

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

**PADDINGTON/
SUBWAY JUNCTION**

**SATURDAY and SUNDAY
14th and 15th OCTOBER, 1967**

Between 20 00 hours on Saturday and 20 00 hours on Sunday the Chief Signal and Telecommunications Engineer will be engaged in carrying out work in connection with the Paddington M.A.S Scheme

The following lines between Paddington and Subway Junction will be taken out of use:—

- Platforms 1 to 5 inclusive
- Parcels platform 1A and adjacent siding
- Ranelagh Loco Depot
- Paddington Yard Sidings (except as described later)
- No. 1 Up Engine and Carriage line
- Down Main
- No. 2 Up Engine and Carriage line

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

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The 'A' Siding Line will be converted to a temporary Down Main Line and will be extended towards Subway Junction to link up with the present Down Main. This line will be worked under Absolute Block Regulations between Paddington Arrival and Subway Junction, and will be continuously track circuited.

A short length of 'B' siding will be retained as a Loco Spur as shown on the sketch, and the connection from the temporary Down Main will be motor-worked from Paddington Arrival Signal Box.

The signals which formerly read from Platforms 7 to 11 inclusive to the Up Main will be brought back into use but will in future read to the temporary Down Main.

The signals reading from Platforms 6 to 11 inclusive to Paddington Yard will in future read to the Loco Spur.

The shunting signals at present reading from Up Main and Up Relief to Paddington Yard will in future read:—

Top green—to Loco Spur.
Bottom green—to temporary Down Main.

The Up Main and Up Relief Inner Home Signals for Paddington Arrival, together with the ground shunting signals reading from Down Engine and Carriage Line and from the present 'A' siding, will no longer read to Platform 5.

The ground shunting signal at present reading from Paddington Yard will be repositioned to read from the Loco Spur.

Paddington Departure and Westbourne Bridge Signal Boxes will be closed and all associated signalling equipment will be recovered.

At Subway Junction the Down Main Outer Home Signal will be recovered. The Down Main Inner Home Signal will become the Down Main Home and the A.W.S. ramp will be re-positioned ahead of this signal.

The No. 1 Up Engine and Carriage Line will be used by Engineers' trains as access to the site of work, from a point near the new Portobello Ground Frame, and trains will be handsignalled as required in either direction under the control of the Signaller at Old Oak Common. A temporary position light ground signal showing an ON aspect only will be provided at this point at which drivers of all Down trains must stop and await instructions. Temporary telephone communication with the Signaller at Old Oak Common will be provided at this signal.

Signals EC12 and No. 1 Engine and Carriage Line Up Home Signal for Subway Junction will be taken out of use.

During the occupation the Up Main and Up Relief Distant Signals for Paddington Arrival 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.

F. D. PATTISSON,

Divisional Manager,
READING.

October, 1967

H. C. SANDERSON,

Movements Manager,
PADDINGTON STATION.

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

Divman I2-L/XO/Reading—Arno L.XO.92.

BR 31401/5

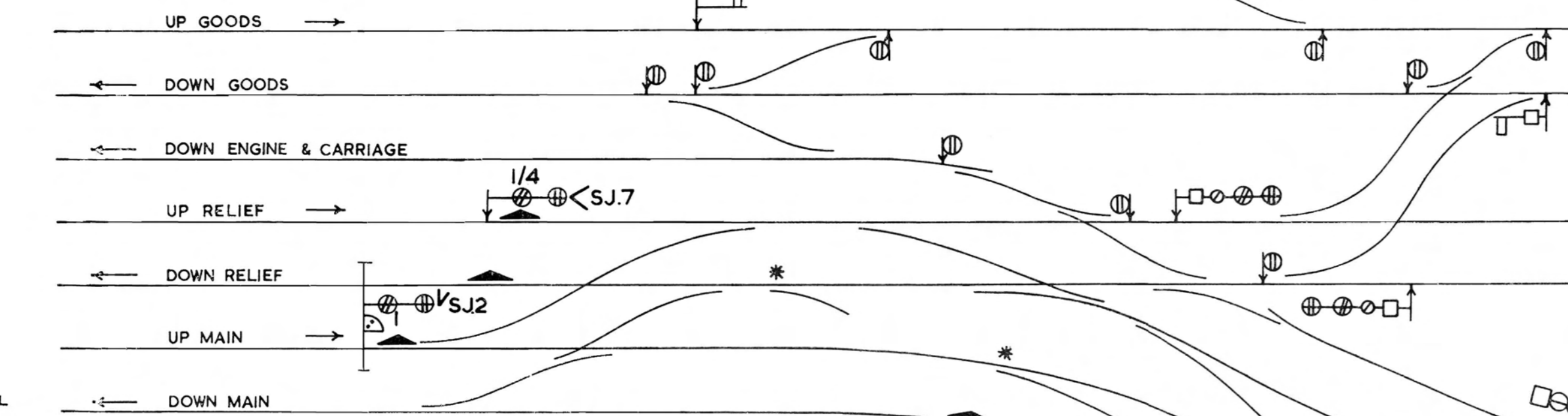
(E3837) H & S Ltd.

FROM OLD OAK COMMON

TEMPORARY GROUND SIGNAL
(ON ASPECT ONLY)

PORTOBELLO
GROUND FRAME

TO PORTOBELLO YARD



TO PADDINGTON GOODS

TO PADDINGTON SUBURBAN

ACCESS FOR ENGINEERS' TRAINS TO SITE OF WORK

SUBWAY JUNCTION

DOWN ENGINE & CARRIAGE
EC.7

UP RELIEF

UP MAIN

TEMPORARY DOWN MAIN

LOCO SPUR

36/37/38

58/59

12
6
13
3

100

32-74

14-19

7-10

76/79/80

53/99/112

52/98/111

PADDINGTON ARRIVAL

50/96/108

116

49/95/107/115

94/105

PLATFORM 11

PLATFORM 10

PLATFORM 9

PLATFORM 8

PLATFORM 7

PLATFORM 6

KEY TO SYMBOLS

