

DISTRICT RAILWAY.

NOTICE

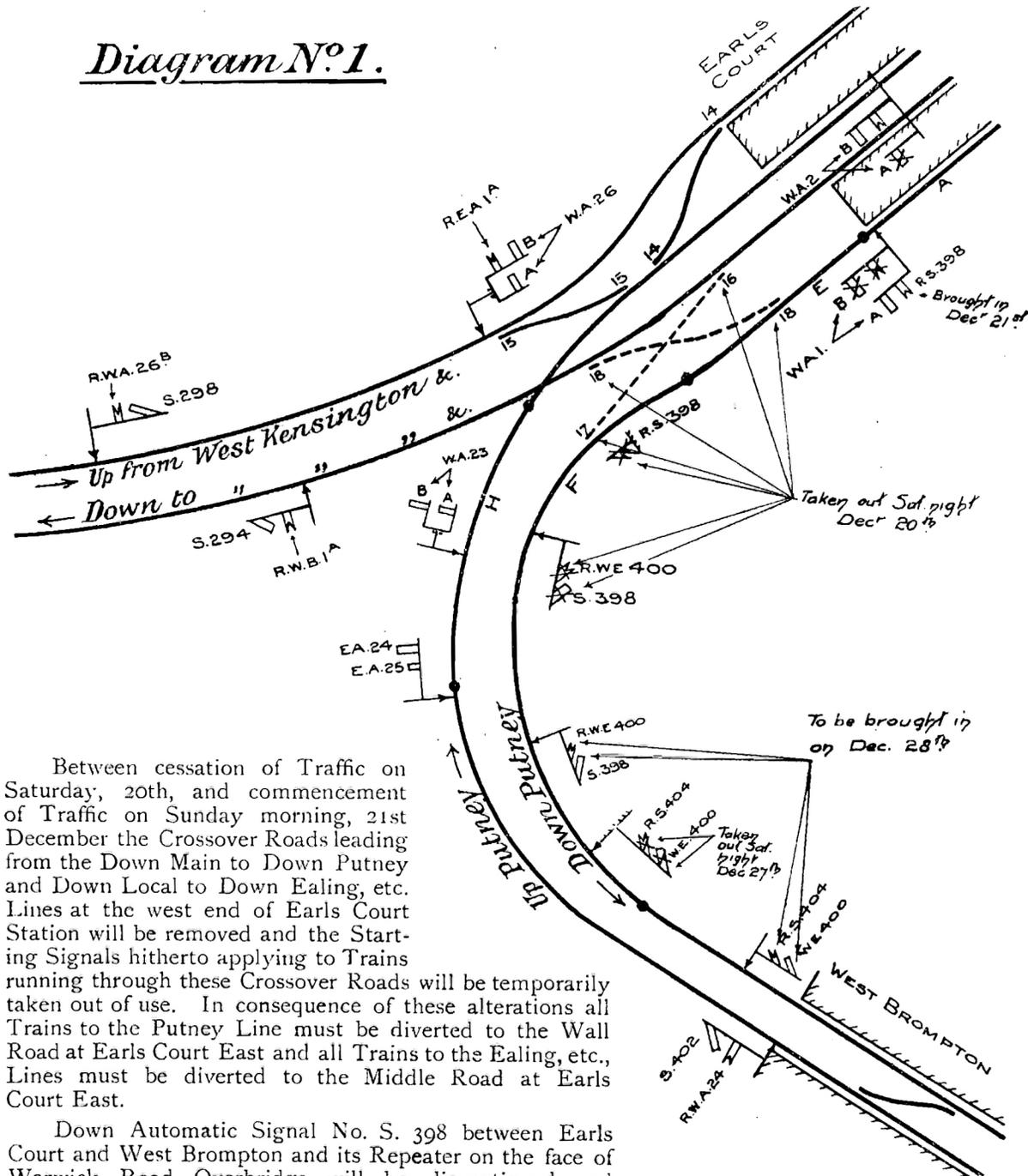
RESPECTING

Alterations to Permanent Way and Signals in connection with the bringing into use of the New Flying Junction at Earls Court.

