

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

**STAGE 3—OLD OAK
COMMON**

(PADDINGTON/SUBWAY JUNCTION)

SUNDAY, 29th OCTOBER

AND

MONDAY, 30th OCTOBER, 1967

The Chief Signal and Telecommunications Engineer will be engaged in carrying out work on Sunday and Monday in connection with the Paddington M.A.S. Scheme, the details and times are as follows:—

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Sunday, 29th October, between 00 01 hours and 16 00 hours

At Subway Junction, the Up Main to Up Relief junction together with the Down Relief to Down Main junction with slip connection in the Up Main will be taken out of use and clipped, scotched and padlocked pending removal at a later date.

The Down Main and Up Main lines will be broken and the tracks slued to connect with new Down Main and Up Main lines giving access to Paddington platforms 1 to 6 inclusive by means of the new layout as shown on the attached diagram.

Subway Junction will cease to control the Up Main, Down Main and Up Engine and Carriage lines and the whole of the signalling on these lines to Paddington platforms 1 to 6 inclusive together with the Parcels platform and adjacent siding, Ranelagh Loco Depot and the three new sidings, as shown on the diagram, will be brought into use, and will be controlled from Old Oak Common Signal Box.

Signal SJ1 will become an Automatic Signal UMI and the double yellow aspect will be brought into use.

Signal SJ2 will be converted to a Multi-aspect Signal 00.55 with junction indicator as shown on the diagram.

Signal SJ.89 will be converted to a Multi-aspect Signal and will become an Automatic Signal DMI.

Signal SJ.90 will be recovered.

The temporary position light ground signal for Down direction movements on the Up Engine and Carriage line near Portobello Ground Frame will be recovered.

With the exception of the hand-worked points in Ranelagh Yard, all connections in the new layout shown on the attached diagram will be electrically operated from Old Oak Common Signal Box.

The point machines will be of the Westinghouse Brake & Signal Co.'s style 63, and the relevant instructions for their emergency operation have been issued separately.

Hand cranks for the emergency operation of these points will be located in the Station Manager's Office on No. 1 Platform at Paddington and also in release instruments adjacent to the points in the Subway area. These latter hand cranks can only be withdrawn when a release is given from Old Oak Common Signal Box.

Telephones giving exclusive communication with the signalman at Old Oak Common will be provided as follows:—

- (1) At all multiple aspect signals bearing the prefix 00.
- (2) At automatic signals UMI and DMI.
- (3) At the following ground shunting signals:—
401. 411/413/415. 422/424/426. 427. 441. 443. 445. 447.
- (4) Near the ramp of Platforms 4/5, and between the Up Engine and Carriage Line and adjacent siding opposite Royal Oak Station, for the emergency operation of points.
- (5) At the emergency hand crank release instruments in the Subway area.

Monday, 30th October, commencing at 08 00

The following lines between Paddington Arrival and Subway Junction will be taken out of use to enable engineering work to proceed with the re-modelling of layout and re-signalling:—

Platforms 7 to 12 inclusive.

Down Engine and Carriage Line.

Up Relief Line.

Loco Spur.

(The present Up Main and Temporary Down Main will be out of use from 00 01 hours Sunday, 29th October, as already described.)

Paddington Arrival Signal Box will in future control only the London Transport and Suburban lines, and all other signalling equipment will be recovered.

The Down Engine and Carriage Line at Subway Junction will be used by Engineers' trains as access to the site of work, and train movements in the Up direction will be handsignalled as required.

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.

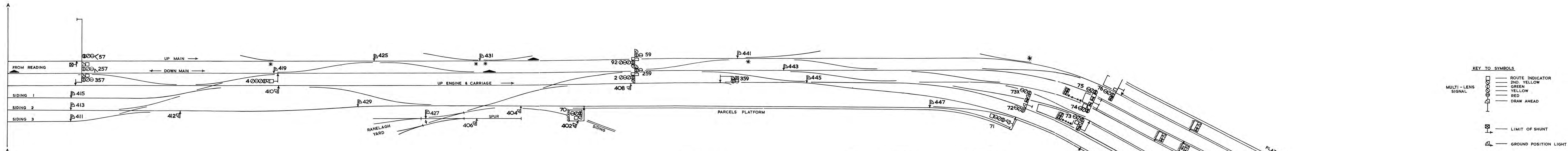
F. D. PATTISSON,
Divisional Manager,
READING.
October 1967

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

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

Divman 12-L/XO/Reading—Arno L.XO.93.

