

# BRITISH RAILWAYS

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

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## Notice to Enginemen, Guards, etc.

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### MULTIPLE ASPECT SIGNALLING

# READING

(PANGBOURNE, GORING & S., CHOLSEY & M., AND MORETON CUTTING AREAS)

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**SUNDAY, 9th MAY, 1965**

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Between the period 00 01 and 24 00 hours on the above mentioned date (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 Down and Up Main and Relief lines between the approximate limits of the 40 and 51 mile posts 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 25th April between Reading and Pangbourne and will extend the area controlled from the READING Signal Box.

#### **I. Signalling**

##### **Moreton Cutting Signal Box**

The following multiple aspect signals will be brought into use and controlled from Moreton Cutting Signal Box:—

- Up Main Starting MC84.
- Up Relief Advanced Starting MC80.
- Down Main Home MCI.
- Down Relief Home MC7.

The following existing semaphore signals will be renamed as under:—

- Down Main Home becomes Down Main Inner Home.
- Down Main Home to Down Relief becomes Down Main Inner Home to Down Relief.
- Down Relief Home becomes Down Relief Inner Home.

##### **Pangbourne Signal Box**

The existing multiple aspect signals P.39 and P.45 controlled from Pangbourne Signal Box will become automatic signals renamed DR40 and DM40 respectively.

## 2. Redundant Signal Boxes and Signalling

Pangbourne, Goring & S., and Cholsey & M. Signal Boxes will be taken out of use, together with all associated signal and telegraph equipment.

**Moreton Cutting Signal Box.** The following existing semaphore signals will be taken out of use:—

- Down Main Distant and associated A.W.S. Ramp.
- Down Relief Distant and associated A.W.S. Ramp.
- Up Main Starting.
- Up Relief Advanced Starting.
- Down Relief to Down Main Home.

## 3. Permanent Way Alterations

The following redundant connections will be taken out of use and clipped, spiked and padlocked pending recovery:—

### Pangbourne

- Down Main Facing to Down Relief.
- Relief Trailing Crossover.
- Down Relief Trailing to Down Siding.

### Goring & S.

- Main Trailing Crossover.

### Cholsey & M.

- Down Main Facing to Down Relief.
- Up Relief Facing to Up Main.

### Moreton Cutting

- Down Relief Facing to Down Main (clipped, spiked and padlocked out of use until a later stage).

## 4. Ground Frames

The following new ground frames will be brought into use as shown on the attached diagram:—

- Goring West ground frame.
- Cholsey East ground frame.
- Cholsey Middle ground frame.
- Cholsey West ground frame.

The ground frames will be released by an Annett's Key held in a release instrument adjacent to the respective points and released from READING signal box.

## 5. Track Circuit Block Working

Track circuit block working will apply on all lines between Reading and Moreton Cutting Signal Boxes, and train description will be by means of single stroke bells.

The Branch Line between Cholsey & M. and Wallingford will be operated as a long siding.

## 6. Telephones

Telephones will be provided as under giving exclusive communication with the signaller at READING signal box:—

- (a) At all automatic signals bearing the prefix UM, UR, DM, DR on the identification plate.
- (b) At all ground frames released from Reading Signal Box.

Telephones giving exclusive communication with the signaller at Moreton Cutting Signal Box will be provided at the following multiple aspect signals:—

- MC80, MC84, MC1, MC7.

## 7. 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	Reading (Scours Lane junctions) (37 $\frac{3}{4}$ m.p.) and Moreton Cutting Signal Box.	00 01 to 12 00 hours (approx.) Sunday, 9th May.
Down and Up Main	Reading (West junctions) (37 m.p.) and Moreton Cutting Signal Box.	12 00 to 24 00 hours (approx.) Sunday, 9th May.

During this period 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 aspects displayed by the relevant signals.

Occupation of the locking frame will be required at Moreton Cutting Signal Box for the purpose of altering the interlocking.

During the time the work is in progress the Down and Up Main and Down and Up Relief Distant signals will be disconnected and remain at Caution.

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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.

April, 1965.

