

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

READING PANEL— WESTERN EXTENSION

**STAGE 5 – WOODBOROUGH
(inclusive)**

TO

**HEYWOOD ROAD JUNCTION
(exclusive)**

**SATURDAY, 20th JANUARY TO
MONDAY, 22nd JANUARY, 1979**

Between 23.00 hours on Saturday, 20th January and 06.00 hours on Monday, 22nd January, or until completion of the work, the Divisional Civil, and Signal and Telecommunications, Engineers will be engaged in bringing into use Multiple Aspect Signalling and Continuous Track Circuiting between Woodborough and Heywood Road Junction.

The following is a description of the work:—

1. Signalling Alterations

Between Pewsey and Woodborough on the Up line, the 2-aspect signal UW75R (Y/G) will be converted to 3-aspect (R/Y/G) and redesignated UW76.

Woodborough Signalbox will be closed and all signals recovered with the exception of the Down Home signal WH1. This will be redesignated R878 and controlled from Reading Panel.

At Lavington, the signalbox will be closed and all signals recovered.

At Heywood Road Junction, the Up Main Advance Starting signal and the Down Main Distant signal will be recovered. The Down Main Home and Down Main to Loop Home signal (bracket) will be replaced by a colour light signal (HR38) see sketch. A lower distant arm (UW93R) will be provided under the Up Main Starting signal.

The new signals between Woodborough and Heywood Road Junction will be brought into use as shown on the sketch. The subsidiary signal on R884 will be brought into use at a later date.

2. Permanent Way Alterations

At Woodborough, the Up and Down Main crossover and the Down Main to Down Goods Loop connection will be taken out of use. The Down Goods Loop will be extended and new connections provided as shown on the sketch. At Lavington the existing trailing crossover adjacent to the signalbox will be recovered.

New Catch Points will be brought into use at 79m. 32½c. and 87m. 65c.

3. Ground Frames

At Woodborough the existing single lever ground frame which works the connection between the Up Goods Loop and the Up Siding, will be replaced by a two-lever ground frame which will additionally slot control the signal reading into the sidings (see sketch). The key release instrument will be housed in a cupboard adjacent to the ground frame and the key will be released from Reading Panel.

An automatic telephone will be provided giving communication with Reading Panel (5128).

4. Power Operated Points

At Woodborough, the new connections and the Up Goods Loop to Up Main connection 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 these points is provided on the Down side of the line at 78m. 70c. The hand crank can only be withdrawn when released from Reading Panel.

An automatic telephone will be provided at the hand crank site giving communication with Reading Panel (5128).

The Down Goods to Down Main and Up Main to Up Goods connections at present motor-worked from Woodborough by style 'C' point machines will in future be worked from Reading Panel. The trailing lead in Down Main from Down Goods Loop will be retained as a Spring Point.

The style 'C' machines will be retained temporarily and the emergency hand cranks will be transferred from Woodborough Signalbox to a locked cupboard on the Down side of the line at 79m. 33c.

Direct telephone communication will be provided to Reading Panel.

5. Alteration to Block Working

Track circuit block working between Reading Panel and Woodborough will be extended to Heywood Road Junction. Train description will be by W.R. type train descriptor. A block bell will be provided for emergency use.

6. Telephones

Telephones communicating exclusively with Reading Panel will be provided at signals UW91, UW90, R807, UW86, R811, UW83, UW82, UW80, R819, R821, R823, UW76, R878 (previously WH1), R880, R884, DW80, DW81, DW83, DW85, DW86, R896.

Telephones at signals UW93, DW89, DW91, DW92 and HR38 will communicate exclusively with Heywood Road Junction Signalbox.

7. Automatic Warning System

B.R. pattern A.W.S. inductors will be provided as shown on the sketch.

8. Hot Axle Box Detectors

The hot axle box detector on the Up line in the vicinity of Patney and Chirton, with indication to Woodborough Signalbox, will be recovered.

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 Area Manager, Reading.

J. P. MARSON
Divisional Manager
READING.

January, 1979

STATION and DEPOT SUPERVISORS please acknowledge receipt immediately to:
Divisional Manager
Reading
Ref I/XO/171

