BRITISH RAILWAYS - Western Region

(for the use of Employees only)

NOTICE TO TRAINMEN ETC.

Multiple Aspect Signalling

Reading Panel - Western Extension Stage 2B

Newbury Racecourse

SATURDAY 28 JANUARY TO MONDAY 30 JANUARY 1978

Between 22.00 hours on Saturday 28 January and 04.30 hours on Monday 30 January 1978 or until completion, the Divisional Civil and Signal & Telecommunications Engineers will be engaged in carrying out the following work:-

The Up Westbury line will be re-aligned and new connections brought into use as shown on the diagram overleaf.

The Shell Mex and BP Ground Frame will be repositioned, and will control the connection from Up Westbury to Siding, together with the associated ground position light signals.

The new trailing crossover will be motor-worked from Reading Panel by 'HW' type point machines. Emergency operating instructions for these machines have been issued in booklet BR.13108.

A hand crank release instrument for the emergency operation of the power point is sited at Newbury Racecourse on the Down side of the Down Westbury line adjacent to the connection to No.1 platform line.

The hand crank can only be withdrawn when the appropriate release has been given from Reading Panel. Direct telephone communication with Reading Panel is provided at the hand crank.

A new signal R871 will be brought into use reading to the Up Westbury line. The yellow and green aspects will be brought into use on signal R869 for movements to the Up Westbury line.

Ground position light signals R484 and R487 will be brought into use routed as shown on the sketch.

All arrangements for the safe working of the line, together with the appointment of any Handsignalmen required in accordance with Section E of the Rule Book will be made by the Chief Divisional Inspector (Signalling).

STATION AND DEPOT SUPERVISORS
Please acknowledge receipt immediately to:-
DIVISIONAL MANAGER, READING, REF.: 1/XO/157

J.P. Marson
Divisional Manager
READING. January 1978

Signalmen.

NEWBURY EAST

District Inspector.
Reading.
30.12.77.

M.A.S.-STAGE 2.A.-COLTHROP TO NEWBURY EAST.

With this stage,Colthrop will become a Crossing Keepers post and will operate Thatcham barriers by C.C.T.V control.

Thatcham and Newbury Racecourse Signal Boxes will close,and Newbury East will become a "fringe" box to Reading Panel.

Week-ending 14/15th January.

Occupations Ufton to Newbury Middle.

B/T.UM & DM 22/00hrs Saturday 14th until 01/00hrs Sunday 15th January.

ABS.UM & DM 01/00hrs Sunday 15th until 04/30hrs Monday 16th January.

Occupation will be in accordance with TIII of the Rule Book and the person in charge will be as follows:-

Night. J.Fissler.
Day. R.Jones.
Night. J.Fissler.

The only trains required to pass are Engineers Material Trains.The Movements Inspector in attendance will be responsible for obtaining the permission of the P.I.P. for these moves and will liase with S.& T Control regarding the signalling available at the time.He will also be responsible for arranging hand-signalman as circumstances demand,and for Drivers to be suitably instructed before entering the area of the possession.
No train must be allowed to enter the area being re-signalled without the Movements Inspector's authority.

WORK

COLTHROP.
22/00hrs Sat until 01/00hrsSun. The S.& T staff will commence removing spare levers in the locking frame.

01/00hrs Sunday.Upon possession of both Up and Down lines being taken,and when instructed by the Movements Inspector,Colthrop will close as a"Block Post"and become Colthrop Sidings (manned) Ground Frame.
The Closing of Box signal to be sent in accordance with Block Regulation 24 Clause (d),and the signals maintained at Danger.

S.& T staff will then commence to progressively remove existing semaphore signals and introduce new signals.
Thatcham barrier controls will also be transferred to Colthrop's control.

THATCHAM.
10 00hrs Sat 14th until 22/00hrs Sat. S.& T staff to transfer barrier pedestal control from Signal Box to C.C.T.V. Local Control Unit.A hand-signalman will be required to operate the barriers on behalf of the Signalman from the Local Control Unit from 10/00hrs until control has been transferred to Colthrop at approximately 01/00hrs Sunday.
Up & Down distant signals will be disconnected and maintained at caution from 10/00hrs.
22/00hrs Sat until 01/00hrs Sunday.Hand-signalman to continue operating barriers from C.C.T.V Local Control Unit,and control keys not to be removed until instructed by S.& T. after main occupation has been taken.

Cont.d.