B.R.31401/5



- | | | | | | | | | | |
|--|---|---|--|--|--|--|--|--|---|
| <p>415 [SIGNAL 419
" 359
SIDING 447]</p> <p>413 [SIGNAL 419
" 359
SIDING 447
SIGNAL 429]</p> <p>411 [SIGNAL 419
" 359
SIDING 447
SIGNAL 429]</p> <p>412 [SIDING 2
" 3]</p> | <p>57 [SIGNAL 59 - M
" 259 - M WITH JI '4'
JI '1' TO BE BROUGHT INTO
USE IN STAGE 4]</p> <p>257 [SIGNAL 259 - M
" 419 - DA
" 359 - M/DA WITH JI '4'
" 447 - M/DA WITH JI '5'
SIDING - DA WITH RI 'S']</p> <p>357 [SIGNAL 59 - M WITH RI 'UM'
" 259 - M WITH RI 'DM'
" 359 - M/DA WITH RI 'EC'
" 447 - M/DA WITH RI 'P'
SIDING - DA WITH RI 'S']</p> | <p>4 [SIGNAL 6 - M
" 6 - DA
UP E & C L.O.S. - DA
SIDING 1 - DA WITH RI 'S1'
" 2 - " " RI 'S2'
" 3 - " " RI 'S3']</p> <p>410 [SIGNAL 6
UP E & C L.O.S.
SIDING 1
" 2
" 3]</p> <p>419 [SIGNAL 425
" 259]</p> | <p>425 [SIGNAL 431
" 259]</p> <p>429 [SIGNAL 447
SIDING]</p> <p>427 [SIGNAL 259
" 359
SIDING 447
SPUR]</p> | <p>70 [SIGNAL 6 - M
YARD - DA WITH RI 'Y'
SIGNAL 404 - DA]</p> <p>431 [SIGNAL 59]</p> <p>404 [SIGNAL 410
" 412
YARD]</p> | <p>92 [UM LOS - DA
SIGNAL 4 - M WITH RI 'M']</p> <p>2 [UM LOS - DA
SIGNAL 4 - M
" 4 - DA
YARD - DA WITH RI 'Y']</p> <p>408 [SIGNAL 410
YARD]</p> <p>59 [PLAT. 6 - M/DA WITH RI 6
" 5 - M/DA WITH RI 5
" 4 - M/DA WITH RI 4
" 3 - M/DA WITH RI 3
SIGNAL 441 - DA]</p> | <p>259 [SIGNAL 441 - DA
PLAT. 6 - M/DA WITH RI '6'
" 5 - M/DA WITH RI '5'
" 4 - M/DA WITH RI '4'
" (2 ROUTES)
" 3 - M/DA WITH RI '3'
" (2 ROUTES)
" 2 - M/DA WITH RI '2'
SIGNAL 443 - DA
PLAT. 1 - M DA WITH RI '1'
SIGNAL 445 - DA]</p> <p>441 [PLAT. 6
" 5
" 4
" 3]</p> <p>443 [PLAT. 6
" 5
" 4
" (2 ROUTES)
" 3
" (2 ROUTES)
" 2]</p> | <p>359 [PLAT. 4 - M/DA WITH RI '4'
" 3 - M/DA WITH RI '3'
" 2 - M/DA WITH RI '2'
" 1 - M/DA WITH RI '1'
SIGNAL 445 - DA]</p> <p>445 [PLAT. 4
" 3
" 2
" 1]</p> <p>447 [PLAT. 1
STOPS]</p> | <p>72 [SIGNAL 2 - M
" 408 - DA]</p> <p>71 [SIGNAL 2 - M WITH RI 'DM'
" 408 - DA
" 70 - M/DA WITH RI 'P']</p> <p>74 [SIGNAL 92 - M WITH RI 'UM'
" 2 - M WITH RI 'DM'
" (2 ROUTES)
" 408 - DA]</p> <p>73 [SIGNAL 92 - M WITH RI 'UM'
" 2 - M WITH RI 'DM'
" (2 ROUTES)
" 408 - DA]</p> | <p>76 [SIGNAL 92 - M WITH RI 'UM'
" 2 - M WITH RI 'DM']</p> <p>75 [SIGNAL 92 - M WITH RI 'UM'
" 2 - M WITH RI 'DM']</p> |
|--|---|---|--|--|--|--|--|--|---|

