

GREAT WESTERN RAILWAY.

(FOR THE USE OF THE COMPANY'S SERVANTS ONLY.)

Notice to Enginemen, Guards, etc.

SUNDAY & MONDAY, MAY 25th & 26th, 1941.

READING.

Bringing into use Down Branch Line, and Up and Down Loop Lines between S.R. and G.W.R. Main Lines.

Between the hours of 6.0 a.m. Sunday, May 25th, and 5.0 p.m., Monday, May 26th, the Signal Engineers will be engaged in bringing into use the following:—

DOWN BRANCH LINE BETWEEN THE S.R. AND G.W.R. MAIN LINES.

The Trailing Connection in the G.W.R. Down Main Line will be about 495 yards on the London side of Reading East Main Signal Box.

Nos. 1 and 2 DOWN LOOPS.

UP LOOP.

UP LINE SIDING.

CROSSOVER ROAD.

DOWN ENGINE SPUR.

All these Connections at the G.W.R. end of the new Junction, together with appropriate Signals and Independent Discs, will be operated from a Power Frame in Reading East Main Signal Box.

See diagram appended.

Absolute Block and Bell communication will be provided for the New Down Branch Line, Nos. 1 and 2 Down Loops, and Up Loop.

The Block Section will be

READING SPUR (S.R.)—READING EAST MAIN (G.W.R.)

TEMPORARY RESTRICTIONS OF SPEED OVER THE UP AND DOWN BRANCH LINES, Nos. 1 and 2 DOWN LOOPS, AND UP LOOP.

Until further notice the speed of all trains running over the Up and Down Branch Lines, Nos. 1 and 2 Down Loops, and Up Loop

MUST NOT EXCEED 15 M.P.H.

PERMANENT RESTRICTIONS OF SPEED.

NAME OF PLACE.	DIRECTION OF TRAINS.		MILES PER HOUR.
	FROM	To	
Reading East Main (G.W.R.)	Up G.W.R. Main Line	Up Branch Line	20
	Down Branch Line	Down G.W.R. Main Line	20
	Up Branch Line	Up Loop Line	10
	No. 1 Down Loop	Down Branch Line	10
	No. 2 Down Loop	Down Branch Line	10
Reading Spur (S.R.)	Up Branch Line	Up S.R. Main Line	20
	Down S.R. Main Line	Down Branch Line	20
	Up Loop	Up Branch	10
	Down Branch Line	No. 1 Down Loop	10
	Down Branch Line	No. 2 Down Loop	10

GRADIENT.

The New Down Branch Line is on a gradient of 1 in 450 rising from the S.R. Down Main Line to the G.W.R. Down Main Line.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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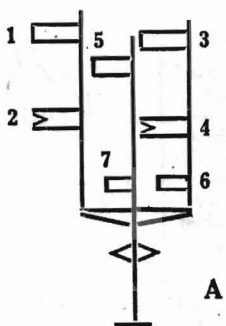
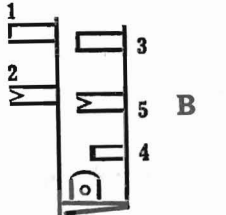
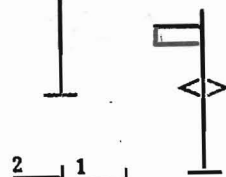
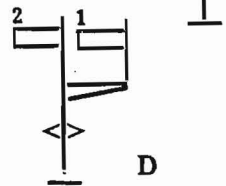
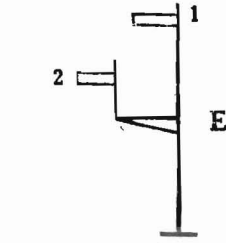
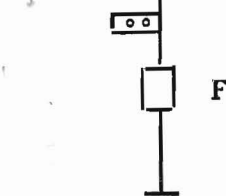
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The following New Signals worked from Reading East Main (G.W.R.) Signal Box will be brought into use:—

