

BRITISH RAILWAYS

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

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

READING

**SATURDAY, SUNDAY & MONDAY,
24th, 25th, 26th APRIL, 1965**

Between the period 2300 hours on Saturday and 0600 hours Monday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in bringing into use a further stage of the Reading M.A.S. scheme consisting of multiple aspect colour light signalling and continuous track circuiting on the following sections of line and between the approximate limits in accordance with the attached diagram.

- (i) Main, Relief and Goods Lines—33½ m.p. to 40 m.p.
- (ii) Westbury Lines —36 m.p. to 39½ m.p.
- (iii) Basingstoke Lines —37 m.p. to 45½ m.p.
- (iv) Reading New Junction —35½ m.p. to Reading Spur Signal Box.
- (v) Reading West Curve

This will extend the multiple aspect signalling and continuous track circuiting which is existing between Twyford and Reading Main Line East Signal Boxes.

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 44A and 55(g), the exception being signal R.134 which will have a Route Indicator together with a Main Aspect for all routes *other than the main aspect which authorises movements to No. 8. Platform. (Down Relief).*

1. New Signal Box

A new signal box to be known as "READING" situated on the Up side of the Pilot line at 36 m.p. will be brought into use.

The signal box will control points and signals on the lines detailed above and in accordance with the attached diagram.

2. Redundant Signal Boxes and Signalling

Reading Main Line East, Reading Main Line West, Oxford Road Junction, Southcote Junction, Reading West Junction, Scours Lane and Tilehurst Signal Boxes will be taken out of use together with all associated signal and telegraph equipment.

3. Signalling Alterations

The existing multiple aspect signals controlled from Tilehurst and Southcote Junction signal boxes, bearing prefix "T" and "S" on the identification plates respectively, will be controlled from the new signal box or become automatic as shown on the attached diagram.

4. Permanent Way Alterations

New connections will be brought into use as shown in heavy type on the attached diagram.

The following connections will be clipped, spiked and padlocked out of use pending recovery.

Reading Main Line East	Main Trailing Crossover
New Junction	{ Up Branch facing to Up Loop Down Branch trailing to Down Loop Up and Down Branch Crossover
Reading Main Line West	Down Relief facing to Down Westbury
Southcote	Main Trailing Crossover
Reading West Junction	Slip connection Up Main to Down Old Yard
Tilehurst	{ Relief Trailing Crossover Main Trailing Crossover Up Relief facing to Up Main Down Main facing to Down Relief Down Main Trailing to Down Siding

5. Ground Frames

The existing Sonning "Up Sidings", Reading "High Level" and "Triangle" ground frames will be controlled from the new signal box.

The following new ground frames will be brought into use and controlled from the new signal box:—

Reading Relief Ground Frame
Reading Main Ground Frame
Reading Down Siding Ground Frame
Reading Up Siding Ground Frame
Scours Lane Ground Frame
Tilehurst Ground Frame

The ground frames will be released by Annett's key held in a release instrument adjacent to the respective points.

6. Track Circuit Block Working

Track Circuit Block Working will apply on all lines between the following Signal Boxes.

Twyford and Reading
Reading Spur and Reading
Reading and Bramley (S.R.)
Reading and Theale
Reading and Pangbourne

The Western Region 4-digit type of train describer will be brought into use in the Reading, Bramley and Theale signal boxes.

Train description between Reading and Pangbourne, also Reading and Reading Spur will be by means of single stroke bells.

The Coley Branch line to Reading Central Goods Depot will be operated as a long siding.

7. Telephones

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

- (a) At all controlled multiple aspect signals bearing the prefix " R " on the identification plate.
- (b) At all new automatic multiple aspect signals capable of showing a red aspect and bearing the prefix UM, UR, DM, DR, UW.
EXCEPT SIGNALS DM39, DR39 (Telephones to Pangbourne Signal Box).
- (c) Signals WA291, WA293, WA295.
- (d) At all new ground frames released from the new signal box.
- (e) At all emergency hand crank instruments.

A telephone will be provided at Signal WA290 giving exclusive communication with the signalman at Bramley signal box.

A telephone will be provided at Signal DW39 giving exclusive communication with the signalman at Theale signal box.

8. Emergency Operation of Power Operated Points

With the exception of hand points, spring controlled points and points operated from ground frames, all connections shown on the attached diagram will be operated electrically from the new signal box.

The point machines are of the Westinghouse Brake and Signal Co.'s style M3A and Siemen's style HB, the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand cranks for the emergency operation of remote point machines will be located in release instruments situated adjacent to the associated points. These hand cranks can only be withdrawn from the instrument on receipt of a release from the Reading signal box.

Hand cranks for points at the West End of Reading Station will be kept in the operating room of the new signal box.

9. Occupation Arrangements

The Chief Signal and Telecommunications Engineer will have absolute occupation of running lines as follows:—

Lines	Between	Time and Date
Down and Up Relief	Twyford and Pangbourne	2300 hrs. Saturday, 24th April to 0730 hrs. Sunday, 25th April.
Down and Up Westbury. Nos. 1, 2 and 3 Platforms, Reading Station	Reading Main Line West and Southcote Junction	0100 hrs. Sunday, 25th April to 0730 hrs. (approximately) 25th April.

On Sunday at 0730 hrs. (approximately) the Reading Signal Box will be brought into use with control of the above lines only.

Down and Up Mains. No. 5 Platform Line, Reading Station.	Twyford and Pangbourne	0730 hrs. Sunday, 25th April to 2400 hrs. Sunday, 25th April or completion.
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A between trains occupation will be required on the Down and Up Relief lines between the 35½ m.p. and 36½ m.p. for the recovery of redundant signal structures during the period 0001 hrs. to 0600 hrs. on Monday, 26th April.

During the period from 2300 hrs. on Saturday, 24th April until completion of the work, drivers passing over the Down and Up Main lines may receive indications from new A.W.S. ramps which have been placed in position prior to connection and in the circumstances drivers should be guided by the aspect displayed by the relevant signals only.

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

F. D. PATTISSON,
Divisional Manager,
PADDINGTON STATION.
April, 1965.

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

Acknowledge receipt by wire immediately to:—

Trafman L/XO/- Paddington—Arno L.XO 73

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