

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only.)

Notice to Enginemen, Guards, etc.**MULTIPLE ASPECT SIGNALLING
PADDINGTON—HAYES.****Stage IB—HANWELL TO ACTON
MIDDLE****Saturday and Sunday, 19th and 20th March, 1955.**

Between the hours of 10.0 p.m., Saturday, and 10.0 a.m., Sunday, the Signal Engineer will be engaged in taking out of use the existing colour light signals on the Up and Down Main and Relief Lines between Hanwell and Acton, also the existing semaphore signals at Drayton Green and Ealing, and bringing into use Multiple Aspect Signals as detailed hereunder:—

1. Multiple Aspect Colour Light Signalling.

- (a) The method of signalling to be adopted is known as "four aspect signalling" and the signals will generally be capable of displaying any one of 4 aspects (except where otherwise indicated) in accordance with Rule 43, namely:—

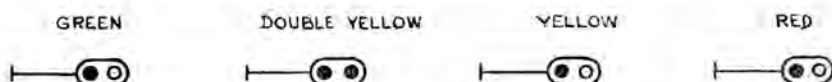
Green—Proceed.

Double Yellow—Proceed—pass next signal at restricted speed.

Yellow—Proceed—prepare to stop at next signal.

Red—Stop.

The following diagram indicates the sequence of aspects which will be encountered:—




TRAIN

The Double Yellow aspect is equivalent to an Outer Distant Signal at Caution, and will always be at full Service Braking Distance from the signal at Red for the maximum speed of the Line at that point.

The Double Yellow aspect indicates that at least two signal sections ahead are clear, and the Green aspect that at least three signal sections ahead are clear.

In some instances, where signals are more closely spaced, more than one signal in succession will display the Double Yellow aspect immediately in rear of a Signal at Single Yellow. Furthermore, in certain circumstances dependent on the movement of trains ahead, a succession of Double or Single Yellows may be encountered.

- (b) At diverging junctions, junction indicators will be provided in accordance with Rule 35 (e) and will consist of a line of 5 white lights, at least any three of which will be alight when the stop signal is cleared for the divergence. The exhibition of any lights in the junction indicators must not be taken as a Proceed aspect if the stop signal is displaying the Red aspect.

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The signals in rear of the junction directing signal are arranged so that the Green aspect is only given for the route over which the higher speed is run. If the road is set for the slower speed route, the junction directing signal will be maintained at Red until the train has passed the signal immediately in rear thereof and has occupied a track circuit immediately on the approach side of the junction signal. The two signals next in rear of the junction directing signal will, therefore, be at Double Yellow and Yellow in the direction of travel so that the Driver will have his train under control to take the junction for the diverging route.

In the case of diverging junctions leading to Goods, Reception, or Yard Lines, junction indicators will not be provided, but the Proceed indication will be given by the illumination of a small yellow light together with a route indication where provided. These signals will not be normally illuminated.

At certain locations subsidiary signals will be provided in the form of position light signals in accordance with Rule 35 (b) (iii) the normal indication being given by one red light on the left and one white light on the right in horizontal position and the Proceed indication by two white lights at an angle of 45 degrees.

- (c) Where, owing to local conditions, the approach view of a signal is restricted, a banner repeating signal in accordance with Rule 42 may be provided. Drivers must clearly understand that when such a banner repeater is "Off" the signal it repeats will be shewing any one of the Proceed aspects, viz., green, double yellow or yellow, and must be prepared to act accordingly.
- (d) The centre of the Red light of multiple aspect signals will generally be approximately 12 feet above rail level in the case of straight post structures, and approximately 17½ feet in the case of bracket or gantry structures. Except in special circumstances the signals will be situated immediately to the left hand side or over the Line to which they apply.

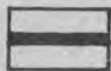
In order to give Enginemmen a view of a signal when the engine is standing close up to it, colour light signals are fitted with segments let into the lenses, which cast a beam downwards and outwards towards the engine cab.

No backlights will be provided in any of the multiple aspect signals. The backlights of ground subsidiary signals of the position light form will be permanently alight.

