

BRITISH RAILWAYS

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

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

READING

(WANTAGE ROAD TO UFFINGTON)

SUNDAY, 30th MAY, 1965

Between the period 00 01 and 18 00 hours on the above-mentioned date (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in bringing into use the final stage of the READING M.A.S. Scheme, consisting of multiple aspect colour light signalling and continuous track circuiting on the Down and Up Main lines between Wantage Road and Uffington Signal Boxes in accordance with the attached diagram.

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 except as subsequently modified by Rules 44(A) and 55(g).

This will extend the multiple aspect signalling and continuous track circuiting which was brought into use on the 23rd May and will extend the area controlled from the READING Signal Box.

1. Signalling Alterations at Uffington

A new facing crossover will be provided between the Down and Up Main lines as shown on the attached sketch.

All existing semaphore signals and ground signals will be recovered, together with the existing colour-light Down Main Distant Signal and associated A.W.S. ramp.

2. Redundant Signal Boxes and Signalling

Wantage Road and Challow Signal Boxes will be taken out of use together with all associated signal and telegraph equipment. The existing multiple aspect signal WRI at present controlled from Wantage Road Signal Box will become a semi-automatic signal, and will be renamed DM59. The existing two aspect (yellow-green) signal UM58P will be converted to a standard three aspect automatic signal and renamed UM59.

3. Permanent Way Alterations

At Challow the existing Down and Up Main trailing crossover and the associated slip connections leading to the Up Platform Line Siding and the Goods Shed will be taken out of use. The trailing connection in the Up Main leading from the Up Sidings and the associated connection in the Up Siding line will be spiked, clipped and padlocked in the normal position.

4. Ground Frames

The following new ground frames will be brought into use:—

Wantage Ground Frame

This ground frame will be controlled from Reading Signal Box, and will work existing trailing crossover and new facing crossover.

Challow Ground Frame

This ground frame will be controlled from Uffington Signal Box, and will work existing trailing crossover and new facing crossover.

Each ground frame will be released by an Annett's Key held in a key release instrument adjacent to the ground frame.

5. Track Circuit Block Working

Track Circuit Block Working will apply on all lines between Reading and Uffington Signal Boxes.

The Western Region 4-character type of train describer will be brought into use between the above signal boxes.

6. Telephones

Telephones giving exclusive communication with the signalman at Reading Signal Box will be provided as follows:—

(a) At Automatic multiple aspect signals:—

UM62, UM61, UM60, UM59.
DM58, DM59, DM61.

(b) At Wantage Ground Frame.

Telephones giving exclusive communication with the signalman at Uffington Signal Box will be provided as follows:—

(a) At all controlled multiple aspect signals capable of displaying a red aspect and bearing the prefix UF on the identification plate.

(b) At Automatic multiple aspect signals:—

UM65, UM64.
DM62, DM63, DM64.

(c) At Challow Ground Frame.

7. Occupation Arrangements

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

During the time the work is in progress, the Up Main Distant Signal for Uffington will be disconnected and maintained at Caution.

All arrangements for the safe working of the line including the appointment of any Handsignalman in accordance with Rule 77, must be made by the District Inspector.

F. D. PATTISSON,
Divisional Manager,
PADDINGTON STATION.

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

D. S. HART,
Divisional Manager,
BRISTOL.

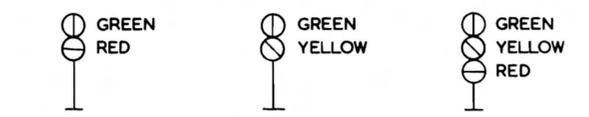
May, 1965.

Acknowledge receipt by wire immediately to:—

Trafman L/XO/- Paddington—Arno L.XO.77

BR.31401/5

KEY TO MULTIPLE ASPECT SIGNALLING



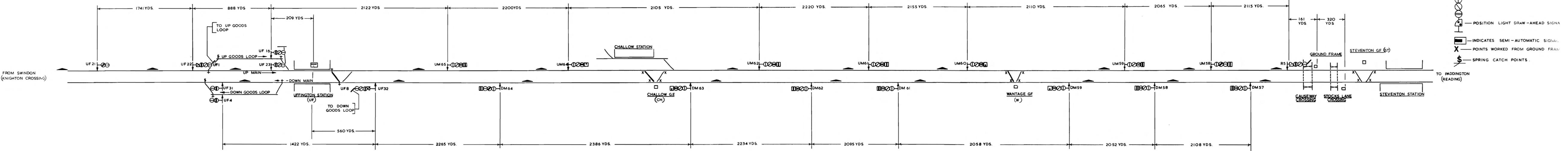
▲ AWS RAMP



■ — INDICATES SEMI-AUTOMATIC SIGNAL

X — POINTS WORKED FROM GROUND FRAME

\$ — SPRING CATCH POINTS



READING MULTIPLE ASPECT SIGNALLING