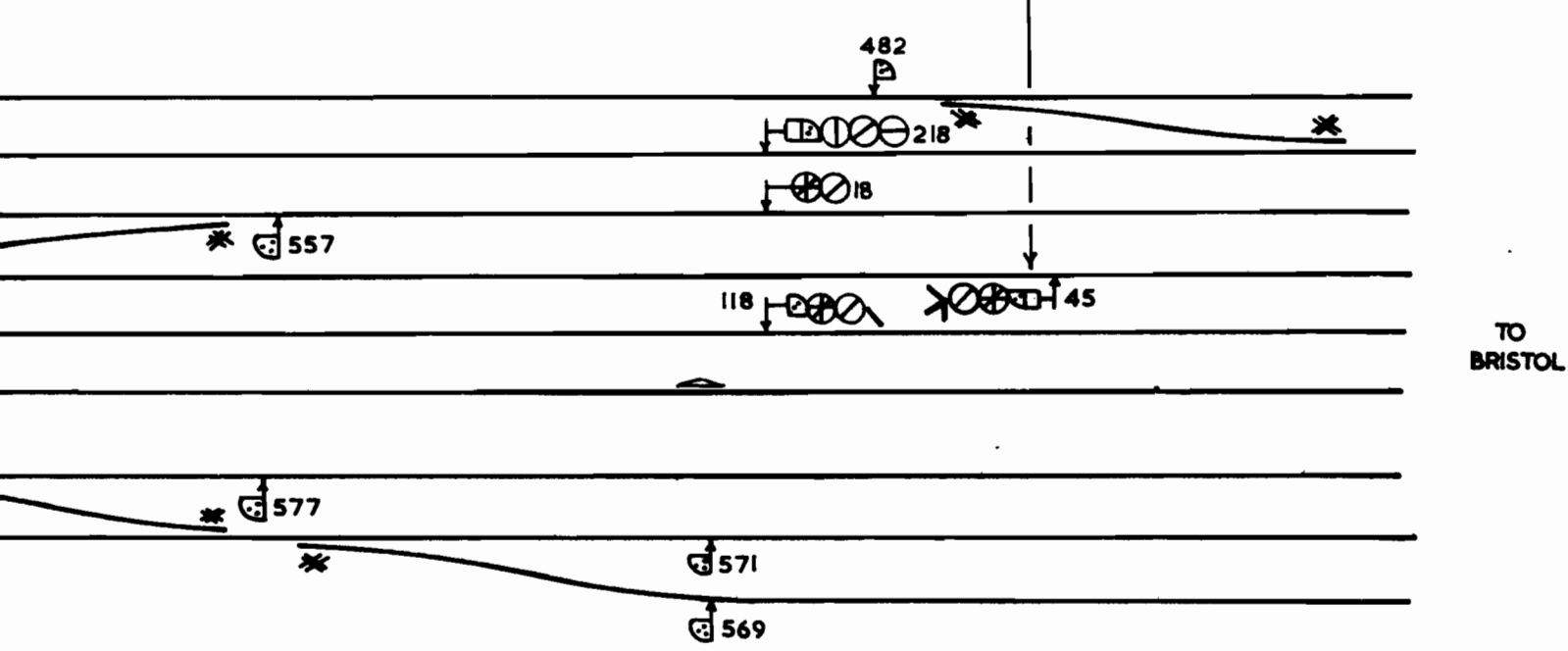
Divisional Manager,
READING.

December, 1977.

STATION and DEPOT SUPERVISORS please acknowledge receipt immediately to:

**Divisional Manager
Reading
Ref I/XO/154.**

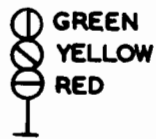
UP ENGINE LINE SIDING DA WITH RI ES
 UP GOODS M/DA WITH JI POS. 2
 UP RELIEF M WITH JI POS. 1
 UP MAIN M
 UP VICTORIA BRANCH M WITH JI POS. 4



