

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

MAIDENHEAD

SATURDAY, 12th OCTOBER

to

MONDAY 21st OCTOBER, 1974

Commencing at 22.00 on Saturday, 12th October, 1974, the Divisional S. & T. Engineer will be engaged in alterations to signalling in connection with the closure of Maidenhead Signal Box.

The new signalling and permanent Way will be brought into use progressively during the period up to 06.00 on Monday, 21st October, 1974. Priority will be given to selected routes.

IMPORTANT

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

Received Notice I.X.O.134 re Multiple Aspect Signalling alterations at Maidenhead.

.....Date

.....Department

.....Station

.....Signature

Divisional Manager (London),
Western Tower,
Reading

Ref. I/XO/193/25/27.
Ext. 2552

MAIDENHEAD

1. SIGNAL ALTERATIONS

The existing signal box at Maidenhead will be closed and all semaphore signals and ground discs recovered.

New signals will be brought into use and additional routes provided on existing signals as shown on the diagram.

Existing signals S132, S134 and S136 will be converted from 3 to 4 aspect.

2. PERMANENT WAY ALTERATIONS

The Branch Junction at Maidenhead will be remodelled and new connections brought into use shown in heavy type on the attached sketch.

3. POWER OPERATED POINTS

The new connections and the existing mechanically operated connections will be converted to power operation with the exception of the facing connection Down Relief to Down Refuge Sidings. Point machines will be of the G.E.C./G.S. Company's type H.W. and relevant instructions for the emergency operation of these machines have been issued separately.

Hand cranks for the emergency operation of these points will be kept in the release instruments controlled from Slough Signal box and located on the Up Side of the line adjacent to the Maidenhead Relay Room and at the London end of the Up Relief Platform.

4. GROUNDFRAMES

A new groundframe to be known as the Down Refuge Siding Ground Frame will be brought into use, operating the facing connection from the Down Relief to Down Refuge Siding and the associated slots on signals S136 and S297.

The groundframe will be released by an Annetts key held in an adjacent release instrument and electrically controlled from Slough Panel.

5. TRACK CIRCUITING

Continuous track circuiting will be extended to the rear of the Up Branch Distant signal S171R.

6. AWS EQUIPMENT

BR AWS inductors will be provided for signals S171, S172 and S173.

7. TOKEN SECTION

The Electric Train Token working from Maidenhead Signalbox to Bourne End will be retained, but will be controlled from Slough Panel Box. A token instrument will be provided on the platform at Maidenhead Station between the Up Relief and Bay line towards the Reading end of the platform.

8. TELEPHONES

Telephones giving exclusive communication with the Signaller at Slough Panel Box will be provided as follows.

- (a) At controlled multiple aspect signals S171, S172, S173 and S174.
- (b) At the Down Refuge Siding ground frame.
- (c) At the emergency hand crank release instruments.
- (d) At the exit from Silcock & Colling's Siding adjacent to signal S293.

The electric train token telephone circuit will be extended to Slough Panel.

9. OCCUPATION ARRANGEMENTS

Occupation of Slough Panel will be required for the purpose of testing the interlocking.

All arrangements for the safe working of the line will be made by the nominated person in charge of the possession in accordance with Section 'T' III of the Rule Book. Any Handsignalman required in accordance with Section 'E' of the Rule Book will be appointed by the District Operating Inspector.

During the occupation signals S34, S134, S5 and S103 together with the existing Up Branch Home signals nos. 34 and 35, will be disconnected and maintained at danger.

The new signalling will be brought into use progressively during the period of the occupation.

H. N. TODD,
Divisional Manager,
READING.

October 1974

MAIDENHEAD

S 171 - BAY LINE - M/DA - ST. IND. 'B'
UP RELIEF - M - Jc. IND. POS. 4.

S 295 } UP RELIEF
S 293 }

S 173 - DOCK - DA
UP RELIEF - M.
UP MAIN - M - Jc. IND. POS. 4.

S 105 - UP RELIEF - M
UP MAIN - M - Jc. IND. POS. 4.

S 291 - UP RELIEF
DOWN RELIEF LIMIT OF SHUNT.
S 297 - DOWN RELIEF LIMIT OF SHUNT.

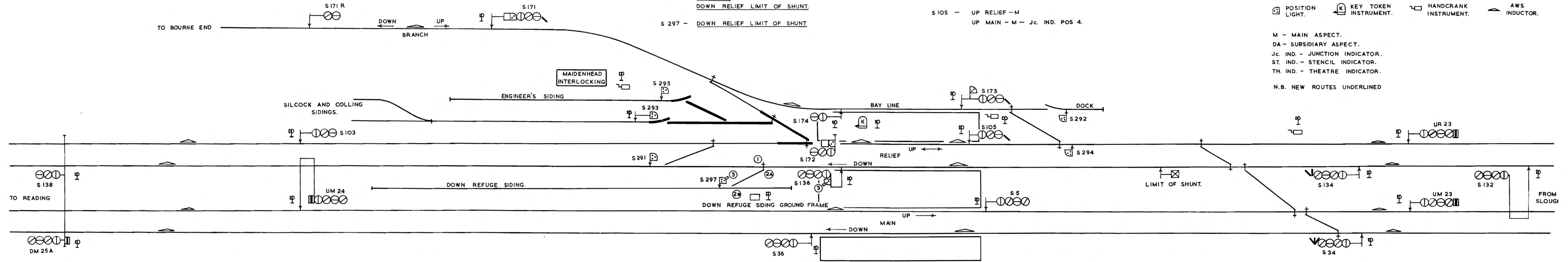
KEY

GREEN RED
GREEN YELLOW RED
YELLOW GREEN YELLOW RED

POSITION LIGHT. KEY TOKEN INSTRUMENT. HANDCRANK INSTRUMENT. AWS INDUCTOR.

M - MAIN ASPECT.
DA - SUBSIDIARY ASPECT.
Jc. IND. - JUNCTION INDICATOR.
ST. IND. - STENCIL INDICATOR.
TH. IND. - THEATRE INDICATOR.

N.B. NEW ROUTES UNDERLINED



S 174 - BRANCH - M - RELEASED BY TOKEN
S 172 - DOWN RELIEF - M - TH. IND. 'R'
FORD SIDINGS - DA - TH. IND. 'C'
ENGINEER'S SIDING - DA - TH. IND. 'E'
BRANCH - M - TH. IND. 'B' RELEASED BY TOKEN.
S 136 - DOWN REFUGE SIDING - DA.
DOWN RELIEF - M.

S 292 - BAY LINE.
S 294 - UP RELIEF.
BAY LINE.

S 134 - DOWN RELIEF - M
UP RELIEF - M - Jc. IND. POS. 4
BAY LINE - M - Jc. IND. POS. 5 } PRECEDED BY S 294.
S 34 - DOWN MAIN - M
DOWN RELIEF - M - Jc. IND. POS. 4
UP RELIEF - M - Jc. IND. POS. 5
BAY LINE - M - Jc. IND. POS. 6 } PRECEDED BY S 294.