

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of Employees Only)

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**Notice to Trainmen, etc.**

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**MULTIPLE ASPECT SIGNALLING**

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**READING PANEL—  
WESTERN EXTENSION**

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**STAGE 1b—UFTON CROSSING  
(inclusive) TO COLTHROP  
SIDINGS (exclusive)**

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**SATURDAY, 3rd DECEMBER TO  
MONDAY, 5th DECEMBER, 1977**

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Between 22.00 hours on Saturday, 3rd December and 04.30 hours on Monday, 5th December, 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 Ufton Crossing and Colthrop Sidings.

The following is a description of the work:

### **1. Signalling Alterations**

The signalboxes at Ufton Crossing and Midgham will be closed.

At Ufton Crossing, the Down Home (UC24) colour light signal will be renamed R808, with altered aspects as shown on the sketch.

The Up Home (UC2) colour light signal will be renamed R885, and the Up Distant (UC1) colour light signal will be changed to a 3-aspect and renamed R881.

At Midgham, all the existing signalling will be recovered.

At Colthrop Sidings signalbox, a new colour light Down Home signal will be provided as shown on the sketch, and the present Home signal will be renamed Inner Home.

The Down Distant signal will be recovered.

### **2. Permanent Way Alterations**

A new layout at Towney (Ufton) will be brought into use as shown on the sketch.

### **3. Description of Lines**

The Down Siding between Ufton and Towney Crossings will be renamed Down Goods Loop.

### **4. Power Operated Points**

With the exception of the spring points, all connections shown on the sketch 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.

Hand crank release instruments for the emergency operation of the power points will be sited at:

- (a) Ufton, at the entrance to the Down Goods Loop.
- (b) Towney Crossing, on the Down side.

The hand crank can only be withdrawn when the appropriate release has been given from Reading Panel.

Direct telephone communication with Reading Panel will be provided at the Ufton hand crank, and an automatic telephone will be provided at the Towney hand crank, communicating with Reading Panel by dialling 2365.

### **5. Alteration to Block Working**

Track circuit block working will be introduced between Reading (Ufton Crossing) and Colthrop Sidings with train descriptions by single stroke bell.

### **6. Telephones**

Telephones communicating directly with Colthrop Sidings signalbox will be provided at signals RC100, RC105, DW45 and CI.

Telephones giving exclusive communication with Reading Panel will be provided at signals R881, R883, R885, R808, and R810.

A telephone giving exclusive communication with Reading Panel will be provided at Towney Crossing and telephones giving exclusive communication with Colthrop Sidings signalbox will be provided at Crannels Crossing (47½m.110 yds) and Knights Crossing (48¼m.90yds).

### **7. Automatic Warning System**

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

## **8. Level Crossings**

At Ufton, automatic half barriers, together with road lights, amber followed by flashing red, will be brought into use and will be controlled by the passage of trains. Whistle signs will be provided as shown on the sketch. At the same time the existing hand-worked gates will be recovered. Telephone communication will be provided to Reading Panel which will be the supervising signalbox.

At Midgham the controlled barriers will be operated from Colthrop Sidings signalbox, monitored by C.C.T.V., with telephone communication to Colthrop Sidings signalbox.

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

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**J. P. MARSON**

Divisional Manager,  
READING.