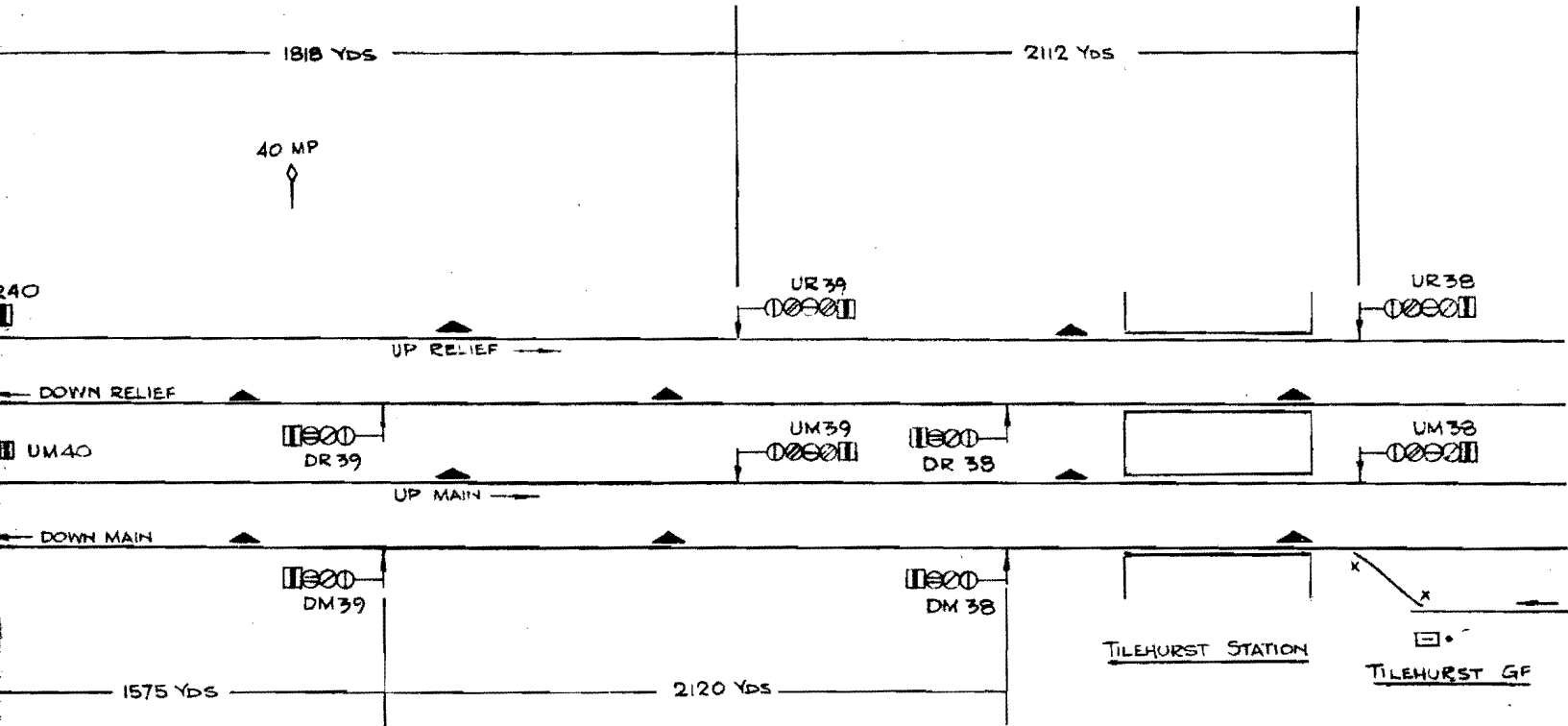
**H. C. SANDERSON,**  
Movements Manager,  
PADDINGTON STATION.

