

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

READING PANEL EASTERN EXTENSION (TWYFORD AND HENLEY-ON-THAMES)

SATURDAY, 11th MARCH

to

MONDAY, 20th MARCH, 1972

Between the hours of 22.00 on Saturday, 11th March and 06.00 on Monday, 20th March, 1972 (or until completion) the Divisional S. & T. Engineer will be engaged in alterations to signalling in connection with the Eastern extension of the Reading M.A.S.

IMPORTANT
STATION AND DEPOT SUPERVISORS must acknowledge receipt of this
Notice by the return of the attached slip.

Received Notice I.XO.124 re Multiple Aspect Signalling alterations at Reading.

.....DateDepartment
.....StationSignature

Divisional Manager (London),
Western Tower,
Reading

Ref. I/XO/225/7
Ext. 2552

READING PANEL EASTERN EXTENSION
(TWYFORD AND HENLEY-ON-THAMES)

I. SIGNALLING ALTERATIONS

The existing signal boxes at **Henley-on-Thames** and **Twyford**, together with all semaphore signals and ground discs at Twyford, will be recovered. **Shiplake** signal box will cease to be a block post.

At Henley-on-Thames the following Ground Position Light signals will be taken out of use:—

HY. 152, HY. 153, HY. 160 and HY. 162.

The Henley-on-Thames platform Starting signals will be renumbered R.301 and R.303 and will be repositioned 80 yards nearer Twyford.

The following existing signals will remain in use but controlled from Reading Panel and renumbered as shown below:—

Up Signals		Down Signals	
<i>Present No.</i>	<i>New No.</i>	<i>Present No.</i>	<i>New No.</i>
T.101	R.169	T.104	R.6
T.103	R.171	T.114	R.16
T.105	R.173	T.122	R.106
T.107	UR.30A	DR.30	R.110
UR.30	UR.30B	T.126	R.112
T.111	R.179	T.128	R.114
T.113	R.181	T.130	R.116
T.117	R.281		
T.121	R.69		
T.127	R.77		

New signalling controlled from **Reading Panel** will be brought into use as shown on the attached diagram.

2. PERMANENT WAY ALTERATIONS

At Twyford

The following connections will be taken out of use:—

The Down Relief to Down Branch facing will be recovered.

The Down Branch to Up and Down Branch facing will be spiked, clipped and padlocked out of use pending recovery.

The Down Branch between approximately 31 and 31½ mile posts will be taken out of use.

A new **25 m.p.h.** facing connection between Up and Down Relief will be brought into use as shown in **heavy type** on the attached diagram.

At Henley-on-Thames

The facing trap connection will be taken out of use and spiked, clipped and padlocked pending recovery.

3. PLATFORM ALTERATIONS

The existing Henley-on-Thames platform No. 3 will be renumbered platform No. 1 as shown on the attached diagram.

4. GROUND FRAMES

Two new Ground Frames released from **Reading Panel** will be provided as shown on the attached diagram and will be known as:—

1. Twyford Relief Ground Frame.
2. Twyford Branch Ground Frame.

Shiplake signal box will be reduced in status to a Crossing Ground Frame and will work the protecting semaphore signals as shown on the attached diagram.

5. BLOCK WORKING

Track Circuit Block working will apply on all running lines between Slough and Reading including the Henley-on-Thames Branch.

6. TRAIN DESCRIBER EQUIPMENT

The 4-digit type of train describer working will be provided for the Main and Relief Lines between Reading Panel and Slough Panel and also on the Henley-on-Thames Branch.

7. POINT MACHINES

At Twyford

The Up Relief to Branch connection and the new Relief Lines facing crossover will be worked electrically from Reading Panel. The point machines operating these connections will be of the Westinghouse Brake and Signal Company's style M3. The Emergency Operating Instructions for these machines have been issued separately.

Hand Cranks for the emergency operation of point machines will be located in release instruments adjacent to the points concerned. These hand cranks can only be withdrawn when the appropriate release has been given from Reading Panel.

At Henley-on-Thames

The single to double line connection will be operated from Reading Panel by a point machine of the electro-hydraulic clamp lock type. The Emergency Operating Instructions for Rail Clamp locks have been issued separately.

8. TELEPHONES

Telephones will be provided giving exclusive communication with Reading Panel at the following locations:—

- (a) At all Controlled Multiple Aspect Signals bearing the prefix "R" on the identification plate.
- (b) At the following Automatic Multiple Aspect signals:
 - DM.25A, DM.25B, DM.26, DM.27, DM.28, DM.30A, DM.30B.
 - DR.25, DR.26, DR.27, DR.28.
 - UM.30, UM.32, UM.33, UM.34, UM.35.
 - UR.30A, UR.30B, UR.32A, UR.32B.

(c) At all handcrank release instruments.

(d) At Bolney Crossing.

Automatic dialling telephone facilities will be provided as follows:—

(i) At Twyford Relief Ground Frame.

(ii) At Twyford Branch Ground Frame.

(iii) At Henley-on-Thames motor points.

9. OCCUPATION ARRANGEMENTS

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

During the occupation, various signals will be disconnected/show restricted Aspects in accordance with the progress of the work.

All arrangements for the safe working of the line will be made by the nominated person in charge of the possession in accordance with Rule 218A. Any Handsignalmen required in accordance with Rule 77 will be appointed by the District Inspector, Reading.

H. N. TODD,
Divisional Manager,
READING.

March, 1972