- (e) Multiple aspect signals will be replaced by Danger by track circuits ahead thereof. Generally in the area covered by this notice, multi-aspect signals will be maintained at Red until the line is clear up to a point approximately 200 yards in advance of the next signal. This distance (approximately 200 yards) is known as the overlap. In some instances to facilitate the working, certain signals will be allowed to exhibit the Single Yellow aspect when the overlap ahead of the next signal is occupied, but only after the track circuit immediately on the approach side of the signal has been occupied and the approaching train has been brought to, or nearly to a stand. This form of control is known as "Delayed Yellow Control", and is equivalent in practice to a train having been accepted under the "Warning" in ordinary semaphore signalling. Drivers of trains which have been brought to, or nearly to, a stand at a signal which is then changed from Red to Single Yellow must understand that the line is clear only as far as the next signal ahead, and must regulate the speed of their trains accordingly.

2. Identification of Signals.

- (a) Multiple aspect signals will be classified as Automatic, Semi-Automatic, or Controlled signals, as follows:—
- (i) Automatic signals are those which will not be worked from a Signal Box but which will be controlled by track circuit only. Automatic signals will be identified in accordance with Rule 35 (c) by a plate affixed thereto, thus:—



- (ii) Semi-Automatic signals are those which will be controlled from a Signal Box, when such Box is open, but which, when the Box is closed will work automatically and be controlled by track circuit only.

Semi-Automatic signals will be identified in accordance with Rule 35 (c) by a plate affixed thereto, thus:—



- (iii) Controlled signals are those which will always be under the control of a Signal Box. Where applicable, the Diamond sign (Rule 55, Diagram No. 1) will be affixed thereto.

(b) All Multiple Aspect signals will also be fitted with plates bearing letters and numerals for identification and reference purposes as follows:—

(i) Controlled and Semi-Automatic signals will be identified by the prefix letter of the Signal Box concerned followed by a numeral.

The Signal Box prefix letters will be as follows:—

Signal Box.	Prefix Letters.
West Ealing	W.E.
Acton West	A.W.
Acton Middle	A.M.

Plates bearing the above prefix letter as appropriate will be affixed to the signal boxes concerned in addition to the nameplate.

(ii) Automatic signals will be identified by the prefix letters of the Line concerned followed by a numeral corresponding to the mileage of the lesser of the two mile posts between which the signal is situated. Where more than one automatic signal occurs between successive mile posts, suffixes A, B, C, etc., ordered in the direction of running will be added to the numeral.

The Running Line prefix letters will be as follows:—

Line.	Prefix Letters.
Up Main	U.M.
Down Main	D.M.
Up Relief	U.R.
Down Relief... ..	D.R.

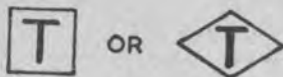
(iii) Repeating signals will be identified similarly by a plate bearing the identification number of the particular signal to which they apply, followed by the suffix R.

Drivers and others having to refer to those signals which are fitted with an identification plate must always quote the identification letters and numbers appearing thereon.

3. Provision of Telephones.

Telephones communicating with the Signal Box concerned will be provided as follows:—

- (i) At all Automatic signals.
- (ii) At all Semi-Automatic signals.
- (iii) At certain controlled signals which are remote or difficult of access from the Controlling Signal Box. The provision of a telephone at a Controlled signal will be indicated by the letter "T" on a plate affixed to the signal or inscribed on the diamond Sign, where such a sign is provided, thus:—



During the periods when a signal box is closed, the telephones at Automatic and Semi-Automatic signals normally communicating therewith will communicate with an adjacent Box which is open.

Telephones will be housed in cabinets painted with diagonal black and white stripes located on or in the vicinity of the Signal and as far as practicable on the left hand side of the line to which they apply.

4. Use of Telephones provided at Signals.

For instructions in regard to the use of telephones at Signals see Notice No. L.K.245.

5. Automatic Train Control.

In the multi-aspect signalled area covered by this Notice, an A.T.C. Ramp will be provided (except where otherwise indicated) approximately 200 yards on the approach side of each multiple aspect signal. The audible signals given in the cab of the engine are as follows:—

On the approach side of a signal at Green	Bell.
On the approach side of a signal at Red, Yellow or Double Yellow	Siren.

6. Signalling during Fog or Falling Snow.

Fogsignalmen will not be provided at any of the multiple-aspect signals referred to in this Notice.

A Fogsignalman must, however, be appointed during Single Line Working at a signal which becomes the Distant signal for the obstructed line operated from the box at which the trains are crossed to their proper line and which signal has to be observed by Drivers travelling over the Single Line in the wrong direction.