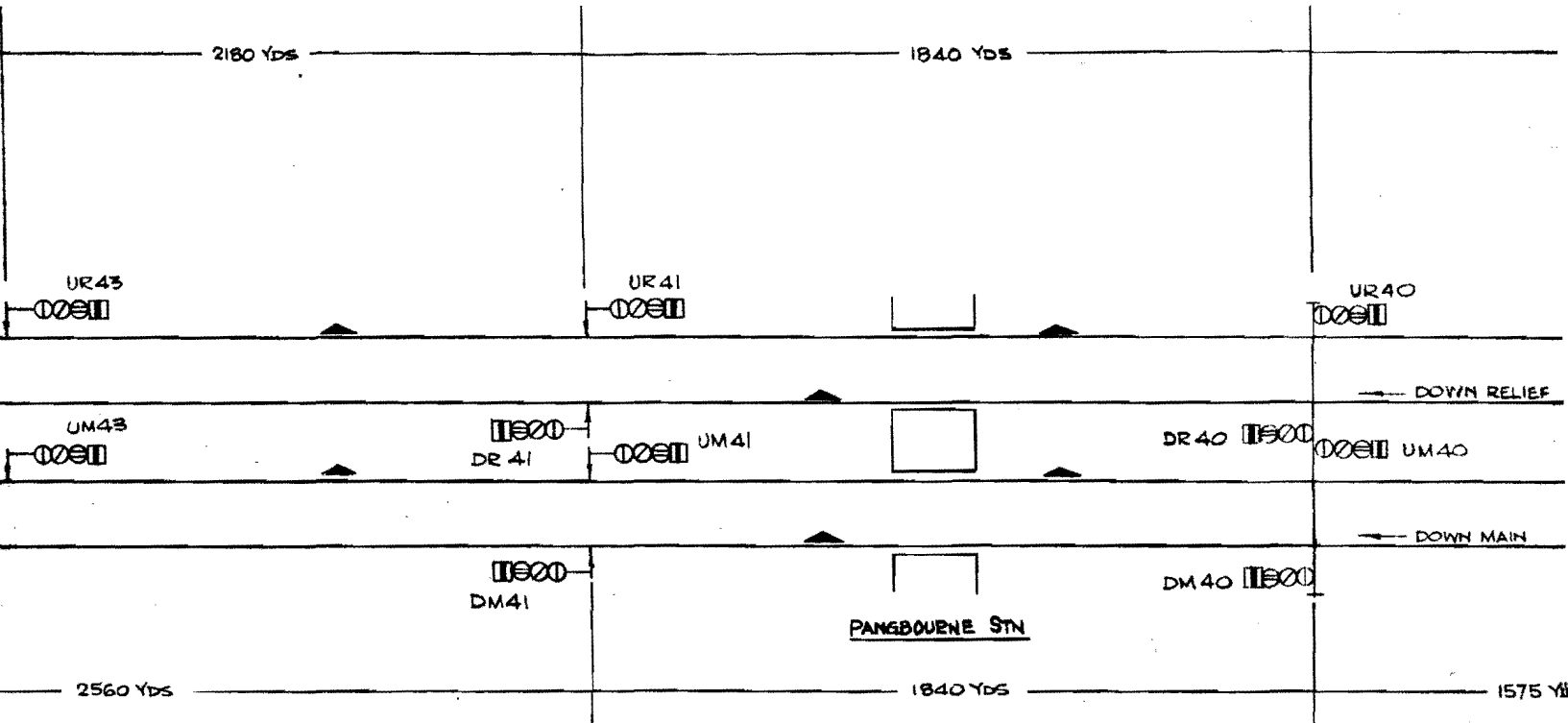
Acknowledge receipt by wire immediately to:—

