

BRITISH RAILWAYS

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

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING OLD OAK COMMON

**SATURDAY, SUNDAY and MONDAY,
6th, 7th and 8th October, 1962**

Between the hours of 10.0 p.m., Saturday, and 6.0 a.m., Monday (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in bringing into use multiple aspect colour, light signalling and continuous track circuiting on the Main, Relief, Wycombe and Victoria Branch Lines between the approximate limits of the 2½ and 4 mileposts, together with a new signal box at Old Oak Common in accordance with the attached diagram.

This will extend the multiple aspect signalling and continuous track circuiting which is existing between Southall and Acton.

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.

A new signal, Down Wycombe Line Home for North Acton NA32 as indicated on the attached sketch will also be brought into use and a telephone will be provided for communication with North Acton Signal Box.

1. New Signal Box.

A new signal box to be known as "Old Oak Common", situated on the Down side of the Down Reception Line at 2 m. 1,388 yds., will control points and signals in the area covered by the approximate limits of 2½ and 4 mileposts.

2. Redundant Signal Boxes.

Old Oak Common East, Old Oak Common West and Friars Junction signal boxes will be taken out of use together with all associated signals and telegraph equipment.

3. Permanent Way Alterations.

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

4. Ground Frames.

Existing ground frames will be controlled from the new signal box as follows :—

- (a) Aberdare Sidings Ground Frame.
- (b) Middle Sidings Ground Frame.
- (c) Kimberley Sidings Ground Frame.
- (d) Old Oak Common Substation Ground Frame.

The ground frame points will be released by Annett's Key held in a release instrument adjacent to the respective points.

- (e) Carriage Line Ground Frame.

This ground frame controls the entrance and exit to the Carriage Lines and is interlocked with the new Signal Box.

- (f) Down Yard Ground Frame.

This ground frame operates a slot control on Signals 4f and 43 for movements to the Down Yard.

SIGNALLING RECORD SOCIETY

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5. Track Circuit Block Working.

Track Circuit Block Working will apply on all lines between Ladbroke Grove and Old Oak Common, North Pole and Old Oak Common, Old Oak Common and Acton, Old Oak Common and North Acton, and Old Oak Common and Old Oak Common Engine Shed in accordance with Page 37 of the Regional Appendix.

6. Telephones.

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

- (i) At all controlled multiple aspect signals bearing the prefix "OO" on the identification plate.
- (ii) At Automatic multiple aspect signal No. DR2.
- (iii) At Aberdare Sidings, Middle Sidings, Old Oak Common Substation, Down Yard and Carriage Line Ground Frames.
- (iv) At all emergency hand crank release instruments.

To call the signalman the telephone must be removed from its cradle and the ringing button depressed.

7. Emergency Operation of Power Worked Points.

With the exception of points worked from ground frames, all connections within the area controlled by the new signal box, will be worked electrically from the new signal box. The point machines operating these connections are of the General Railway Signalling Company type 5A, and the relevant instructions for their emergency operation are given on Page 139 of the Regional Appendix.

Hand cranks for the emergency operation of the point machines are located in release instruments situated at Friars Junction and at Old Oak Common West Junction.

The hand cranks are so designed that they will only fit the appropriate point machines and can only be withdrawn on receipt of a release from the signal box. Hand cranks are also located in the new signal box on the operating floor in a locked cupboard.

8. Occupation Arrangements.

The Chief Signal and Telecommunications Engineer will take absolute occupation of locking frames, as under :—

Old Oak Common East	10.0 p.m. Saturday, 6th October.
Old Oak Common West	} 10.0 a.m. Sunday, 7th October.
Friars Junction	

All points and signals will be disconnected from the appropriate frames at the times shown above and all train movements will then be handsignalled. Drivers to keep a close watch for hand-signalmen and be prepared to obey their instructions.

Occupation of the lever frame at North Acton will be required for the purpose of carrying out alterations to the interlocking.

Occupation of the panel at Acton signal box will be required for the purpose of carrying out alterations to the interlocking.

Occupation of the lever frames at Aberdare Sidings ground frame and Middle Sidings ground frame will be required for the purpose of unbolting levers.

The Engineer will have absolute occupation of the running lines as follows :—

Line	Diversion	Date and Time
Down Main	Ladbroke Grove—Acton	} 10.0 p.m. to 11.59 p.m. Saturday, 6th October.
Up Main	Longfield—Ladbroke Grove ...	
Up Goods	} Ladbroke Grove	} 10.0 p.m. Saturday, 6th October
Down Goods and Carriage		
Down Relief	Ladbroke Grove—Longfield ...	} 12.1 a.m. to 4.0 p.m. Sunday, 7th October.
Up Relief	Acton—Ladbroke Grove ...	
Down Main	Ladbroke Grove—Acton ...	} 4.0 p.m. Sunday, 7th October
Up Main	Longfield—Ladbroke Grove ...	

In addition the Engineer will have between train occupations, as required, of the undermentioned lines :—

Up Victoria Branch	} between Old Oak Common East and North Pole Junction.
Down Victoria Branch	
Up Northern Line	} between Old Oak Common West and North Acton.
Down Northern Line	
No. 1 Up Goods	} between Old Oak Common East and Friars Junction.
No. 2 Up Goods	
No. 1 Down Goods	
No. 2 Down Goods	
Up Overbridge Line	} at Old Oak Common East.
Down Overbridge Line	

9. Disconnection of A.W.S. Ramps.

Commencing at 8.0 a.m. on Wednesday, 3rd October, the Chief Signal and Telecommunications Engineer will commence to lay in new A.W.S. ramps between Ladbroke Grove and Friars Junction, but these ramps will remain "dead" until the new panel box comes into operation. At the same time, existing ramps applying to the distant signals for Old Oak Common East, Old Oak Common West and Friars Junction will be disconnected.

During this period, therefore, drivers must be guided by the aspects displayed in the relevant signals and should ignore the indications which will be received from A.W.S. ramps in the area.

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.

Paddington Station,
October, 1962.

N. H. BRIANT,
Divisional Operating Officer.

BR.31401/5