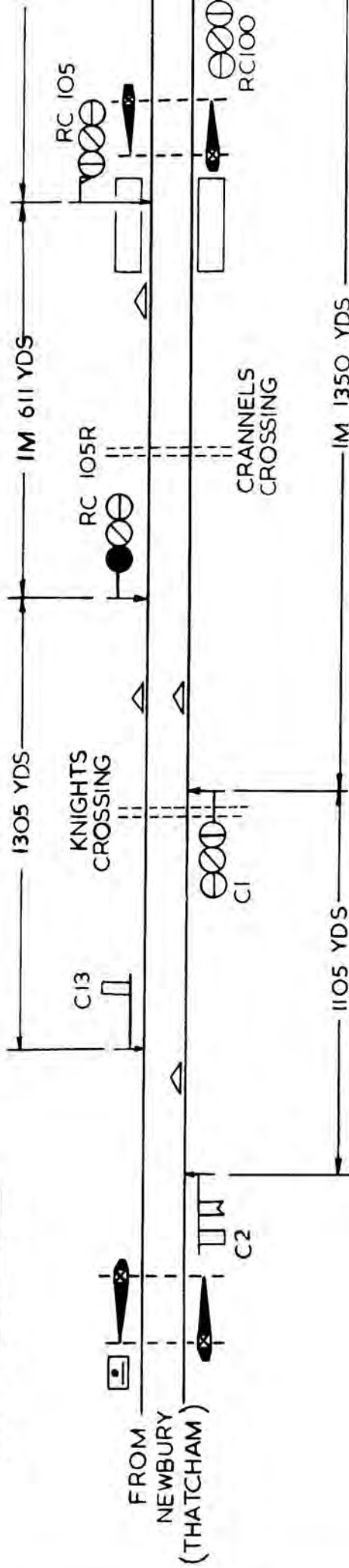
December, 1977.

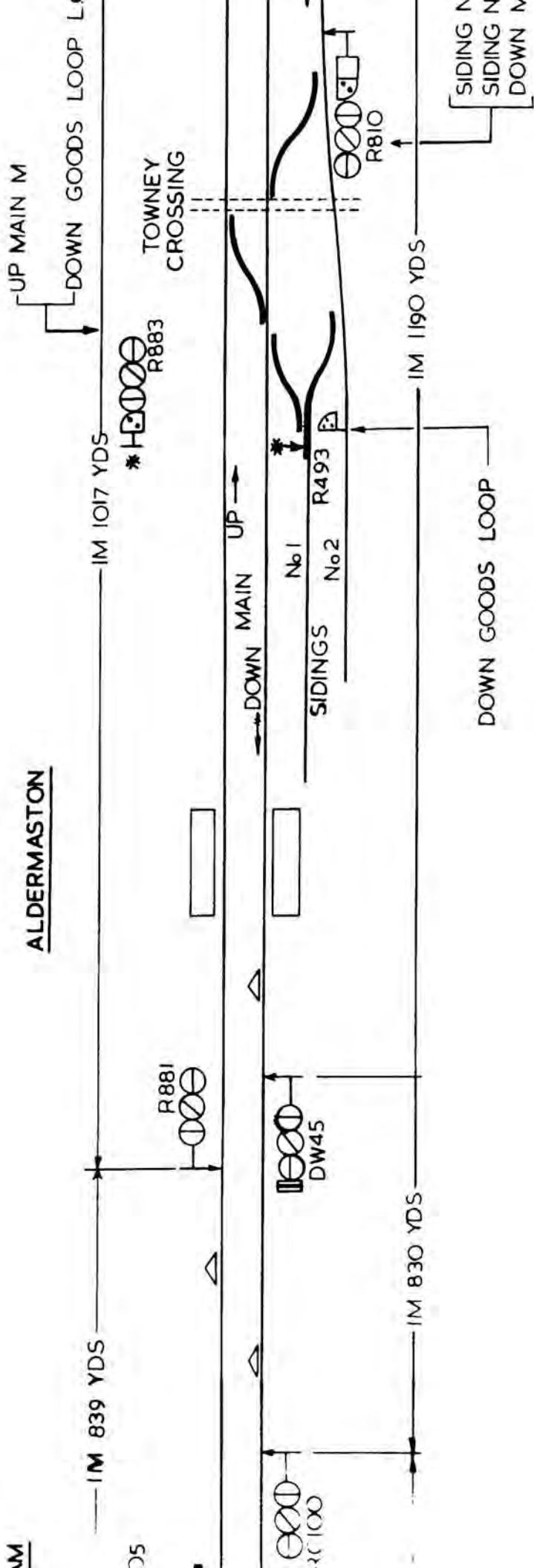
**STATION and DEPOT SUPERVISORS please acknowledge receipt immediately to:  
Divisional Manager  
Reading**

**Ref 1/XO/150**

MIDGHAM

COLTHROP SIDING SB.