Trafman L/XO/- Paddington—Arno L.XO.74

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BR.31401/5





○ GREEN  
 ○ YELLOW  
 ○ RED

3 | LIMIT OF SHUNT

2 | AWS RAMP

1 | LOCAL GROUND FRAME OPERATION

2 | DISC

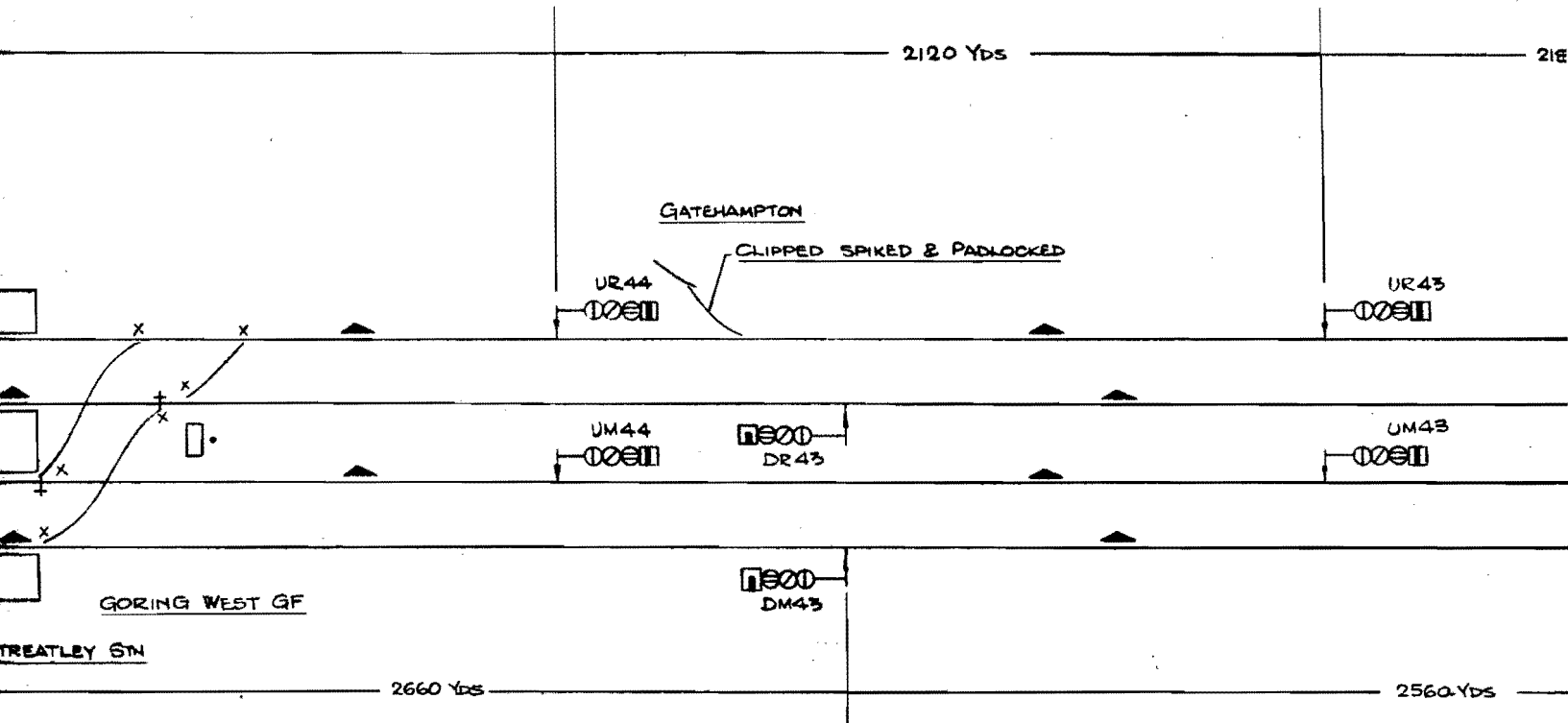
1 | POSITION LIGHT

1 | JUNCTION INDICATOR

1 | ROUTE INDICATOR

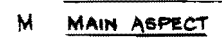
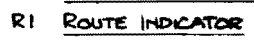
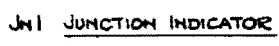
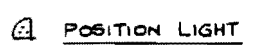
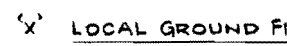
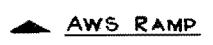
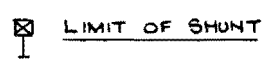
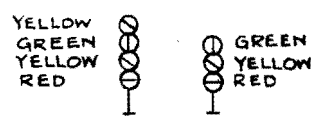
1 | MAIN ASPECT