FORM.	DESCRIPTION.	POSITION.	DISTANCE FROM SIGNAL BOX.
 <p>A</p>	<ol style="list-style-type: none"> 1. Up Main Starting. 2. Up Main Distant for Kennet Bridge. 3. Up Main to Up Branch Starting. 4. Up Branch Distant for Reading Spur (S. Rly.) (above already in use.) 5. Up Main to Up Loop Starting. 6. Up Main to Up Branch "Calling-On." 7. Up Main to Up Loop "Calling-On." 	<p>Between Up Main and Down Relief Lines.</p> <p>Not to be brought into use.</p>	489 yards.
 <p>B</p>	<ol style="list-style-type: none"> 1 } Southern Railway Signals. 2 } 3 } 4 } 5. Down Branch Distant. 	Down Side of S. Rly. Down Main Line.	1504 yards.
 <p>C</p>	Down Branch Home.	Between Down Branch and No. 1 Down Loop.	726 yards.
 <p>D</p>	<ol style="list-style-type: none"> 1. No. 1 Down Loop Home. 2. No. 2 Down Loop Home. 	Down Side of No. 2 Down Loop.	726 yards.
 <p>E</p>	<ol style="list-style-type: none"> 1. Down Branch to Down Main Intermediate Home. 2. Down Branch to Spur Intermediate Home. 	Down Side of Down Branch Line.	626 yards.
 <p>F</p>	Backing from Down Branch Route Indicator To Up Branch. To Down Branch. To No. 1 Down Loop. To No. 2 Down Loop.	Down Side of Down Branch Line.	621 yards.

Occupation of the mechanical Locking Frame will be required for altering and testing Locking.

During the time the work is being carried out Reading East Main Up and Down Main Line Distant Signals will be disconnected and placed at "CAUTION."

The following New Track Circuits will be brought into use at Reading East Main Signal Box :—

Line.	Track Circuit in the Rear of the Signal named below.	Length of Track in yards.	Position of Diamond Sign.	Signals Locked Electrically when Track Circuit is Occupied.	Whether Block Controlled.	Whether "Vehicle on Line" Switch Provided.	Remarks.
Down Main and Down Branch.	Through trailing points in Down Main leading from Down Branch. Existing track extended to fouling point of Engine Spur.	60	—	Down Main Home (existing lock) Down Branch to Down Main Intermediate Home. Points held Normal and Reverse.	—	—	E. 171 T.
Down Main and Up Branch.	Existing track to be extended through new Facing Connection in Up Branch leading to, and Trap Points in Up Loop.	90	—	Down Main Home ; Up Main to Up Branch Starting (above locks existing) Up Main to Up Loop Starting. Points held Normal and Reverse.	—	—	E. 162 T
Down Branch	Home	365	On Signal.	—	Yes	—	E. 187 AT.
No. 1 Down Loop.	Home	420	On Signal.	—	Yes	—	E. 186 AT.
No. 2 Down Loop.	Home	420	On Signal.	—	Yes	—	E. 185 AT.
Down Branch	Through Points of Crossover Road.	66	—	Down Branch Home. Points held Normal and Reverse.	—	—	E. 187 T.
Down Branch and Nos. 1 & 2 Down Loops.	Intermediate Home through connections leading from Loops and Trap Points in Loops.	100	On Signal.	Down Branch Home. No. 1 Down Loop Home. No. 2 Down Loop Home. Points held Normal and Reverse.	—	—	E. 174 T.
Down Branch and Engine Spur.	Through Facing Points leading to, and Trap Points in Engine Spur.	52	—	Down Branch to Down Main Intermediate Homes. Points held in Normal and Reverse.	—	—	E. 172 T.
Up Branch.	Through Points of Crossover Road.	88	—	Up Main to Up Branch Starting. Points held Normal and Reverse.	—	—	E. 152 T.

All arrangements for the safe working of the Line (including the appointment of Hand Signalmen) must be made by the District Inspector in accordance with Rule 77.

THE GREAT WESTERN RAILWAY COMPANY
READING
JUNCTIONS BETWEEN G.W.