The works in connection with the bringing into use of the new Flying Junction at Earls Court will be completed and brought into use in various stages as indicated below:—

SUNDAY, 21st DECEMBER, 1913.

Diagram N^o 1.



Between cessation of Traffic on Saturday, 20th, and commencement of Traffic on Sunday morning, 21st December the Crossover Roads leading from the Down Main to Down Putney and Down Local to Down Ealing, etc. Lines at the west end of Earls Court Station will be removed and the Starting Signals hitherto applying to Trains running through these Crossover Roads will be temporarily taken out of use. In consequence of these alterations all Trains to the Putney Line must be diverted to the Wall Road at Earls Court East and all Trains to the Ealing, etc., Lines must be diverted to the Middle Road at Earls Court East.

Down Automatic Signal No. S. 398 between Earls Court and West Brompton and its Repeater on the face of Warwick Road Overbridge will be discontinued and removed. A new Repeating Signal under the Starting Signal for Down Trains from the Wall Road to West Brompton will be the Repeater of the West Brompton Down Home Signal.

SUNDAY, 28th DECEMBER, 1913.

From commencement of Traffic on Sunday morning, 28th December, a new West Brompton Station Inner Home Signal, W.E. 400, applying to Down Trains, will be brought into use. This Signal will be fixed on a post about 90 feet from the Platform. Beneath it will be fixed a Repeater of the Down Starting Signal.

The existing West Brompton Down Home Signal will be removed and in its place a new Outer Home Signal fixed about 80 feet nearer to Earls Court will be brought into use. Below this Signal will be a Repeater of the new Inner Home Signal.

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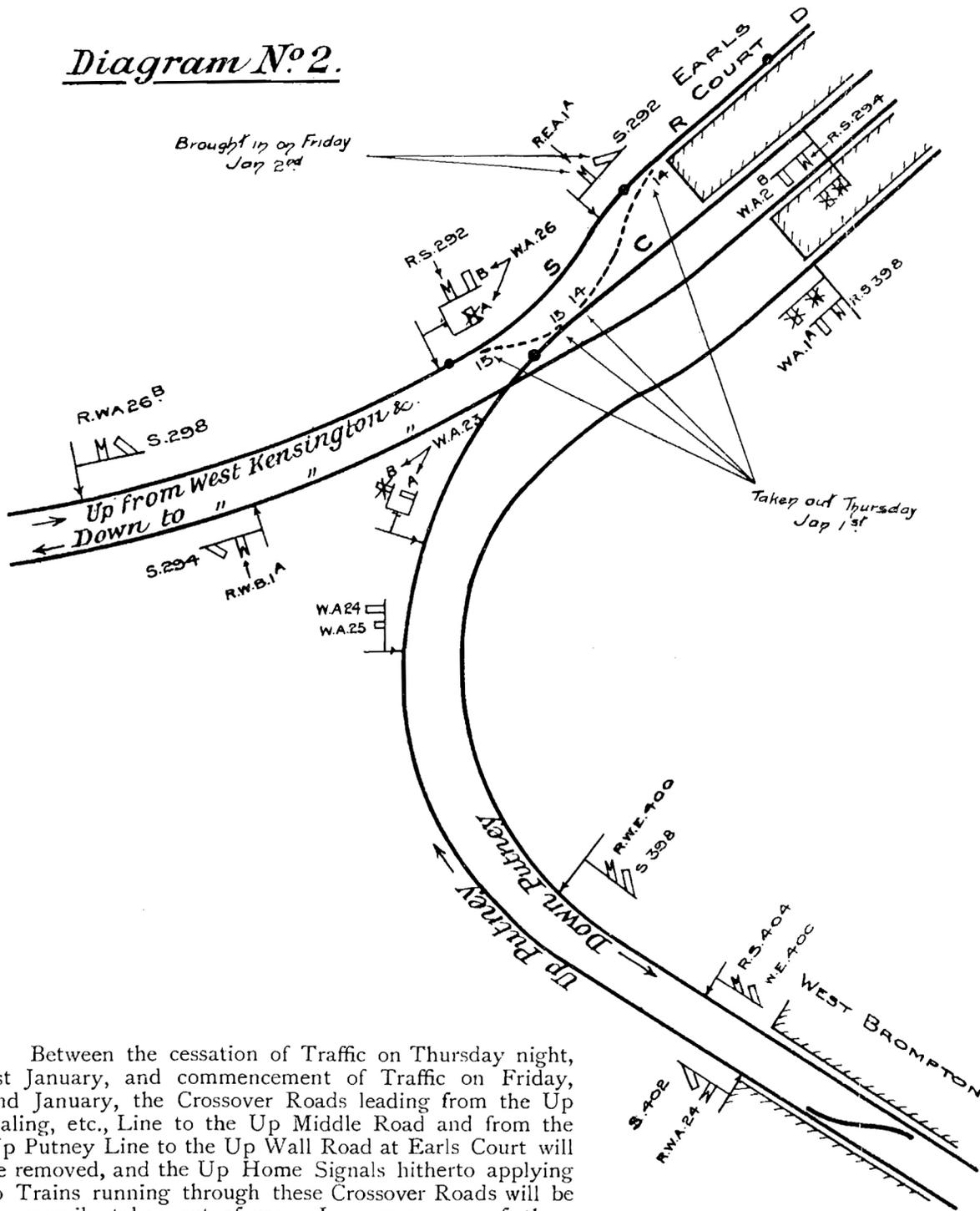
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FRIDAY, 2nd JANUARY, 1914.