A | DRAW AHEAD



KEY TO SIGNALLING SYMBOLS

TELEPHONES PROVIDED AT ALL MULTIPLE ASPECT COLOUR LIGHT STOP SIGNALS



2180 Yds

2130 Yds

UR45



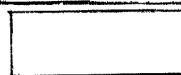
UP RELIEF →

← DOWN RELIEF

UM45



DR44



DM44

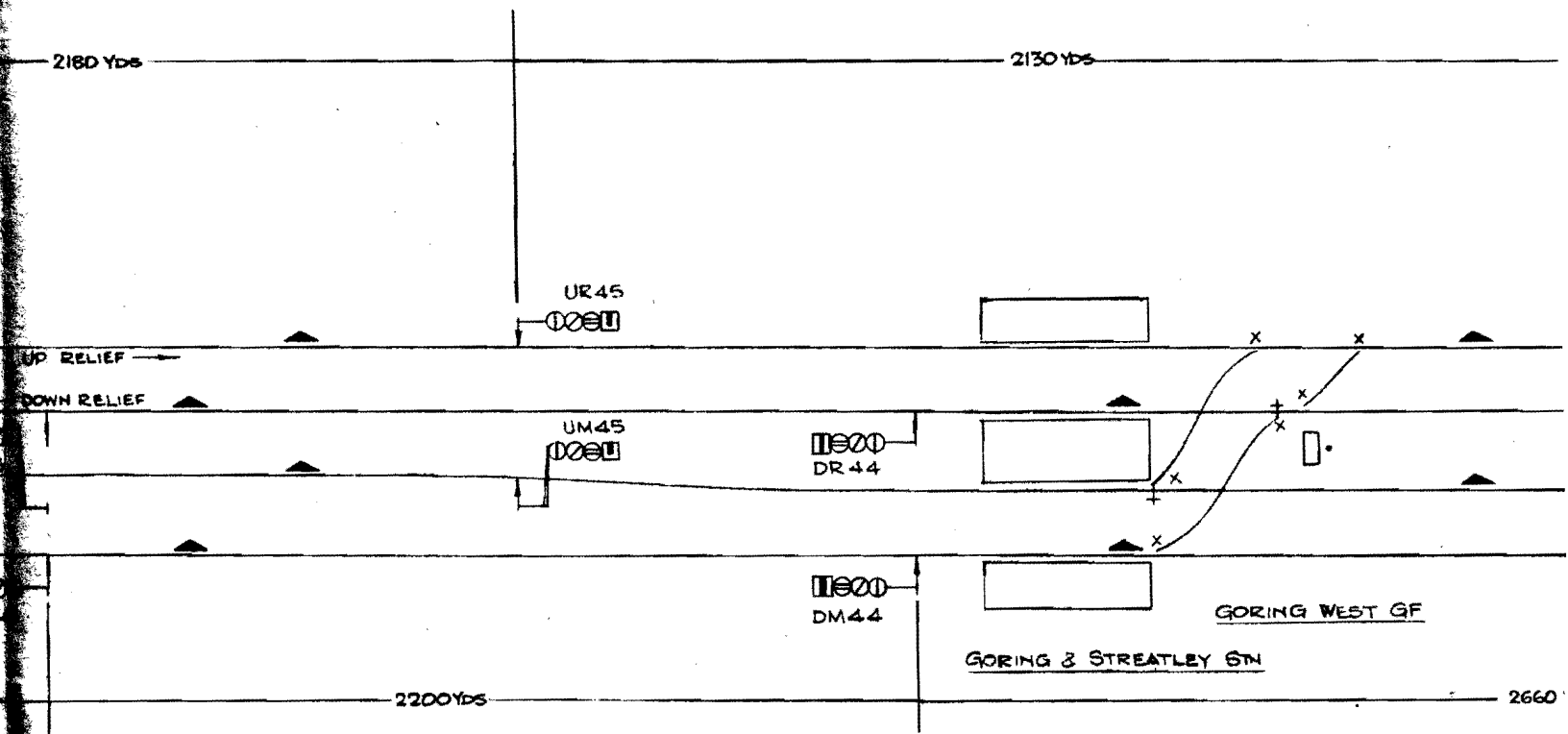


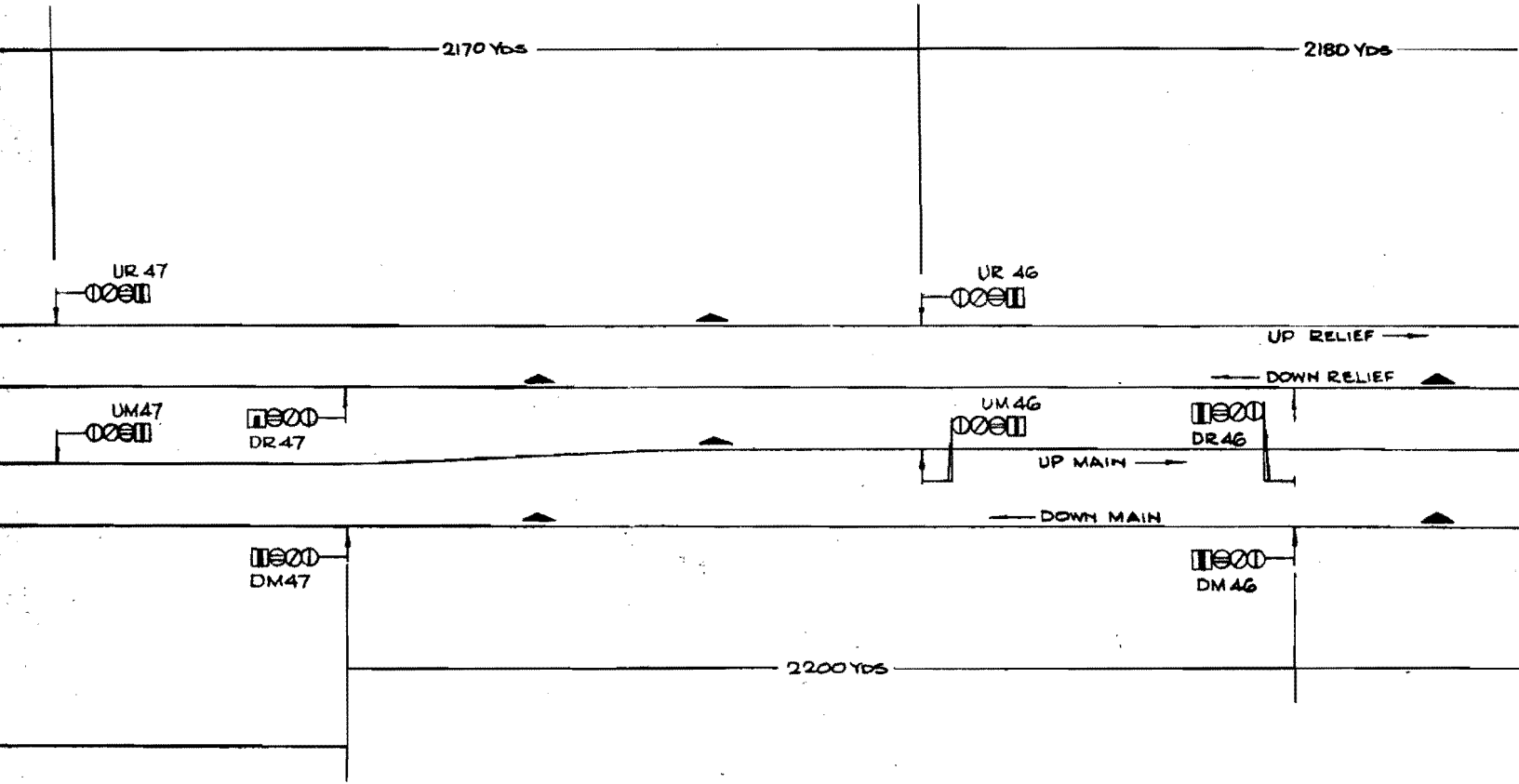
