

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

READING

Amalgamation of Stations

SUNDAY, 5th SEPTEMBER, 1965

Between the period 00 05 and 24 00 hours on the above-mentioned date (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in closing the existing Southern Region Station at Reading and bringing into use a new bay platform at Reading (General) Station together with new permanent way and connections as shown in heavy type on the attached sketch.

The running lines to and from the new bay platform and into the new carriage sidings will be **electrified** using the Southern Region traction system. (For details see separate WR & SR joint Instruction No. 10a S.W.D.)

Multiple-aspect signalling and continuous track circuiting will be brought into use on all running lines between Reading and Earley, and controlled from those signal boxes. The aspects displayed by the 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 modified by Rules 44(A) and 55(g).

I. Redundant Signal Boxes and Signalling

Reading Junction, Reading Southern and Reading Spur Signal Boxes will be taken out of use, together with all existing signalling at present controlled by these. At Earley, the existing Up Distant, Up Home, Down Advanced Starting and Down Starting Signals (with associated banner repeating signal) will be taken out of use.

2. Permanent Way Alterations

The existing running lines, connections and other permanent way, west of Reading Junction Signal Box will become sidings or taken out of use pending recovery.

The Dunkirk Sidings will be taken out of use.

3. Ground Frames

The existing Signal Box at Reading Spur will become a Ground Frame, working the connections marked ' Z ' on the attached sketch, controlled from Reading Signal Box.

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

Carriage Sidings Ground Frame.

Lower Yard Ground Frame.

Huntley & Palmers Ground Frame.

New Junction East Ground Frame.

New Junction West Ground Frame.

These ground frames will be controlled from Reading Signal box and released by an Annett's key held in an instrument adjacent to the respective points.

4. Track Circuit Block Working

Track Circuit Block Regulations as shown in Supplement No. 3 (BR. 29960/10 or BR. 29960/11S.) to the Regulations for Train Signalling will apply on all running lines between Reading and Earley.

The Western Region 4-digit type of train describer will be brought into use between these signal boxes, with single stroke bells retained for emergency purposes.

5. Telephones

Telephones giving exclusive communication with the signalman at Reading Signal Box will be provided at all multiple aspect signals bearing the prefix " R " on the identification plate.

Auto dialling telephones will be provided at all Ground Frames and hand-crank release instruments.

Telephones giving exclusive communication with the signalman at Earley Signal Box will be provided at WFK 2 and A77.

Telephones giving communication to Reading Spur Ground Frame will be provided at the Reading Spur ends of the Up Loop, Down Loop and at the exit from the Gas Works.

6. Emergency Operation of Power-Operated Points.

The facing and trailing junction points at Reading Spur and the single to double connection at the exit of the new No. 4A Platform will be operated electrically from Reading Signal Box. The point machines will be of the Siemens General Electric Co's style HB, the relevant instructions for the emergency operation of which are on pages 139 and 140 of the Regional Appendix.

Hand cranks for the emergency operation of these 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.

7. Occupation Arrangements

Occupation of the locking frame at Earley will be required for alterations and testing purposes.

During the time the work is in progress the Down Distant Signal for Earley will be 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

Acknowledge receipt by wire immediately to:—

Trafman L/XO/- Paddington—Arno L.XO.79

BR.31401/5

