

# BRITISH RAILWAYS

(WESTERN OPERATING AREA)

## PADDINGTON TO SOUTHALL MULTIPLE ASPECT SIGNALLING.

### METHOD OF SIGNALLING BY TRAIN DESCRIBERS OF THE MANUAL TYPE.

#### EQUIPMENT.

Train Descriptor Panels are provided in each Signal Box, one for each line from the Signal Box in advance and one for each line from the Signal Box in the rear.

#### OPERATION.

To transmit a description a **set up** key for the line concerned is placed in the required description position (a card is exhibited in each Signal Box giving a list of the descriptions appropriate to that Box and the abbreviations for each description as shewn on the Train Descriptor label). The **transmit** key is then operated, which causes a buzzer to sound momentarily and the description to be displayed on the Receiver at the box in advance.

The description is stored on the display panel by the Signalman at the box in advance pulling out a corresponding **storage** key which causes a lamp to be illuminated immediately above it. The storage is acknowledged by pressing the **acknowledge** button which causes a buzzer to sound continuously and the acknowledged lamp to glow at the box in the rear until the Signalman there restores the transmit key to normal and this is indicated to the Signalman at the box in advance by the light on the Receiver being extinguished. Acknowledgment cannot be given unless the description has been correctly stored and the lamp associated with the storage key is alight.

If a description is not immediately acknowledged at the box in advance the transmit key can be re-operated to give further call attention signals on the buzzer at the box in advance.

Before a second description is transmitted, the Signalman must ensure that the set up key for the previous description has been restored to normal.

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Five horizontal rows of storage keys (and lamps) are provided to enable up to five successive descriptions to be stored, each row consisting of twenty keys, i.e., one for each of the 20 different descriptions available.

When a description has been stored in any one row the next incoming description must be stored on the next row immediately below. When the fifth (bottom) row has been thus utilised the next storage must be effected on the first (top) row and so on. When five descriptions have been stored, a further description cannot be stored as the next row would still be occupied by the first description to have been stored. A further description cannot, therefore, be acknowledged until the first can be cleared.

### TRAIN ORDER LAMPS.

**Train Order** Lamps are provided at the end of each storage row and will indicate the order in which the rows of keys have been and are to be utilised for storage purposes.

To clear a stored description when a train corresponding thereto arrives, the appropriate **storage** key must be set to normal. This extinguishes the description lamp associated therewith and automatically re-sets the **Train Order** lights on the storage panel so that a following train (hitherto indicated as the second) is now indicated as the first, and so on.

**Note.**—Whilst a transmission is being effected an **engaged** lamp on the panel is illuminated to indicate that a transmission for a train in the opposite direction cannot be made.

### CANCELLING.

Should a Signalman wish to cancel the last description transmitted to the box in advance he must transmit the "Cancel last sent" description which must be stored and acknowledged by the Signalman at the box in advance in the usual manner. Immediately the "Cancel" lamp on the Receiver at the box in advance is extinguished (thus indicating that the acknowledgment has been received at the Signal Box in rear) the Signalman at the box in advance must first re-set to normal the key on which the "Cancel" description has been stored and then that of the description previously received (the last sent) which is thereby extinguished and thus cancelled.

April, 1953.

GILBERT MATTHEWS,  
Operating Superintendent.

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(This form must be detached and forwarded to the Head of Department.)

.....Station.....1953

RECEIVED copy of Circular L.K.246, dated April, 1953, headed "Paddington to Southall Multiple Aspect Signalling—Method of Signalling by Train Describers of the Manual Type."