OLD OAK COMMON

CENTRALISATION OF SIGNALLING AND REMODELLING OF LAYOUT

KEY



GREEN
YELLOW
RED



2ND YELLOW
GREEN/YELLOW/RED



POSITION LIGHT



CONNECTION WORKED BY POINT MACHINE
ALL OTHER CONNECTIONS WORKED BY RAIL CLAMP LOCK



AWS INDUCTOR



LIMIT OF SHUNT

JI JUNCTION INDICATOR

RI ROUTE INDICATOR

M MAIN ASPECT

DA DRAW AHEAD



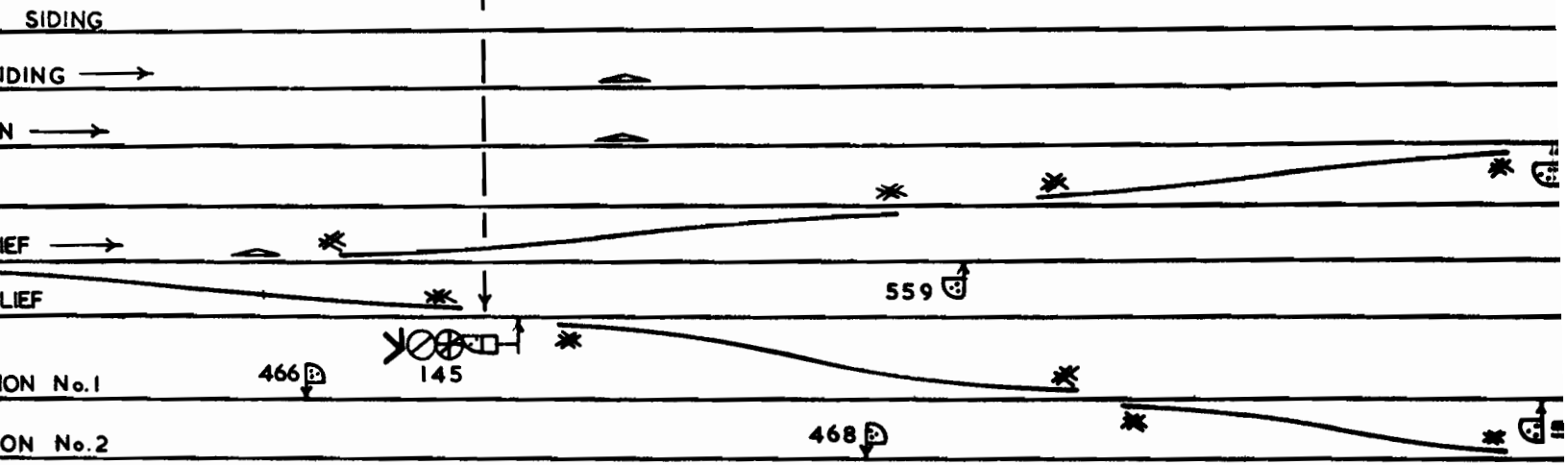
ILLUMINATED
STOP LAMP

ORTH
DINGS

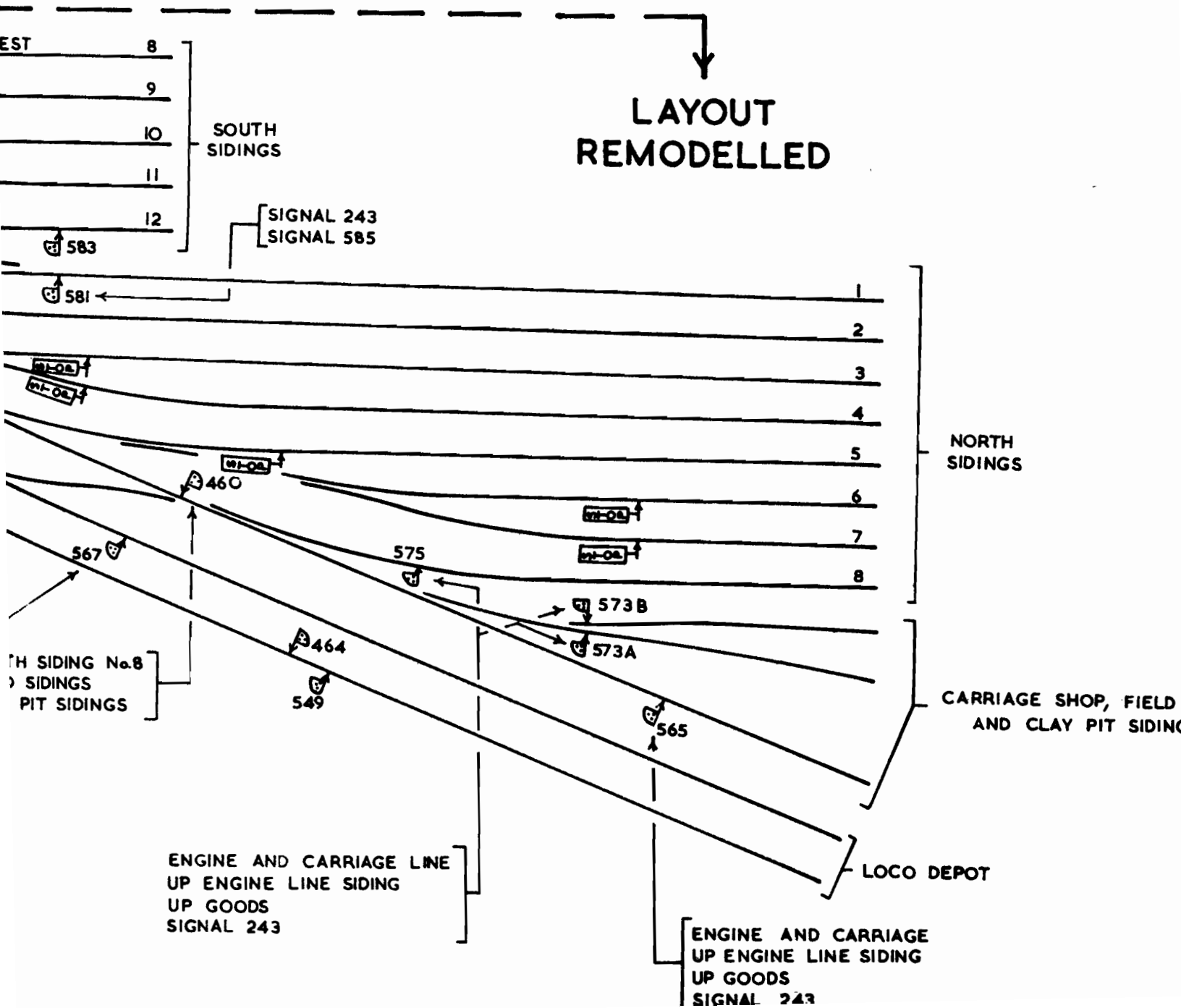
ARRIAGE SHOP, FIELD SIDINGS
AND CLAY PIT SIDINGS.