GORING WEST GF

GORING & STREATLEY STN

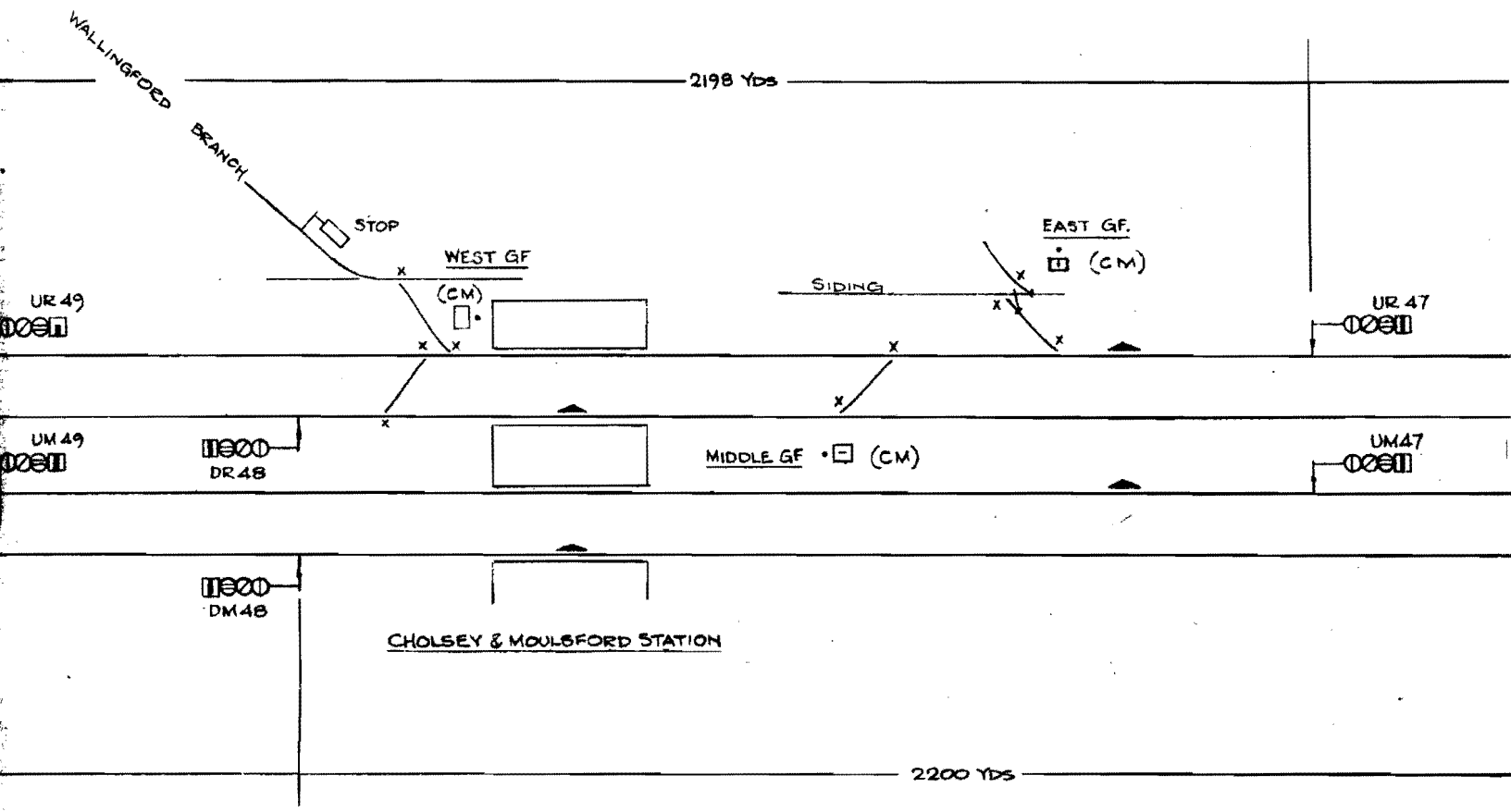
2200 YDS

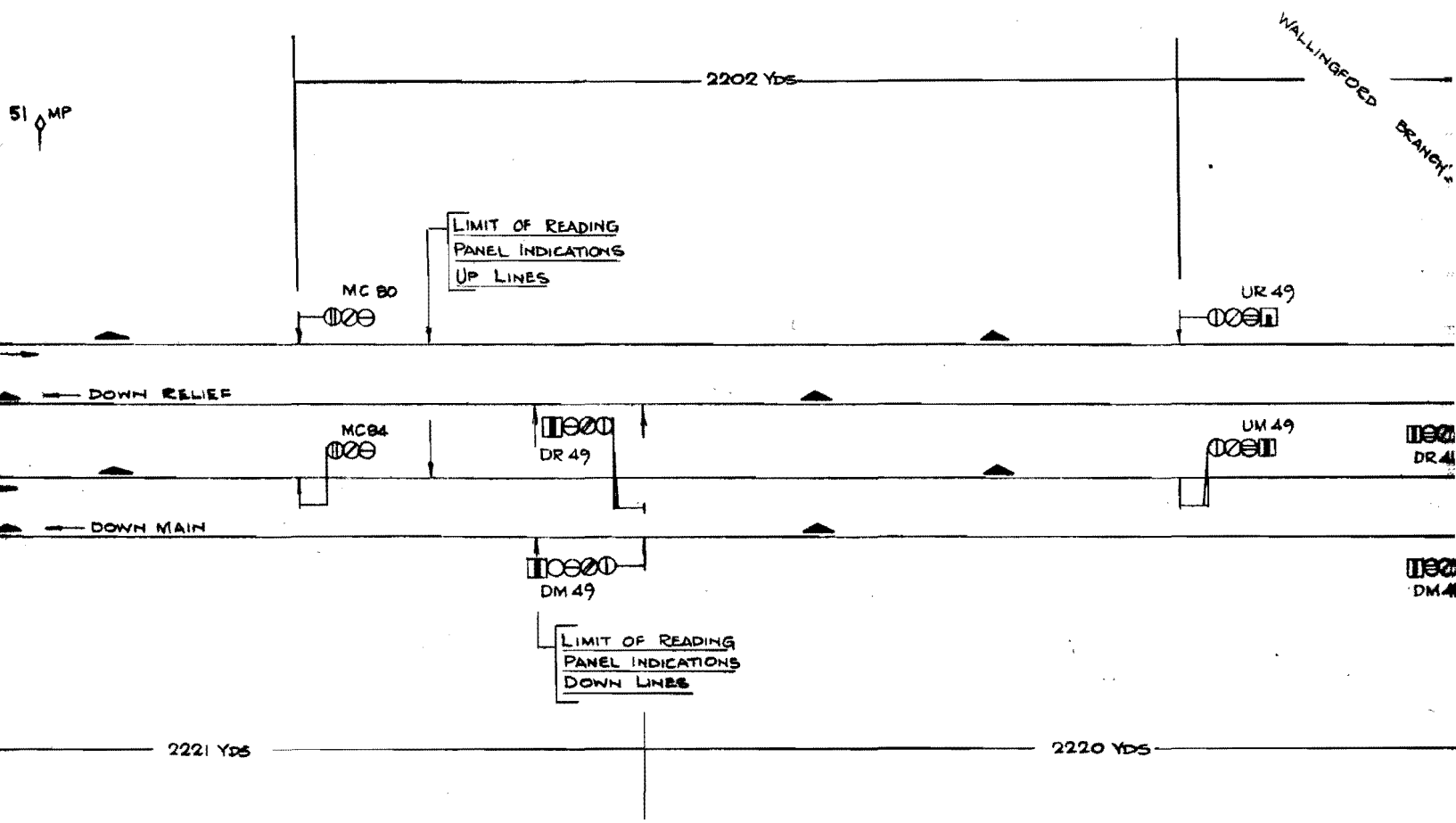
2660