A Handsignalman must also be appointed at a signal which acts as the Distant signal controlling trains approaching the Single Line to travel over that line in the right direction.

7. Permanent Way Trolleys.

Permanent Way Trolleys cannot be relied upon to operate track circuits, and before a trolley is placed on the line the permission of the Signalman at the nearer Signal Box must be obtained. If

the Signaller at the Signal Box in advance is required to give such permission he must, before so doing, confer with the Signaller at the Signal Box in the rear.

The telephone at a signal may be used for obtaining the Signaller's permission. When permission has been given protection in accordance with Rule 215 must be carried out before the trolley is placed on the line.

8. Working of Diesel Cars.

Diesel Cars Nos. 1 to 18 inclusive cannot be relied upon to operate track circuits and must not work in the multiple aspect signalled areas except under special arrangement.

All other Diesel Cars can be relied on to operate track circuits and will be signalled in normal course and the instructions on Page 132 of the General Appendix under the headings "Rule 55" and "Instructions to Signallers" will not apply to these vehicles.

9. Rule 82.

If a driver observes a signal to be out when it should be illuminated he must treat it as a signal giving its most restrictive aspect (Red in the case of a Stop signal), and report the circumstances to the Signaller at the Box in advance.

The Signaller must arrange for a Hand Signaller to be appointed as quickly as possible.

10. Rules 178-181.

Colour light signals must not be relied upon for the protection of a train stopped by accident, failure, or obstruction, and the train must be protected in the usual way, except that if no other line is affected it is not necessary for protective purposes for a Guard or Fireman to go back beyond the next colour light signal in rear of the train, provided it is showing "Danger." In the event of it being necessary for a second train or engine to approach from the rear to render assistance, the Guard or Fireman who is protecting his train, must, after advising the Signaller at the Box ahead by telephone of the circumstances, wait at the signal in rear to pilot the assisting train or engine to the rear of his own train.

11. Permissive Block Regulation 9.

Drivers of trains entering the Goods Loops at West Ealing and Ealing will receive a delayed miniature yellow (see 1 (b)) at all times, during clear weather and fog or falling snow, and whether the Loop is clear or occupied, and they must proceed accordingly, prepared to stop short of any obstruction.

The provisions of clauses (a) and (c) of Permissive Block Regulation 9 will not apply.

12. The following New Signals will be brought into use and as indicated on the attached sketch. The number of the signal which will appear on the identification plate affixed to the signal is as indicated (see back of notice for profiles).

(a) WEST EALING.

(i) New Signals.

Form	No. of Signal	Application	Position	Distance from Box
Profile 5 ...	D.M.5 ...	Down Main (Automatic Signal).	Down Side of Down Main.	2,431 yards Up Side.
Profile 20 ...	W.E.102 ...	Down Main	Down Side of Down Main.	1,641 yards Up Side.
Profile 18 ...	W.E.104 ...	A. Down Main to Down Relief (Junction Indicator). B. Down Main or Down Main to Down Relief.	Down Side of Down Main.	1,178 yards Up Side.
Profile 4 ...	W.E.106 ...	Down Main	Down Side of Down Main.	524 yards Up Side.
Profile 4 ...	W.E.108 ...	Down Main	Down Side of Down Main.	4 yards Up Side.
Profile 4 ...	W.E.110 ...	Down Main	Down Side of Down Main.	706 yards Down Side.
Profile 4 ...	W.E.101 ...	Up Main	Up Side of Up Main	1,051 yards Down Side.
Profile 10 ...	W.E.103 ...	Up Main	Down Side of Up Main.	160 yards Down Side.
Profile 4 ...	W.E.105 ...	Up Main	Up Side of Up Main	524 yards Up Side.