Diagram No. 2.



Between the cessation of Traffic on Thursday night, 1st January, and commencement of Traffic on Friday, 2nd January, the Crossover Roads leading from the Up Ealing, etc., Line to the Up Middle Road and from the Up Putney Line to the Up Wall Road at Earls Court will be removed, and the Up Home Signals hitherto applying to Trains running through these Crossover Roads will be temporarily taken out of use. In consequence of these alterations, all Trains from the Ealing, etc., Line must run into the Up Wall Road and all Trains from the Putney Line must run into the Up Middle Road.

A new Automatic Signal No. S.292 applying to Up Trains to the Up Wall Road fixed on a post on the left-hand side of the Line about 100 feet from the platform will be brought into use as an Earls Court Up Wall Road Inner Home Signal. A Repeater below this new Signal will repeat the position of the Up Wall Road Starting Signal.

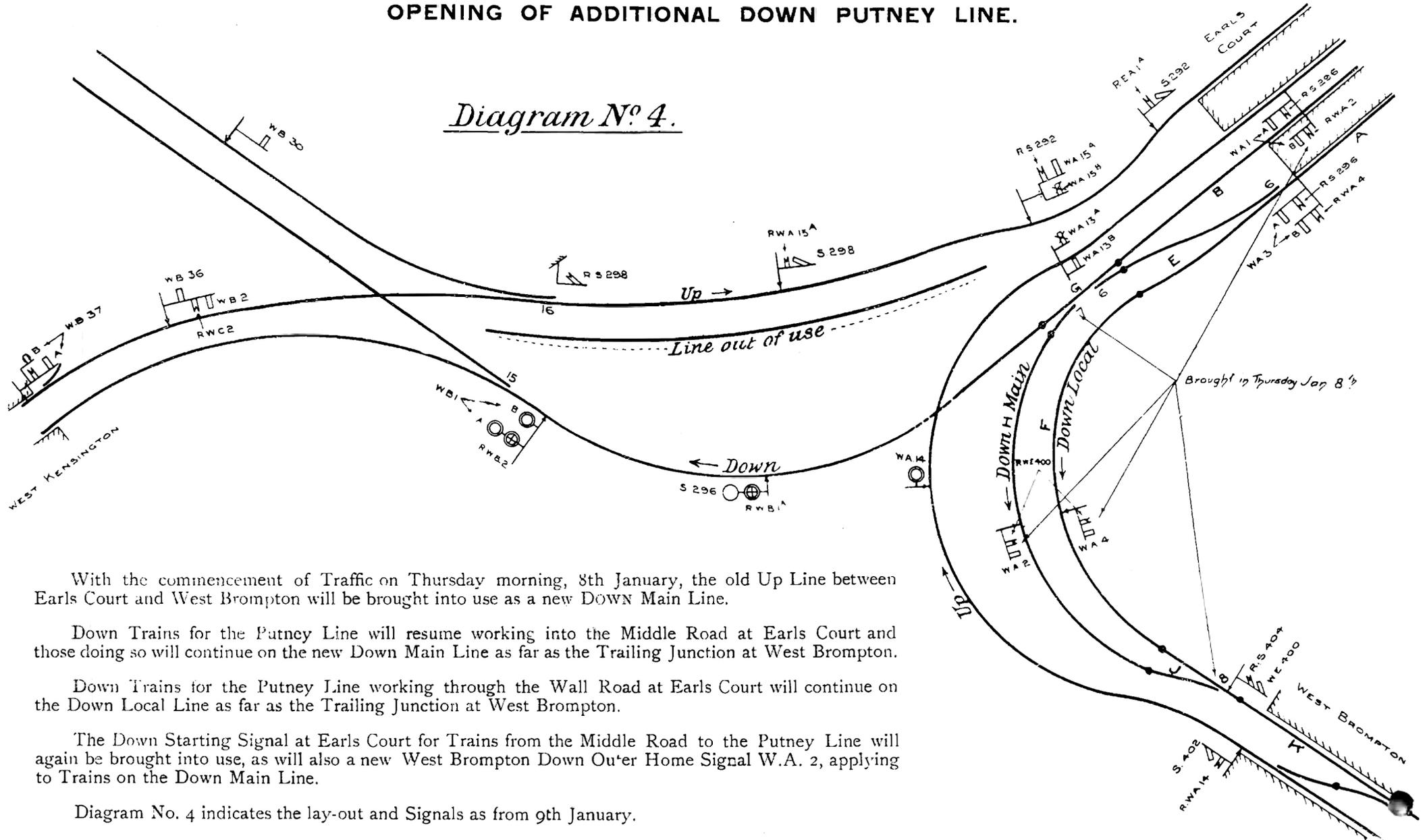
The existing Repeater beneath the existing Up Home Signal—which will become the Outer Home Signal—will repeat the position of the new Automatic Signal.

Diagram No. 2 indicates the lay-out and the Signals as from the 2nd January, 1914.

THURSDAY, 8th JANUARY, 1914.

OPENING OF ADDITIONAL DOWN PUTNEY LINE.

Diagram N^o 4.



With the commencement of Traffic on Thursday morning, 8th January, the old Up Line between Earls Court and West Brompton will be brought into use as a new DOWN Main Line.

Down Trains for the Putney Line will resume working into the Middle Road at Earls Court and those doing so will continue on the new Down Main Line as far as the Trailing Junction at West Brompton.