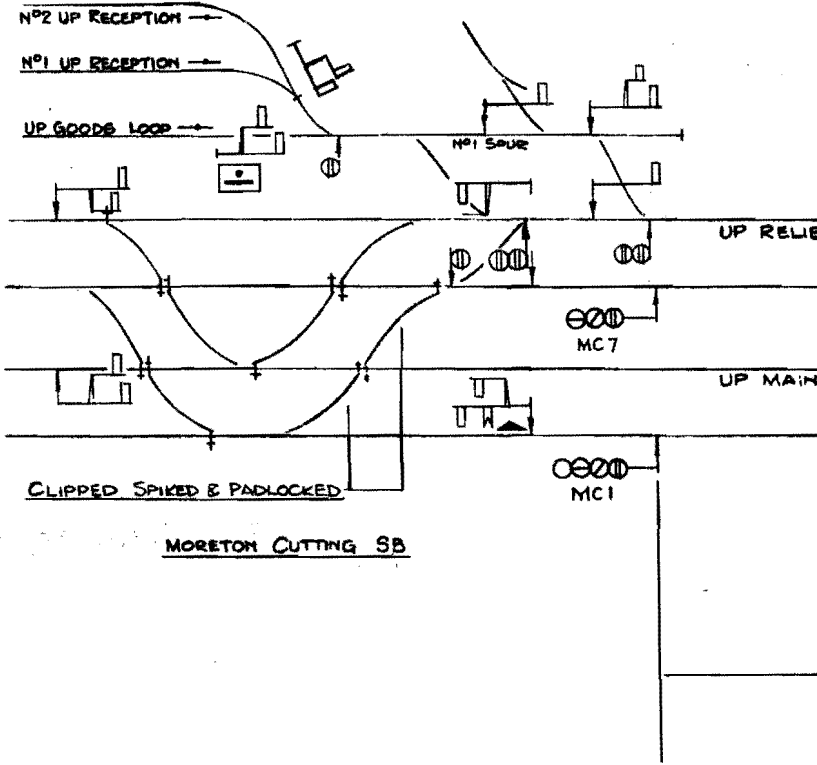
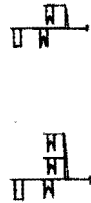
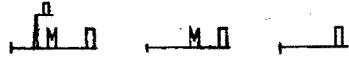








FROM SWINDON (DIDCOT EAST)



MORETON CUTTING SB