Form	No. of Signal	Application	Position	Distance from Box
Profile 16 ...	W.E.107 ...	A. Up Main to Up Relief (Junction Indicator). B. Up Main or Up Main to Up Relief.	Up Side of Up Main	979 yards Up Side.
Profile 4 ...	W.E.109 ...	Up Main	Up Side of Up Main	1,927 yards Up Side.
Profile 4 ...	W.E.124 ...	Down Relief	Down Side of Down Relief.	2,431 yards Up Side.
Profile 20 ...	W.E.126 ...	Down Relief	Down Side of Down Relief.	1,641 yards Up Side.
Profile 4 ...	W.E.128 ...	Down Relief	Down Side of Down Relief.	1,178 yards Up Side.
Profile 4 ...	W.E.130 ...	Down Relief	Down Side of Down Relief.	524 yards Up Side.
Profile 15 ...	W.E.132 ...	A. Down Relief to Down East Loop (Junction Indicator). B. Down Relief or Down Relief to Down East Loop. C. Down Relief to Loop Sidings (Indication "LS")	Down Side of Down Relief.	132 yards Up Side.
Profile 10 ...	W.E.134 ...	Down Relief	Up Side of Down Relief.	264 yards Down Side.
Profile 9 ...	W.E.136 ...	Down Relief	Down Side of Up Main.	706 yards Down Side.
Profile 8 ...	W.E.123 ...	A. Up Relief to Up West Loop (Junction Indicator). B. Up Relief or Up Relief to Up West Loop. C. Up Relief to No. 3, 2 or 1 Up Goods Loop. (Indications "L3", "L2" or "L1").	Up Side of Up Relief.	1,051 yards Down Side.
Profile 4 ...	W.E.125 ...	Up Relief	Up Side of Up Relief.	524 yards Down Side.
Profile 4 ...	W.E.127 ...	Up Relief	Up Side of Up Relief.	160 yards Down Side.
Profile 4 ...	W.E.129 ...	Up Relief	Up Side of Up Relief.	524 yards Up Side.
Profile 4 ...	W.E.131 ...	Up Relief	Up Side of Up Relief.	979 yards Up Side.
Profile 19 ...	W.E.133R.	Repeating Signal (banner type) for Signal No. W.E.133. Note. —The Off indication will be displayed when Signal No. W.E.133 is displaying other than a Red aspect.	Up Side of Up Relief.	169 yards on the approach side of Signal No. WE.133.
Profile 4 ...	W.E.133 ...	Up Relief	Up Side of Up Relief.	1,602 yards Up Side.
Profile 13 ...	W.E.135 ...	A. Up Relief B. Up Relief to Up Goods or Middle Siding. (Indications "G" or "MS").	Up Side of Up Relief.	1,927 yards Up Side.

Form	No. of Signal	Application	Position	Distance from Box
Profile 24 ...	—	A. No. 1 Up Goods Loop to Spur. B. No. 1 Up Goods Loop to Up Relief. (Already in use but will be fitted with red light.)	Up Side of No. 1 Up Goods Loop.	As at present.
Profile 7 ...	W.E.141 ...	A. Up Greenford Loop to Up East Loop. (Junction Indicator). B. Up Greenford Loop to Down West Loop. (Junction Indicator). C. Up Greenford Loop to Up East Loop or Down West Loop.	Up Side of Up Greenford Loop.	757 yards Down Side.
Profile 13 ...	W.E.143 ...	A. Up East Loop to Up Relief. B. Up East Loop to Milk Platform or Relief Goods Loop. Indications "MP" or "RG".	Up Side of Up East Loop.	321 yards Down Side.
Profile 2 ...	W.E.142 ...	Down East Loop to Down Greenford Loop.	Down Side of Down East Loop.	542 yards Down Side.
Profile 2 ...	W.E.146 ...	Down Greenford Loop ...	Down Side of Down Greenford Loop.	1,113 yards Down Side.
Profile 2 ...	W.E.145 ...	Up West Loop to Down Greenford Loop.	Up Side of Up West Loop.	160 yards on approach side of Junction points.
Profile 4 ...	W.E.144 ...	Down West Loop to Down Relief.	Down Side of Down West Loop.	176 yards on approach side of Junction points.
Profile 3 ...	W.E.122 ...	Down Goods to Down Relief. (No A.T.C. Ramp is provided for this signal). Note. —The Green aspect will be displayed when Signal W.E.126 is displaying other than a red aspect.	Down Side of Down Goods.	2,255 yards Up Side.
Profile 12 ...	W.E.161 ...	Down Relief to Middle Siding.	Down Side of Down Relief.	1,946 yards Up Side.
Profile 12 ...	W.E.162 ...	Middle Siding to Down Relief.	Between Up Main and Middle Siding.	2,044 yards Up Side.
Profile 12 ...	W.E.168 ...	Up Greenford Loop to Down Greenford Loop.	Between Down Greenford Loop and Up Greenford Loop.	644 yards Down Side.
Profile 11 ...	W.E.169 ...	A. Down Greenford Loop to Up East Loop. B. Down Greenford Loop to Down West Loop.	Between Up Greenford Loop and Down Greenford Loop.	701 yards Down Side.
Profile 23 ...	—	Down Relief Limit of Shunt Indicator.	Down Side of Down Relief on face of overbridge.	296 yards Up Side.