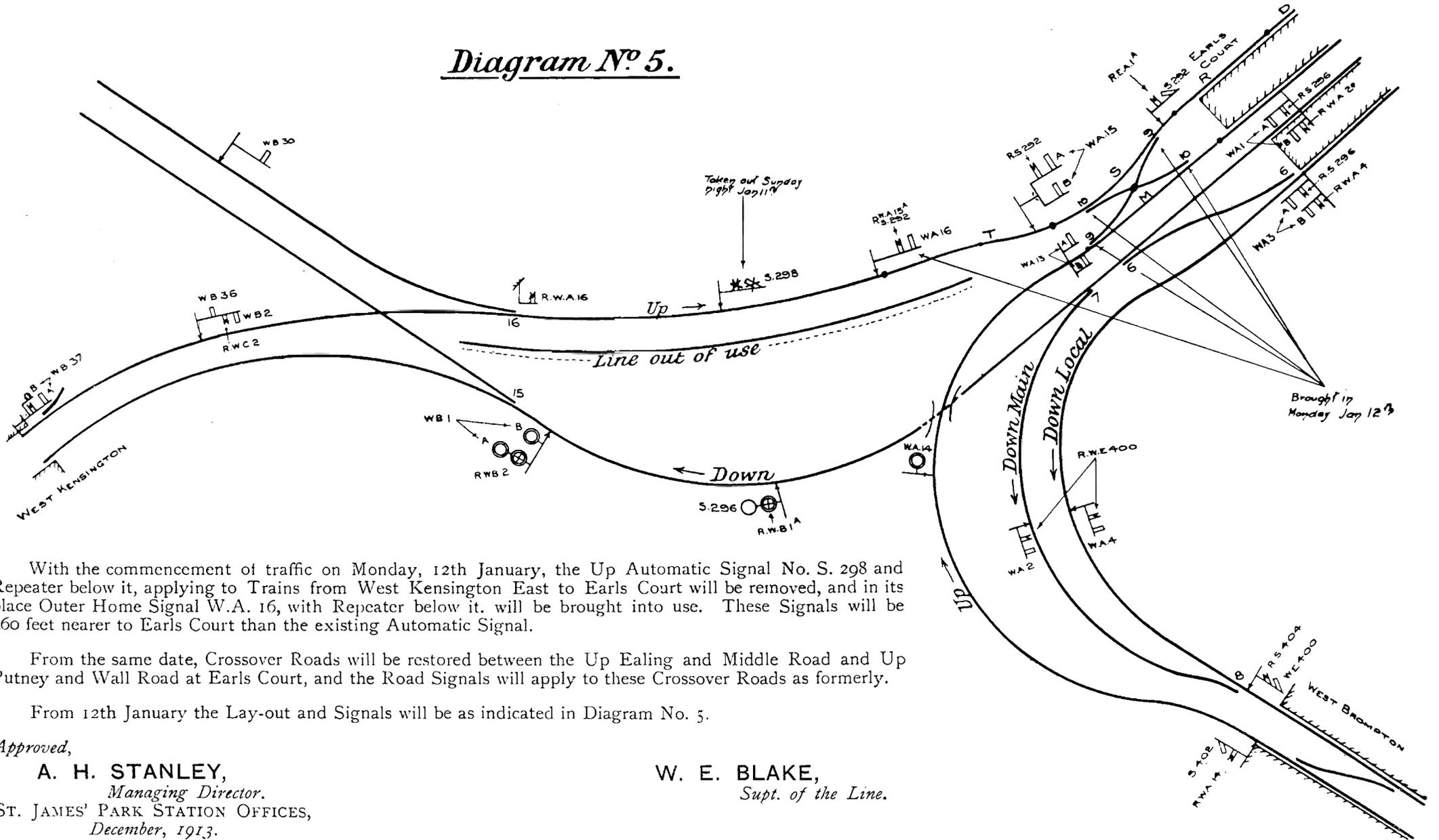
Down Trains for the Putney Line working through the Wall Road at Earls Court will continue on the Down Local Line as far as the Trailing Junction at West Brompton.

The Down Starting Signal at Earls Court for Trains from the Middle Road to the Putney Line will again be brought into use, as will also a new West Brompton Down Outer Home Signal W.A. 2, applying to Trains on the Down Main Line.

Diagram No. 4 indicates the lay-out and Signals as from 9th January.

MONDAY, 12th JANUARY, 1914.

Diagram No 5.



With the commencement of traffic on Monday, 12th January, the Up Automatic Signal No. S. 298 and Repeater below it, applying to Trains from West Kensington East to Earls Court will be removed, and in its place Outer Home Signal W.A. 16, with Repeater below it, will be brought into use. These Signals will be 460 feet nearer to Earls Court than the existing Automatic Signal.

From the same date, Crossover Roads will be restored between the Up Ealing and Middle Road and Up Putney and Wall Road at Earls Court, and the Road Signals will apply to these Crossover Roads as formerly.

From 12th January the Lay-out and Signals will be as indicated in Diagram No. 5.

Approved,
A. H. STANLEY,
Managing Director.
 ST. JAMES' PARK STATION OFFICES,
 December, 1913.

W. E. BLAKE,
Supt. of the Line.