

# **BRITISH RAILWAYS**

(WESTERN REGION)  
(For the use of employees only)

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**Notice to Enginemen, Guards, etc.**

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**MULTIPLE ASPECT SIGNALLING**

# **WEST DRAYTON**

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**SATURDAY 8th FEBRUARY  
AND  
SUNDAY 9th FEBRUARY, 1964**

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Between the hours of 10.0 p.m. Saturday and 10.0 p.m. Sunday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in bringing into use the final stage of the Reading-Hayes M.A.S. Scheme consisting of multiple aspect colour light signalling and continuous track circuiting on the Down and Up Main and Relief lines between the approximate limits of the 11 and 14 mileposts in accordance with the attached diagram.

This will complete the multiple aspect signalling and continuous track circuiting on the Down and Up Main and Relief Lines between Slough and Hayes & Harlington.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 19, 20, 21 and 22 of the Regional Appendix except as subsequently modified by Rules 44(A) and 55(g).

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## **1. Signal Boxes and Redundant Signalling.**

West Drayton West signal box will be renamed West Drayton, and existing shunt signals will be re-routed and new shunt signals provided as shown on the attached diagram.

West Drayton East signal box will be taken out of use. The existing multiple aspect signals controlled from West Drayton East will be controlled from Slough signal box or become automatic as shown on the attached diagram. Existing semaphore signals on the Main and Relief Lines will be taken out of use and all other associated signal and telegraph equipment will be recovered.

## **2. Permanent Way Alterations.**

New connections will be brought into use as shown in heavy type on the attached sketch.

A Permanent Speed Restriction of 25 m.p.h. will apply at West Drayton East through the new junctions Down Main to Down Relief and Up Relief to Up Main. (see current K2/Notice for full details.)

The following redundant connections will be clipped, spiked and padlocked out of use pending recovery.:-

### **West Drayton East**

Down Main to Down Relief Junction.

Up Relief to Up Main Junction.

Back Road to Up Relief Crossover.

Relief Crossover together with the associated slip connection to the Up Sidings.

### **West Drayton West**

The connection from the Up Goods to the Up Relief will be recovered.

## **3. Ground Frames.**

A new ground frame will be brought into use at West Drayton East as shown on the attached diagram. The ground frame will be released by an Annett's Key held in a release instrument adjacent to the points and controlled from West Drayton signal box.

## **4. Track Circuit Block Working.**

Track Circuit Block Working will apply on all lines between Slough and Hayes and Harlington in accordance with page 37 of the Regional Appendix.

The Western Region 4-digit type of train describer at present working between Slough and West Drayton East and between West Drayton East and Hayes and Harlington will in future work between Slough and Hayes and Harlington.

## **5. Telephones.**

Telephones giving exclusive communication with the signalman at Slough signal box will be provided as follows :-

(i) At all controlled multiple-aspect signals bearing the prefix "S" on the identification plate.

(ii) At automatic multiple aspect signal DR 14A.

(iii) At the emergency crank handle release instrument.

Signal post telephones at present communicating with West Drayton East signal box will in future work to Slough signal box.

A telephone giving exclusive communication with the signalman at Hayes and Harlington will be provided at automatic multiple aspect signal UM 12.

To call the signalman, or to answer a call from the signalman, the telephone must be removed from its cradle and the ringing button depressed.

A telephone giving exclusive communication with the signalman at West Drayton signal box will be provided at West Drayton East Ground Frame.

## **6. Emergency Operation of Power Operated Points.**

The new double junction at West Drayton shown on the attached diagram will be worked electrically from Slough signal box. The point machines will be of the Westinghouse Brake and Signal Co.'s Style M3A and the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

A hand crank for the emergency operation of these point machines will be located in a release instrument situated adjacent to the points. The hand crank can only be withdrawn from the instrument upon receipt of a release from Slough signal box.

## 7. Occupation Arrangements.

The Chief Signal and Telecommunications Engineer will have absolute occupation of the running lines as follows :—

Lines	Between	Time and Date
Up Main .. ..	Slough (Dolphin) and Southall West Junction	10.0 p.m. Saturday, 8th February to 6.0 a.m. (approximately) Sunday, 9th February.
Down Main .. ..	Southall West Junction and Slough (Dolphin)	11.45 p.m. Saturday, 8th February to 6.0 a.m. (approximately) on Sunday, 9th February.
Up Relief .. ..	Slough (Dolphin) and Southall West Station	6.0 a.m. (approximately) to 8.0 p.m. or completion, on Sunday, 9th February.
Down Relief .. ..	Southall East Station and Slough (Dolphin)	6.0 a.m. (approximately) to 8.0 p.m., or completion, on Sunday 9th February.
Up Goods .. ..	Iver and West Drayton .. ..	6.0 a.m. (approximately) to 10.0 p.m., or completion on Sunday, 9th February.

During this period drivers passing over the Down and Up Relief lines may receive false indications from new A.W.S. ramps which have been placed in position prior to connection and in these circumstances the drivers should be guided by the aspect displayed by the relevant signals.

Occupation of the locking frame at West Drayton West will be required for the purpose of altering and testing the locking.

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All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, must be made by the District Inspector.

**G. A. V. PHILLIPS.**

Divisional Manager,  
PADDINGTON STATION.  
January, 1964.

Movements Manager,  
PADDINGTON STATION.

Acknowledge receipt by wire immediately to :—

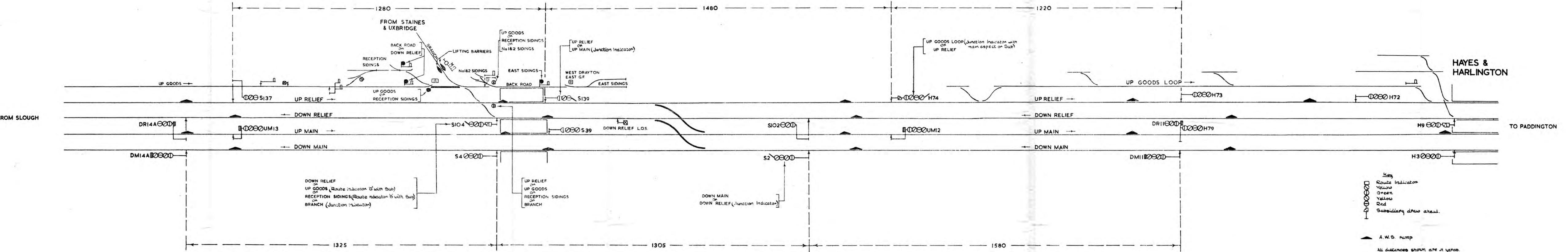
Trafman L/XO/- Paddington—Arno L.XO.63

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BR.31401/5

WEST DRAYTON

14 † † † † † 13 † † † † † 12 † † † † † 11 † † † † †



**Key**  
 □ Route Indicator  
 ○ Yellow  
 ○ Green  
 ○ Yellow  
 ○ Red  
 ⊥ Subsidiary draw ahead.  
 ▲ A.W.S. Ramp  
 All distances shown are in yards.