- (ii) The existing Up Main Colour Light Distant for Drayton Green will become the Up Greenford Loop Distant for West Ealing and be numbered W.E.139. Its distance from West Ealing is 1,357 yards Down Side.
- (iii) The existing Up Relief Home for Hanwell (H.L.5) will be controlled from West Ealing and be renumbered W.E.121 and the double yellow aspect will be brought into use. Its distance from West Ealing is 1,792 yards Down Side.
- (iv) The Signal Post Telephones provided at the existing signals No. U.M.8, U.M.7 and H.L.5, will in future communicate with West Ealing Signal Box instead of Hanwell Signal Box as at present.
- (v) The double yellow aspect of the existing Up Main Automatic Signal U.M.7 will be brought into use.
- (vi) The switches at present provided in Hanwell Signal Box to place and maintain at Danger in emergencies the Down Main Automatic Signal No. D.M.7A and the Down Relief Automatic Signal No. D.R.7A will be transferred to West Ealing Signal Box.
- (vii) The following shunting signals operated from West Ealing Signal Box will be fitted with red or yellow lights and will apply as shewn below. (All other shunting signals are fitted with red lights and arms.)
- I. The single disc situated between the Up and Down Relief Lines at the Paddington end of the Relief Lines Crossover will be fitted with a red light and apply to Backing Down Up Relief as well as to Down Siding, to Down Main, to Down Relief, to Down East Loop and to Loop Sidings.
 - II. The single disc situated between the Up and Down Relief Lines at the trailing points of the Relief to East Loop Junction will be fitted with a red light and will apply to Backing Down Up Relief and to Backing Down No. 1 Up Goods Loop as well as to Backing Down Up East Loop and to Loop Sidings.
 - III. The single disc situated between the Up and Down Relief Lines at the Reading end of the Relief Line crossover will be fitted with a red light and apply to Backing Up Down Relief and to Up Main as well as to Up Relief.
 - IV. The single disc situated between the Up and Down Main Lines at the Paddington end of the Down Relief to Up Main connection will be fitted with a red light and apply to Backing Down Up Main as well as to Down Relief, to Down East Loop and to Loop Sidings.
 - V. The single disc situated between the Up and Down Main Lines at the Reading end of the Down Siding to Down Main connection will be fitted with a red light and apply to Backing Up Down Main as well as to Down Siding.
 - VI. The single disc situated at the Paddington end of the Down Main to Down Siding connection will be fitted with yellow light and arm and apply to Down Main.
 - VII. The single disc situated between the Down Main and the Down Siding will be fitted with yellow light and arm and apply from Down Siding to Up Relief or to Up Main.
 - VIII. The single disc situated between the Up and Down East Loop Lines at the Greenford end of the East Loop Crossover will be fitted with a red light and apply to Backing Up Down East Loop as well as to Up East Loop, to Relief Goods Loop and to Milk Platform.

(b) ACTON WEST.

(i) New Signals.

Form	No. of Signal	Description	Position	Distance from Box
Profile 21 ...	D.M.4 ... A.W.74 ...	A. Down Main Automatic Signal. B. Down Relief Home.	On gantry spanning all four running lines.	734 yards Up Side.
Profile 6 ...	A.W.79 ...	Down Main Home ...	Down Side of Down Main.	28 yards Up Side.
Profile 17 ...	A.W.73 ...	A. Down Relief to Down Main (Junction Indicator). B. Down Relief or Down Relief to Down Main Inner Home.	Down Side of Down Relief.	28 yards Up Side.
Profile 6 ...	A.W.2 ...	Up Main Home ...	Up Side of Up Main	430 yards Up Side.
Profile 6 ...	A.W.7 ...	Up Relief Home ...	Up Side of Up Relief.	430 yards Up Side.

- (ii) There will be no alteration to the existing Shunting Signals at present operated from Acton West Signal Box.