- KEY TO SYMBOLS**
- [Symbol] ROUTE INDICATOR
 - [Symbol] 2ND. YELLOW
 - [Symbol] GREEN
 - [Symbol] YELLOW
 - [Symbol] RED
 - [Symbol] DRAW AHEAD
- [Symbol] MULTI-LENS SIGNAL
- [Symbol] LIMIT OF SHUNT
- [Symbol] GROUND POSITION LIGHT
- [Symbol] A.W.S. RAMP

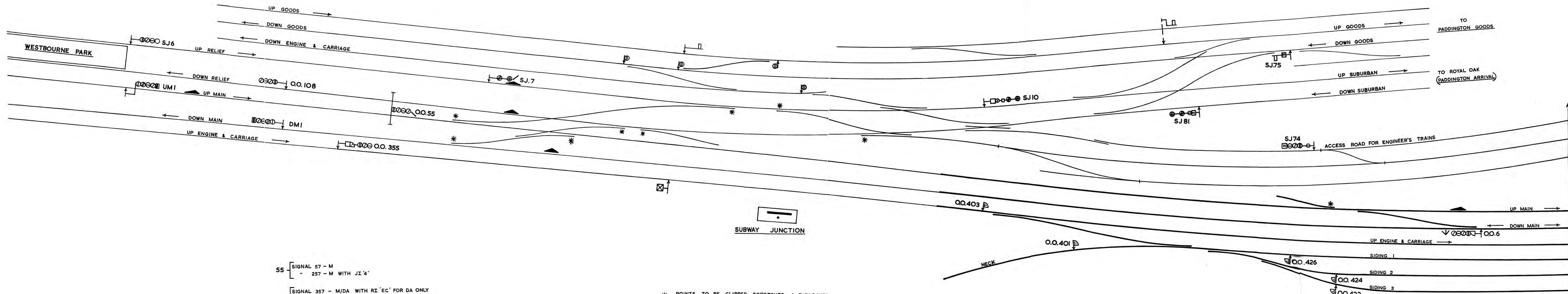
- KEY TO ABBREVIATIONS**
- M - MAIN ASPECT
 - DA - DRAW AHEAD ASPECT
 - RI - ROUTE INDICATOR
 - JI - JUNCTION INDICATOR
- *1 INCOMING ROUTE INDICATIONS ALSO APPEAR ON OUTGOING ROUTE INDICATIONS FOR INFORMATION OF STAFF ON THE LINE
- *2 FORWARD & REAR FACING RA INDICATIONS
- * POINTS TO BE CLIPPED, SCOTCHED & PADLOCKED IN POSITION SHOWN

SJ 7 [UP SUBURBAN (SJ10) ONLY]

SJ81 [DOWN GOODS - SMALL G WITH RI 'G'
DOWN E & C - SMALL G WITH RI 'EC'
DOWN RELIEF - M]

SJ75 [DOWN GOODS
DOWN E & C
DOWN RELIEF]

SJ74 [DOWN GOODS - SMALL G WITH RI
DOWN E & C - M / SMALL G WITH RI
M WITH RI]



55 [SIGNAL 57 - M
" 257 - M WITH JI '4'

355 [SIGNAL 357 - M/DA WITH RI 'EC' FOR DA ONLY
SIDING 1 - DA WITH RI 'S1'
" 2 - DA WITH RI 'S2'
" 3 - DA WITH RI 'S3'
SIGNAL 403 - DA

* POINTS TO BE CLIPPED SCOTCHED & PADLOCKED IN POSITION SHOWN

403 [SIGNAL 357
SIDING 1
" 2
" 3

401 [SIDING 1
" 2
" 3

426 [UP E & C LOS
NECK

424 [UP E & C LOS
NECK

422 [UP E & C LOS
NECK

6 [SIGNAL DMI - M
JI & DA TO BE BROUGHT INTO
USE IN STAGE 4

TO PADDINGTON GOODS

TO ROYAL OAK
(PADDINGTON ARRIVAL)