

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of Employees Only)

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

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**SIGNAL ALTERATIONS—**

# **ACTON YARD**

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**SUNDAY 30th NOVEMBER**  
**TO**  
**SUNDAY 7th DECEMBER, 1969**

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Between 08 00 hours on Sunday 30th November and 17 00 hours on Sunday 7th December, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in carrying out the following work.

The Down Yard Reception Line Inner Home signal will be repositioned 22 yards further from the signal box on the same side of the line as at present. The new position of the signal is as shown blocked in on the attached sketch. The routings and indications on this signal will remain unaltered.

The facing position light ground signal on the Down Poplar Line and the semaphore ground signal backing from Up Poplar line will be re-routed as shown on the attached sketch.

New connections will be brought into use in accordance with the attached sketch. The existing hand worked connection in No. 1 Up Yard Siding Line leading from No. 2 Up Yard Siding (marked "X" on the sketch) will be connected to and worked from the signal box.

# SIGNALLING RECORD SOCIETY

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

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The following connections will be taken out of use:—

- i Trailing crossover between Up Yard Line and Up Poplar Line.
- ii Facing crossover between Down Poplar Line and Down Yard Reception Line.
- iii Compound Points in Up Yard Line.

The indications to Down Goods, Up Yard and Down Yard Reception Line on the Down Relief Home signal (00122) and the position light ground signal backing from Up Relief (00506) and to Down Goods on the Down Poplar Line Home signal will be routed over the new connections as appropriate.

The following routes will be recovered on the Up Goods Inner Home signal:—

- i From Up Goods to Up Poplar Line Starting signal ("Draw Ahead" signal with route indication "UB")
- ii From Up Goods to Up Poplar Line Advanced Starting signal via Up Poplar Line Starting signal (Main aspect with route indication "UB").

Occupation of the Locking Frame will be required 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 Inspector in accordance with Rule 77.

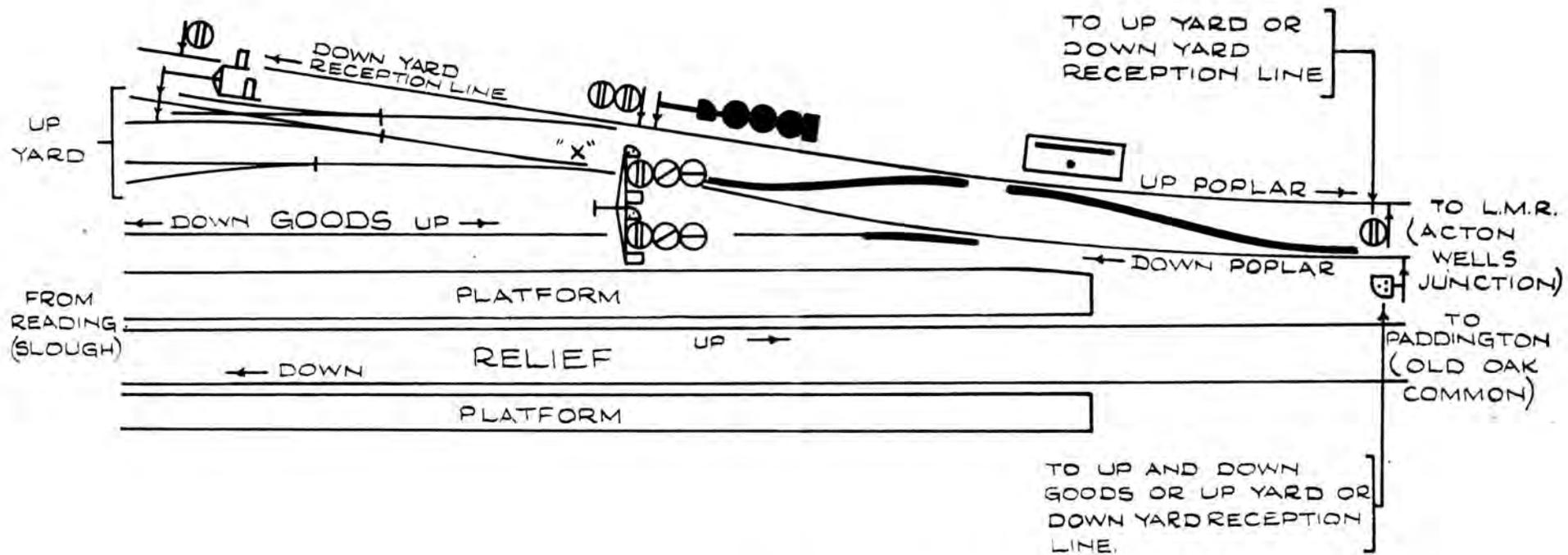
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**H. N. TODD,**  
Divisional Manager,  
READING  
November 1969

**L. LLOYD,**  
Movements Manager,  
PADDINGTON STATION.

**STATION and DEPOT SUPERVISORS please acknowledge receipt by wire immediately to:—**

**Divman I—XO/Reading—Arno L.X.O.110**



## ACTON YARD