(c) ACTON MIDDLE.**(i) New Signals.**

Form.	No. of Signal.	Description.	Position.	Distance from Box.
Profile 22 ...	A.M.6 ...	A. Up Relief Home. (4 aspect signal, but the double yellow aspect will not be in use. The green aspect will be displayed only when Acton East Up Relief Home and Up Relief Starting are in the clear position).	On same gantry as that carrying signals D.M.4 and A.W.74.	443 yards Down Side.
	A.M.2 ...	B. Up Main Home. (The double yellow aspect will be displayed when Acton East Up Main Home and Up Main Starting are in the clear position but Friars Junction Up Main Distant are in the caution position. The green aspect will be displayed when Friars Junction Up Main Distant are in the clear position.)		
Profile 14 ...	A.M.46 ...	A. Down Relief Home. B. Down Relief to Down Goods Home. (Indication "G").	Down Side of Down Relief.	6 yards Up Side.
Profile 4 ...	A.M.51 ...	Down Main Home ...	Down Side of Down Main.	15 yards Up Side.

(ii) The Down Main Distant for Acton Middle (which controls the Down Main Distant for Acton East) will clear to Green only when Signal No. A.M.51 is displaying either Double Yellow or Green.

The Down Relief Distant for Acton Middle (which controls the Down Relief Distant for Acton East) will clear to Green only when Signal A.M.46 is displaying either Double Yellow or Green.

(iii) There will be no alteration to the existing Shunting Signals at present operated from Acton Middle Signal Box.

13. Signals to be taken out of use.

At the same time the following signals will be taken out of use:—

(i) Hanwell—

Up Relief Inner Homes Bracket.

Up Relief Starting.

Up Main Home.

Down Relief Distant and A.T.C. Ramp.

Down Relief Home.

Automatic Distant for Signal No. D.R.7A and A.T.C. Ramp.

Down Main Distant and A.T.C. Ramp.

Down Main Home.

Automatic Distant for Signal No. D.M.7A and A.T.C. Ramp.

Up Loop Starting (Semaphore).

Down Loop Home (Semaphore).

Down Loop Distant (Semaphore) and A.T.C. Ramp.

Up Goods Running Loop to Nos. 1, 2 or 3 Up Goods Running Loops Starting (Route Indicating Semaphore).

(ii) Drayton Green—

Down Main Distant and A.T.C. Ramp.

Down Main Inner Distant (Semaphore).

Down Main Home (Semaphore).

Down Main Starting (Semaphore).

Up Main Homes Bracket (Semaphore).

Up Main Starting (Semaphore).

Down Loop Starting (Semaphore).

Up Loop Distant (Semaphore).
Up Loop Home (Semaphore).
Double Disc at Greenford end of Main Line Crossover.
Single Disc at Paddington end of Main Line Crossover.

(iii) **West Ealing—**

Down Main Distant and A.T.C. Ramp.
Down Main Home.
Down Main Starting.
Up Main Distant and A.T.C. Ramp.
Up Main Home.
Up Main Starting.
Down Relief Distant and A.T.C. Ramp.
Down Relief Home.
Down Relief Inner Homes Bracket.
Down Relief Starting.
Up Relief Distant and A.T.C. Ramp.
Up Relief Home.
Up Relief Starting.
Up Relief Advanced Starting.
Up Loop Distant (Semaphore) and A.T.C. Ramp.
Up Loop Homes Bracket (Semaphore).
Down Loop Starting (Semaphore).
Single Disc at Relief end of Down Relief to Up Main Connection.
Single Disc at Relief end of No. 1 Up Goods Running Loop to Up Relief Connection.

(iv) **Longfield Avenue.**

Down Main Distant and A.T.C. Ramp.
Down Main Homes Bracket.
Up Main Distant and A.T.C. Ramp.
Up Main Homes Bracket.
Down Relief Distant and A.T.C. Ramp.
Down Relief Home.
Up Relief Distant and A.T.C. Ramp.
Up Relief Home Bracket.

(v) **Ealing.**

Down Main Distant and A.T.C. Ramp.
Down Main Home.
Down Main Starting and Co-acting Signal.
Up Main Distant and A.T.C. Ramp.
Up Main Home.
Up Main Inner Home.
Up Main Starting.
Down Relief Distant and A.T.C. Ramp.
Down Relief Home.
Down Relief Starting and Co-acting Signal.
Up Relief Distant and A.T.C. Ramp.
Up Relief Home.
Up Relief Inner Homes Bracket.
Up Relief Starting.
Down Goods Running Loop Home (Semaphore).
Single Disc at Reading end of Middle Siding to Down Relief Connection.
Single Disc at Paddington end of Middle Siding to Down Relief Connection.