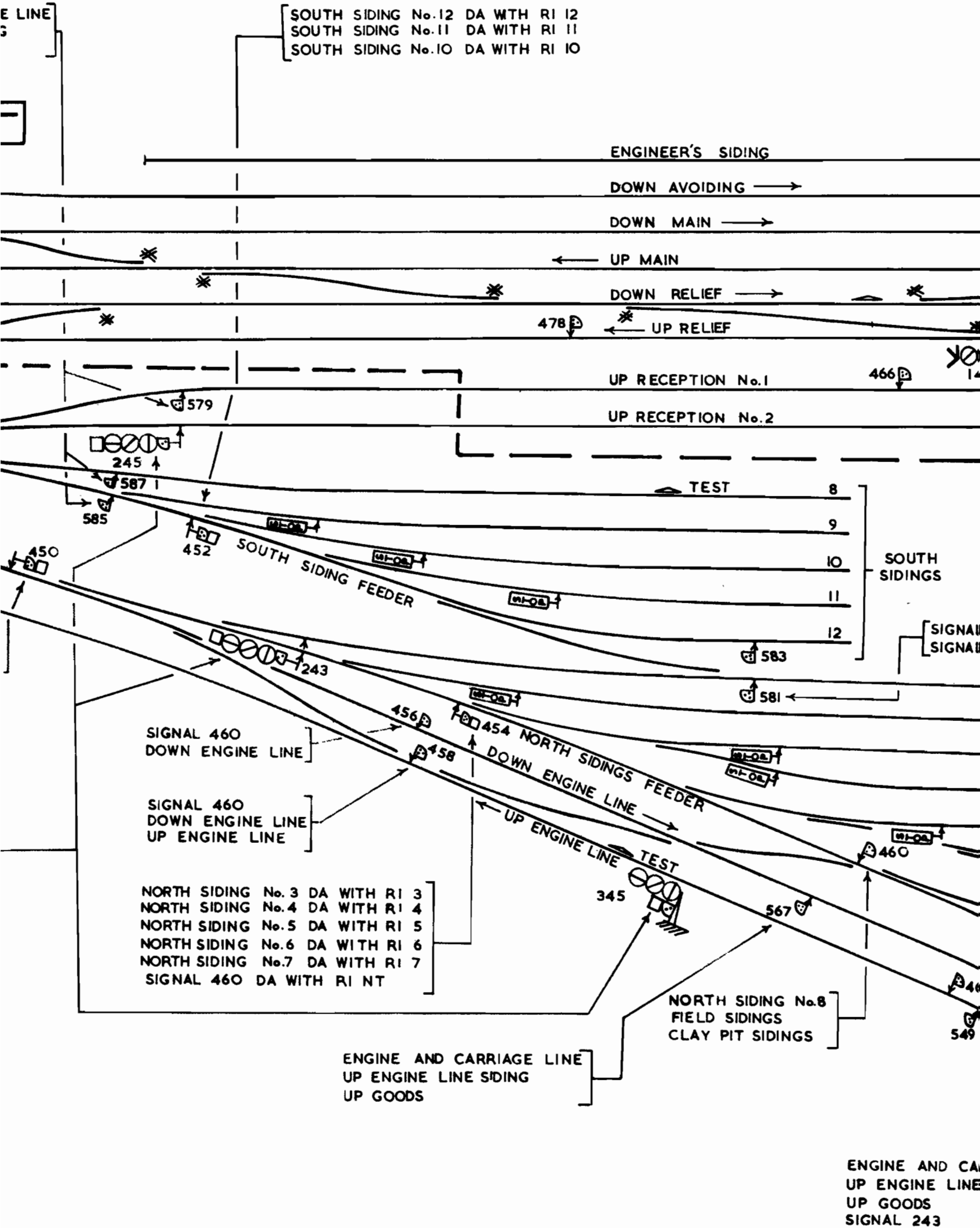
OT

UP ENGINE LINE SIDING DA WITH RI ES
UP GOODS M/DA WITH JI POS. 1
UP RELIEF M
UP MAIN M WITH JI POS. 4
UP VICTORIA BRANCH M WITH JI POS. 5



LAYOUT REMODELLED





SOUTH SIDING No.12 DA WITH RI 12
 SOUTH SIDING No.11 DA WITH RI 11
 SOUTH SIDING No.10 DA WITH RI 10

ENGINEER'S SIDING

DOWN AVOIDING →

DOWN MAIN →

← UP MAIN

DOWN RELIEF →

← UP RELIEF

UP RECEPTION No.1

UP RECEPTION No.2

TEST

8

9

10

11

12

SOUTH SIDINGS

SIGNAL
SIGNAL

SIGNAL 460
DOWN ENGINE LINE

SIGNAL 460
DOWN ENGINE LINE
UP ENGINE LINE

NORTH SIDING No.3 DA WITH RI 3
 NORTH SIDING No.4 DA WITH RI 4
 NORTH SIDING No.5 DA WITH RI 5
 NORTH SIDING No.6 DA WITH RI 6
 NORTH SIDING No.7 DA WITH RI 7
 SIGNAL 460 DA WITH RI NT