READING EXTENSION MAS (STAGE)  
KEY TO SYMBOLS

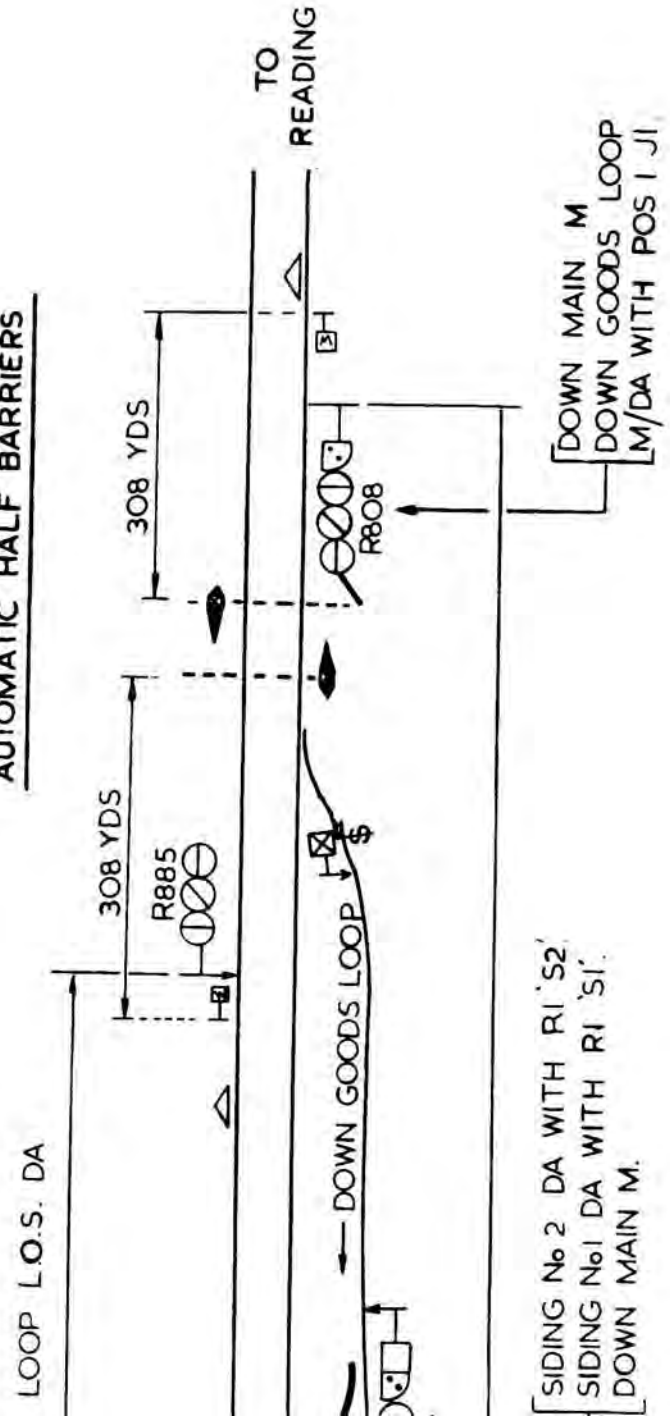
- JUNCTION INDICATOR JI  
 GREEN  
 YELLOW  
 RED
- DRAW AHEAD-DA  
 ROUTE INDICATOR
- POSITION LIGHT  
 RED WHITE NORMAL
- LIMIT OF SHUNT
- AUTOMATIC SIGNAL
- AWS INDUCTOR

SPRING POINTS

BARRIER

WHISTLE BOARD

UFTON CROSSING  
AUTOMATIC HALF BARRIERS



[ SIDING No 2 DA WITH RI 'S2'  
 SIDING No 1 DA WITH RI 'S1'  
 DOWN MAIN M.