(vi) **Acton West.**

Down Main Distant and A.T.C. Ramp.
Down Main Home.
Down Main Starting.
Up Main Distant and A.T.C. Ramp.
Up Main Home.
Up Main Starting.
Down Relief Distant and A.T.C. Ramp.
Down Relief Homes Bracket.
Down Relief Starting.
Up Relief Distant and A.T.C. Ramp.
Up Relief Home.
Up Relief Starting.

(vii) **Acton Middle.**

Down Main Home.
Down Main Starting.
Up Main Distant and A.T.C. Ramp.
Up Main Home.
Down Relief Homes Bracket.
Down Relief Starting Bracket.
Up Relief Distant and A.T.C. Ramp.
Up Relief Home.

(viii) **Acton East.**

Up Main Distant and A.T.C. Ramp.
Up Relief Distant and A.T.C. Ramp.

The detonator placers worked from Hanwell, Longfield Avenue, Ealing and Drayton Green will also be removed.

14. Signal Boxes to be taken out of use.

The following Signal Boxes will be taken out of use:—Hanwell, Longfield Avenue, Ealing and Drayton Green.

A new signalling control panel and mechanical interlocking frame will be brought into use at West Ealing Signal Box, and the existing frame dispensed with.

All points, signals, etc., at present operated from the existing frame at West Ealing Signal Box will be disconnected and with the exception of the signals as shewn to be dispensed with elsewhere in this Notice will be reconnected to the new interlocking frame.

All the new colour light signals to be provided at West Ealing as shewn elsewhere in this Notice will be controlled from the new signalling control panel in West Ealing Signal Box, together with the existing points at Hanwell, Longfield Avenue, Ealing and Drayton Green. The points at Hanwell, Ealing and Drayton Green will be converted to power operation.

15. Emergency hand operation of power worked points.

Provision is made for the power worked points to be hand-operated in emergency by means of hand cranks. To assist with such hand operation a telephone communicating with West Ealing Signal Box is situated in the vicinity of the points at Hanwell, Longfield Avenue overbridge, Ealing and Drayton Green.

One emergency hand crank is provided for each of the above areas located in Hand Crank Release Instruments situated adjacent to the points in the case of Hanwell, Longfield Avenue and Ealing, and in a Hand Crank Instrument in West Ealing Signal Box for the Drayton Green group of points.

The hand cranks are non-interchangeable and will only fit the appropriate Instrument and point machines of the area to which they are allocated.

The removal of a hand crank from its Instrument will maintain at Danger all the signals in the area which interlock with the points.

(Continued on page 11)

The Receipt of this Notice must be acknowledged by First Train.

5,000. 3/55. 128.

.....Department.....Station.....1955.

Received copy of Mr. Briant's Notice No. E.7, dated 9th March, in connection with Multiple Aspect Signalling, Hanwell to Acton Middle.

District Operating Superintendent,
Paddington.

.....(Signature.)

15. Emergency hand operation of power worked points—*continued.*

The hand cranks located in the Hand Crank Release Instruments at Hanwell, Longfield Avenue and Ealing can only be withdrawn on receipt of an electrical release from West Ealing Signal Box in the manner indicated in the instructions exhibited at the Instrument.

See also the Special Instructions issued separately applying to these Instruments.

16. Block Telegraph Working Re-arrangement.

At the same time the Absolute Block Telegraph working between Hanwell and Acton Middle on the Up Main, Down Main, Up Relief and Down Relief Lines and on the Up and Down Lines between Hanwell and Drayton Green and between West Ealing and Drayton Green will be dispensed with and Track Circuit Block Working will be instituted.

The Permissive Block Telegraph working between Hanwell and West Ealing on the Numbers 1, 2 and 3 Up Goods Running Loops will also be taken out of use.

The following Block Telegraph sections will also be re-arranged as follows:—

Existing	Re-arranged to become
Absolute (Greenford Loop): West Ealing—Drayton Green—Greenford South Loop	West Ealing—Greenford South Loop.
Permissive (Ealing—Acton Middle Goods Lines): Ealing—Acton West	West Ealing—Acton West.

Train Describers and Block Bells for the Main and Relief Lines will be provided between Southall East Junction, West Ealing, Acton West and Acton Middle, and will be worked in accordance with Circulars L.K.245 and 246.