NORTH SIDING No.8
FIELD SIDINGS
CLAY PIT SIDINGS

ENGINE AND CARRIAGE LINE
UP ENGINE LINE SIDING
UP GOODS

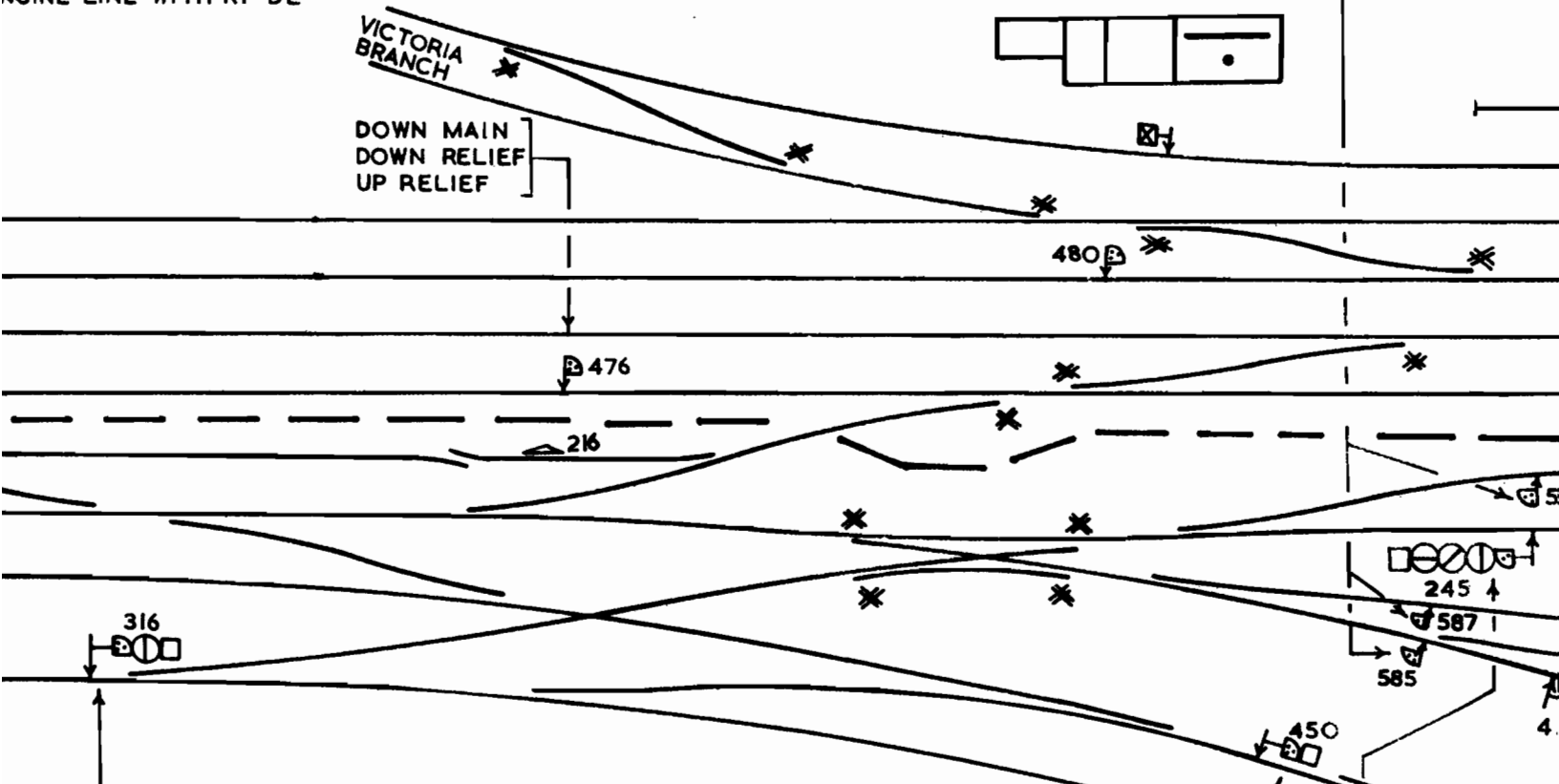
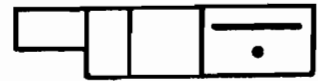
ENGINE AND CA
UP ENGINE LINE
UP GOODS
SIGNAL 243

MAIN M WITH RI DM
 RELIEF M WITH RI DR
 F DA (PRECEDED BY SIGNAL 478)
 OPTION No.1 DA
 OPTION No.2 DA
 SIDING No.8 DA WITH RI S8
 SIDING No.9 DA WITH RI S9
 SIDINGS DA WITH RI SS
 ENGINE LINE WITH RI DE

ENGINE AND CARRIAGE LINE
 UP ENGINE LINE SIDING
 UP GOODS

VICTORIA BRANCH

DOWN MAIN
 DOWN RELIEF
 UP RELIEF



UP RECEPTION No.1 DA
 UP RECEPTION No.2 DA
 SOUTH SIDING No.8 DA WITH RI S8
 SOUTH SIDING No.9 DA WITH RI S9
 SOUTH SIDINGS DA WITH RI SS
 DOWN ENGINE LINE DA WITH RI DE
 UP ENGINE LINE DA

