

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of Employees only)

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## **Notice to Trainmen, etc.**

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### **TRACK AND SIGNAL ALTERATIONS**

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# **OLD OAK COMMON— LADBROKE GROVE**

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**SATURDAY, 26th APRIL TO  
MONDAY, 28th APRIL, 1980**

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Between 22.00 hours on Saturday, 26th April and 06.00 hours on Monday, 28th April or until completion of work, the Divisional Civil, and Signal and Telecommunications, Engineers will be engaged in track and signalling alterations in connection with the provision of a new carriage washing machine.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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The following is a description of the work:—

### **1. Signalling alterations**

The following signals will be taken out of use:—

The temporary Dwarf Signal 00.247 applying to the North Carriage Line 2 situated on the Up side of the line and at the West end of the Carriage Washing Machine.

DG2 applying to the North Carriage Line 1 situated on the Down side of the line and at the East end of the Carriage Washing Machine.

New Multi aspect colourlight signals, subsidiary and ground position light signals will progressively be brought into use as shown in heavy type on the attached diagram and will be controlled from Old Oak Common Panel Signal Box.

The existing North Carriage Line 2 between Old Oak Common East and Ladbroke Grove will be brought back into use and converted to both-way working.

The existing signal 00.212 will be capable of showing a green aspect.

### **2. Permanent Way Alterations**

New connections previously laid in will be brought into use as shown on the attached diagram in heavy type, and will be controlled from Old Oak Common Panel signal box.

### **3. Power Operated Points**

Connections marked thus ~~#~~ on the attached diagram will be operated by electro-hydraulic clamp lock machines. Instructions for emergency working are shown in the Booklet 'Manual Operation of Power Points (BR.13108)'.

### **4. Telephones**

Telephones giving exclusive communication with the signalman at Old Oak Common Panel Signal Box will be provided at all multi aspect signals capable of displaying a red aspect and bearing the prefix 00 on the Identification plate.

### **5. Automatic Warning System**

The inductor for signal 00.249 previously disconnected will be brought back into use and will also apply to signal 00.369.

**6. Occupation Arrangements**

Occupation of the signalling panel will be required for the purpose of alteration and testing.

During the Occupation the signals affected viz. 00.247, 00.249, 00.369, 00.212, 00.232, 00.234 and 00.236 will be disconnected and maintained at Danger, and the Routes on Signals 00.45, 00.145, 00.210, 00.310, 00.243, 00.245, 00.345 reading to the North Carriage Lines 1 and 2 will be disconnected.

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All arrangements for the safe working of the line, including the appointment of any Handsignalmen should be made by the A.M. in accordance with Section E of the Rule Book.

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**J. P. MARSON**

Divisional Manager,  
READING.

April, 1980.

**STATION and DEPOT SUPERVISORS please acknowledge receipt immediately to:**

**Divisional Manager  
Reading  
Ref I/XO/179**

