

BRITISH RAILWAYS

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

Notice to Trainmen, etc.

SIGNAL ALTERATIONS

WEST RUISLIP

SATURDAY 24 OCTOBER

to

SUNDAY 1 NOVEMBER 1970

Between 22.00 hours on Saturday, 24 October and 17.00 hours on Sunday, 1 November (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out work as shown in this notice.

IMPORTANT

STATION and DEPOT SUPERVISORS please acknowledge receipt of this Notice by the return of the attached slip.

Received Notice I.XO.115 re Signal Alterations at West Ruislip

.....Date

.....Department

.....Station

.....Signature

Divisional Manager (London),
Western Tower,
Reading

Ref. I/XO/310/1

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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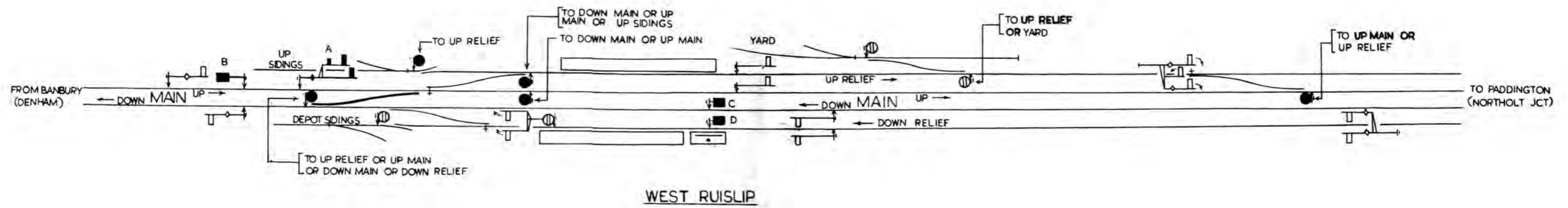
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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

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1. The following new signals will be provided:

Form	Description	Position	Distance from Signal Box
<p>A</p>	1 Up Main Inner Home 2 Up Main to Up Relief Inner Home (above already in use) 3 Up Main to Up Relief Inner Home Calling-on.	Up Side of Up Main.	371 yards.
<p>B</p>	Up Main Limit of Shunt.	Up Side of Up Main.	751 yards
<p>C</p>	Down Main Limit of Shunt.	Up Side of Down Main	Opposite Signal Box.
<p>D</p>	Down Relief Limit of Shunt.	Up Side of Down Relief	Opposite Signal Box

Height:- 25' 6" to top arm.

Height:- 9' 0"

Height:- 2' 6"

Height:- 2' 6"

2. New ground signals will be provided and routed as shown on the above diagram.
3. The existing white light ground signal reading from Up Relief to Yard will be provided with a red light and routed additionally along Up Relief.
4. A new trailing crossover will be provided in the Up and Down Main Lines as shown in heavy type on the above sketch. This crossover will be power operated with hand-generator standby.

A new hand crank will be provided, located in the signal box, for the emergency operation of the crossover.

5. The existing spring operated trailing point in the Up Main Line leading from Up Relief will be converted to power operation with hand-generator standby. This point will be coupled to work with the existing hand generator operated facing point in the Up Relief leading to Up Main, the hand crank for which will also be used for the emergency working of the new machine.

The new point machines will be of the Westinghouse Brake and Signal Company's Style "C".

6. The Up Sidings catch-point, at present operated from West Ruislip Ground Frame, will be connected to and worked from the signal box. West Ruislip Ground Frame, and the associated telephone circuit to the signal box will be recovered.
7. The existing Up and Down Main trailing crossover and the slip connections leading to Down Relief, Up Relief and Yard will be taken out of use together with the associated ground signals.

8. Occupation Arrangements

Between 22.00 hours on Saturday, 24th October and 06.00 hours on Monday, 26th October all points and signals will be disconnected from the signal box. From 06.00 hours on Monday, 26th October the running signals and points on the Main and Relief Lines will be re-connected, with the exception of the Up Relief to Up Main facing crossover and the associated signals. The remaining signalling equipment will be re-connected as the work proceeds.

Occupation of the locking frame will be required for the purpose of altering and testing the locking.

During the Occupation the Up Main, Down Main and Down Relief Distant signals will be disconnected from the signal box 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.

H. N. TODD,
 Divisional Manager,
 READING.
 October 1970.

G. GRAHAM,
 Movements Manager,
 PADDINGTON STATION.