The switching out facilities at Acton Middle and Greenford South Loop Signal Boxes will be dispensed with. The switching out facilities at Acton West Signal Box are retained.

17. Track Circuits.

All existing Track Circuits will be renamed and re-arranged and additional ones brought into use as indicated on the attached diagram.

18. Renaming of Lines.

At the same time the following alterations in the naming of Lines will be carried out:—

- (i) The section of line between Drayton Green Halt and West Ealing will be renamed EAST LOOP. The Up direction of running will be from Drayton Green Halt to West Ealing.
- (ii) The section of line between Hanwell Station and Drayton Green Halt will be renamed WEST LOOP. The Up direction of running will be from Hanwell to Drayton Green Halt.

Holding capacities:—Up—79 wagons, engine and van.

Down—74 wagons, engine and van.

- (iii) The Numbers 1, 2 and 3 Up Goods Running Loops between Hanwell and West Ealing will be renamed the No. 1 Up Goods Loop, No. 2 Up Goods Loop and No. 3 Up Goods Loop respectively.
- (iv) The Up and Down Goods Running Loops between Ealing and Acton Middle will be renamed Up Goods and Down Goods respectively.

As from 12.15 a.m. Sunday, all the signals shewn herein to be taken out of use will cease to apply, being extinguished in the case of the existing colour light signals, and trains will be hand-signalled through the sections affected.

Trainmen must keep a sharp look-out for Hand Signals and must ignore any aspect which may be displayed by any of the colour light signals or any indication exhibited by the semaphore signals in the area affected.

Acton East's Down Main and Down Relief Distant will be disconnected and maintained at Caution.

The Down Main and Down Relief Home signals at Acton East must not be placed to clear until the approaching train has been brought nearly to a stand.


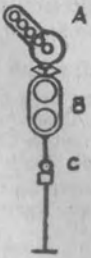

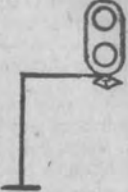

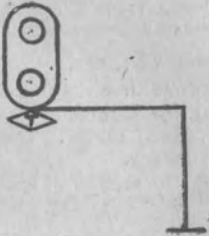




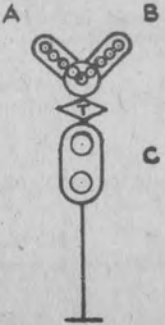
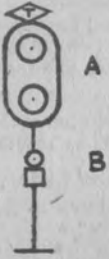
Hanwell's Up Relief Home No. H.L.5 and Up Main Automatic Signal No. U.M.7 will display a Delayed Yellow and Drivers must proceed cautiously to the hand-signalman on the approach side of Hanwell Signal Box.





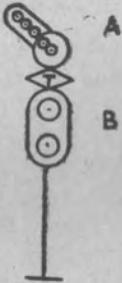
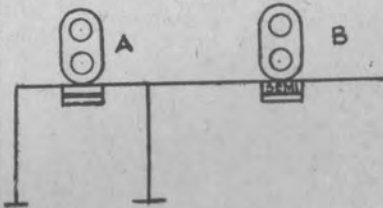
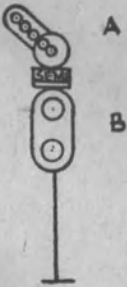
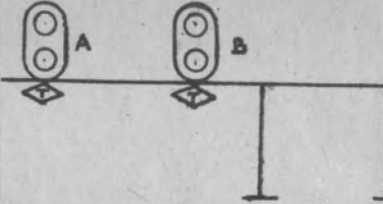
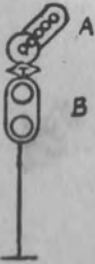

The Signal Engineer will have occupation of the Locking Frames at West Ealing, Acton West, Acton Middle and Acton East during the hours of 12.1 a.m. to 10.0 a.m. (or until completion) Sunday, for the purpose of altering and testing the locking.

All arrangements for the safe working of the Line (including the appointment of Handsignalmen) must be made by the District Inspectors in accordance with Rule 77.

Paddington Station,
9th March, 1955.

N. H. BRIANT,
District Operating Superintendent.

Profile No.	Profile	Profile No.	Profile
2		8	
3		9	
4		10	
5		11	
6		12	
7		13	

Profile No.	Profile	Profile No.	Profile
14		19	
15		20	
16		21	
17		22	
18		23	
		24	