

BRITISH RAILWAYS
(WESTERN REGION)

Notice to Enginemen, Guards, etc.

SIGNAL ALTERATIONS—

**PADDINGTON (DEPARTURE),
WESTBOURNE BRIDGE
AND
SUBWAY JUNCTION**

SUNDAY, 1st OCTOBER, 1961

Between the hours of 6.0 a.m. and 12.0 noon or until the work is complete, the Chief Signal and Telecommunications Engineer will be engaged in connection with the introduction of passenger train working on No. 2 Up Engine and Carriage Line between Subway Junction and Paddington Departure.

The following new multiple aspect signals will be brought into use in accordance with the attached diagram.

Note:—For details of the full range multiple aspect colour light signal installed at Paddington Departure on September 3rd and indicated at "A" on sketch, see separate Notice L.W.22.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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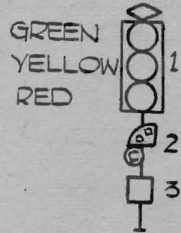
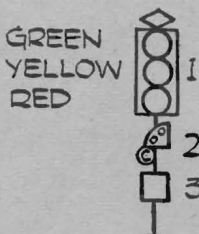
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WESTBOURNE BRIDGE

Form	Description	Position	Distance from Signal Box
<p>B.</p> 	<ol style="list-style-type: none"> 1. No. 2 Up E. & C. Line Starting (Route Indication "No. 2 E. & C.') 2. (a) Calling on No. 2 Up E. & C. Line to No. 2 Up E. & C. (Route Indication "No. 2 E. & C.'), or (b) Shunt to Yard (Route Indication "Yard"). 3. Route Indications working with main aspect (1) or subsidiary aspect (2). <p>An A.W.S. Ramp will be provided 150 yards to the rear of this signal.</p>	<p>Up side of No. 2 E. & C. Line.</p>	<p>180 yards</p>
<p>C.</p> 	<ol style="list-style-type: none"> 1. No. 2 Up E. & C. Line Home to (a) No. 2 Up E. & C. Line (Route Indication "No. 2 E. & C.'), (b) No. 1 Up E. & C. Line (Route Indication "No. 1 E. & C.'), (c) Parcels Line (Route Indication "Parcels'). 2. (a) Calling On No. 2 Up E. & C. Line (Route Indication "No. 2 E. & C.'), or (b) Shunt to Yard (Route Indication "Yard"). 3. Route Indications working with main aspect (1) or subsidiary aspect (2). <p>An A.W.S. Ramp will be provided 200 yards to the rear of this signal.</p>	<p>Up side of No. 2 E. & C. Line.</p>	<p>73 yards</p>

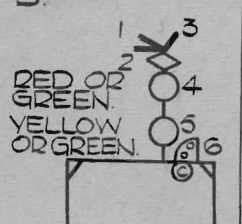
..... Department..... Station..... 1961

Received copy of Mr. Briant's Notice No. L.W.25, dated September, 1961, in connection with Signal Alterations—Paddington (Departure), Westbourne Bridge and Subway Junction.

Divisional Operating Officer.
Paddington.

.....(Signature).

SUBWAY JUNCTION

Form	Description	Position	Distance from Signal Box
<p>D.</p> 	<ol style="list-style-type: none"> 1. Junction Indicator to Up Relief working with main aspect (4). 2. Junction Indicator to Up Suburban working with main aspect (4). 3. Junction Indicator to No. 2 Up E. & C. Line working with main aspect (4) or calling on aspect (6). 4. Up Main Home to <ol style="list-style-type: none"> (a) Up Main. (b) Up Relief (Junction Indicator (1) displayed). (c) Up Suburban (Junction Indicator (2) displayed). (d) No. 2 Up E. & C. (Junction Indicator (3) displayed). 5. Distant for Paddington Arrival for <ol style="list-style-type: none"> (a) Up Main. (b) Up Relief. (c) Up Suburban, and for Paddington Departure for (d) No. 2 Up E. & C. Line. 6. Calling On No. 2 E. & C. Line (Junction Indicator (3) displayed). <p>The existing A.W.S. ramp in advance of the signal will be retained.</p>	Over Up Main	205 yards

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

- (a) Westbourne Bridge No. 2 Up E. & C. Line Home.
- (b) Westbourne Bridge No. 2 Up E. & C. Line Starting.
- (c) Subway Junction Up Main Homes.

Occupation of the Electric Power Frame at Westbourne Bridge will be required for the purpose of installing and testing additional locking.

The existing permissive block sections on the No. 2 Up E. & C. Line between Subway Junction and Westbourne Bridge, Westbourne Bridge and Paddington Departure will become absolute for passenger working. A switch will be provided at Westbourne Bridge to enforce absolute block working for passenger trains.

During the occupation the Up Main Distant for Subway Junction will be disconnected and maintained at Caution.

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.

Paddington Station.
September, 1961.

N. H. BRIANT,
Divisional Operating Officer.

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