NORTH SIDING No.2 DA WITH RI N2
 SIGNAL 454 DA WITH RI NT
 DOWN ENGINE LINE DA WITH RI DE
 UP ENGINE LINE DA WITH RI UE

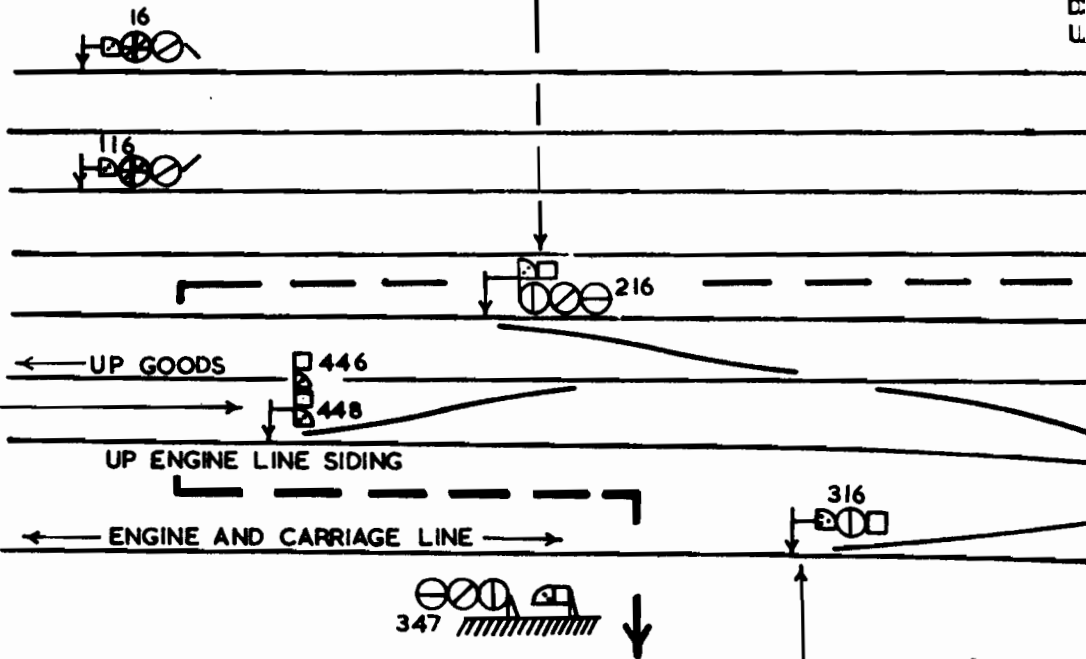
ENGINE AND CARRIAGE LINE M/DA WITH RI EC
 UP ENGINE LINE SIDING DA WITH RI ES
 UP GOODS M/DA WITH RI UG

SIGNAL DOWN
 SIGNAL DOWN UP EN
 NORTH
 NORTH
 NORTH
 NORTH
 SIGNAL

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DOWN MAIN M WITH RI DM
 DOWN RELIEF M WITH RI DR
 UP RELIEF DA (PRECEDED BY SIGNAL
 UP RECEPTION No.1 DA
 UP RECEPTION No.2 DA
 SOUTH SIDING No.8 DA WITH RI S8
 SOUTH SIDING No.9 DA WITH RI S9
 SOUTH SIDINGS DA WITH RI SS
 DOWN ENGINE LINE WITH RI DE

FROM
 PADDINGTON



DOWN MAIN DA WITH RI DM
 DOWN RELIEF DA WITH RI DR
 UP RELIEF DA WITH RI UR (PRECEDED BY SIGNAL 478)
 UP RECEPTION No.1 DA WITH RI R1
 UP RECEPTION No.2 DA WITH RI R2
 SOUTH SIDING No.8 DA WITH RI S8
 SOUTH SIDING No.9 DA WITH RI S9
 SOUTH SIDINGS DA WITH RI SS (PRECEDED BY SIGNAL 452)
 DOWN ENGINE LINE DA WITH RI DE

UP RECEPTION No.1
 UP RECEPTION No.2
 SOUTH SIDING No.8
 SOUTH SIDING No.9
 SOUTH SIDINGS DA
 DOWN ENGINE LINE
 UP ENGINE LINE DA