

**BRITISH RAILWAYS**  
(WESTERN REGION)

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

**SIGNAL ALTERATIONS—**

**KENSINGTON  
NORTH**

**SUNDAY, MONDAY, TUESDAY & WEDNESDAY**  
**5th, 6th, 7th and 8th JUNE, 1966**

Between 07 00 and 16 00 hours each day the Chief Signal and Telecommunications Engineer will be engaged in bringing into use new signalling arrangements in connection with alterations to layout at Kensington North.

| Form  | Description   | Position                               | Distance from Signal Box                          |
|---|---|--|---|
|  | <p>Down Main Starting and Down Main Distant for Viaduct Jcn.</p> <p>The height of the new signal will be 12 feet. A telephone will be provided.</p> | <p>Down side of Down Main</p>          | <p>650 yds.</p> <p>946 yds. from Viaduct Jcn.</p> |
|  | <p>1. Bay Platforms Starting to Down Main</p> <p>2. Bay Platforms Starting Disc to Spur</p> <p>The height of the new signal will be 18 feet.</p>    | <p>Down side of Bay Platforms line</p> | <p>265 yds. (approx.)</p>                         |

# SIGNALLING RECORD SOCIETY

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

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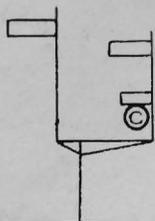
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| Form  | Description  | Position           | Distance from Signal Box |
|---|--|--------------------|--------------------------|
|  | <ol style="list-style-type: none"> <li>1. Up Main Home</li> <li>2. Up Main Home to Up and Down Platform line (Above already in use)</li> <li>3. Up Main Calling On to Up and Down Platform Line</li> </ol> | Up Side of Up Main | 307 yds.                 |

New ground signals will be brought into use as shown on attached sketch with a telephone provided at the double disc situated at the Paddington end of the new connection.

The existing triple disc in the Down Main Line will be replaced by a double disc situated at the clearing point with the facing connection from Up Main. The top disc routed to Up Main and the lower disc backing along Down Main.

The existing Down Main Starting Signal and Down Main Distant for Viaduct Junction will be recovered.

New connections will be brought into use in accordance with attached sketch.

The existing trailing connection from Down Main to Bay Platforms and its associated disc will be taken out of use.

Additional track circuits will be brought into use and emergency plungers provided. Occupations of the Locking Frame will be required for the purpose of altering and testing the locking.

During the occupation the Down and Up Main Distant Signals and the Down Main Distant Signal for Viaduct Junction will be disconnected and maintained at CAUTION.

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

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**F. D. PATTISON,**  
Divisional Manager,  
PADDINGTON STATION.  
June 1966

**H. C. SANDERSON,**  
Movements Manager,  
PADDINGTON STATION.

**Acknowledge receipt by wire immediately to:—**  
**Trafman L/XO/-Paddington—Arno L.XO.82**

KENSINGTON NORTH