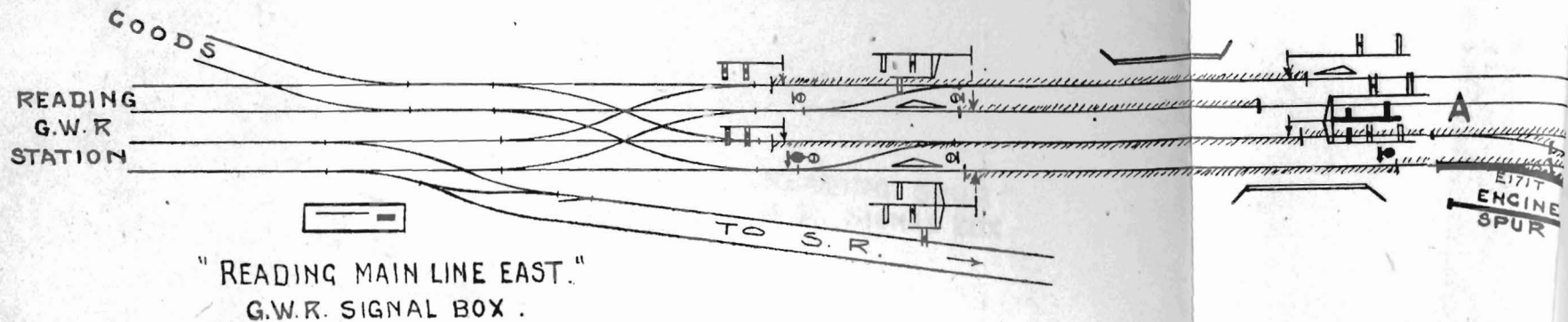
PADDINGTON STATION,
21st May, 1941.

C. T. COX,
Divisional Superintendent.

The receipt of this Notice to be acknowledged by first Train,

3,500.—5-41—3193.

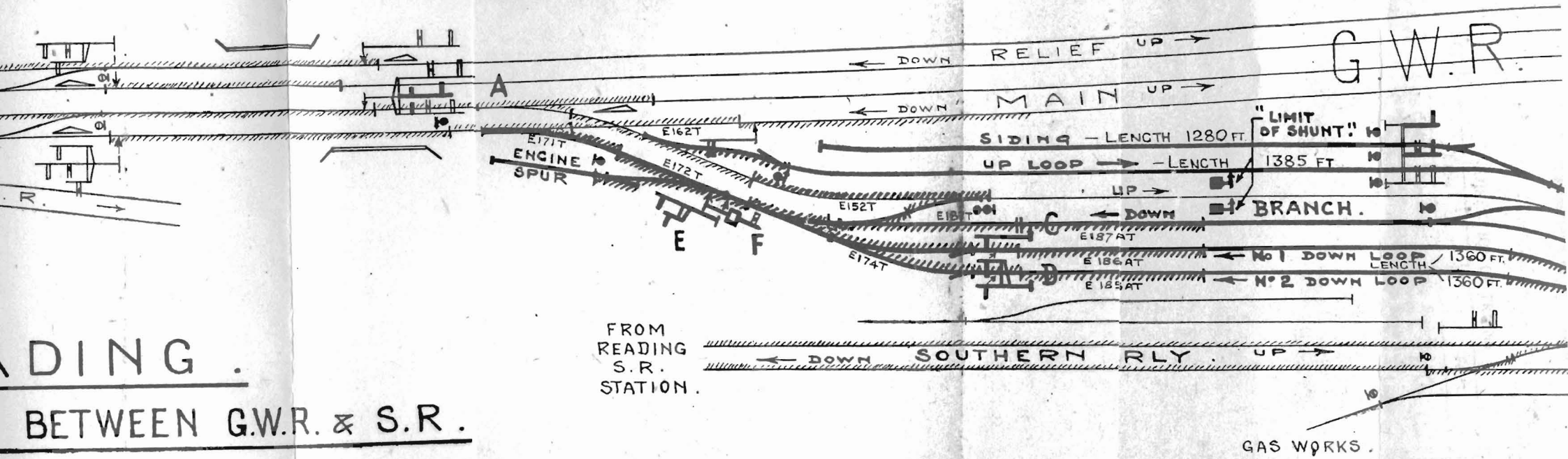
.....Department.....Station.....1941.
Received copy of Notice No. E.41, dated May 21st, in connection with bringing
into use New Down Branch Line between S.R. and G.W.R. Lines at Reading.
C. T. COX, Esq.,
PADDINGTON.(Signature).



READING.
JUNCTIONS BETWEEN G.W.R. & S.R.

ADING.

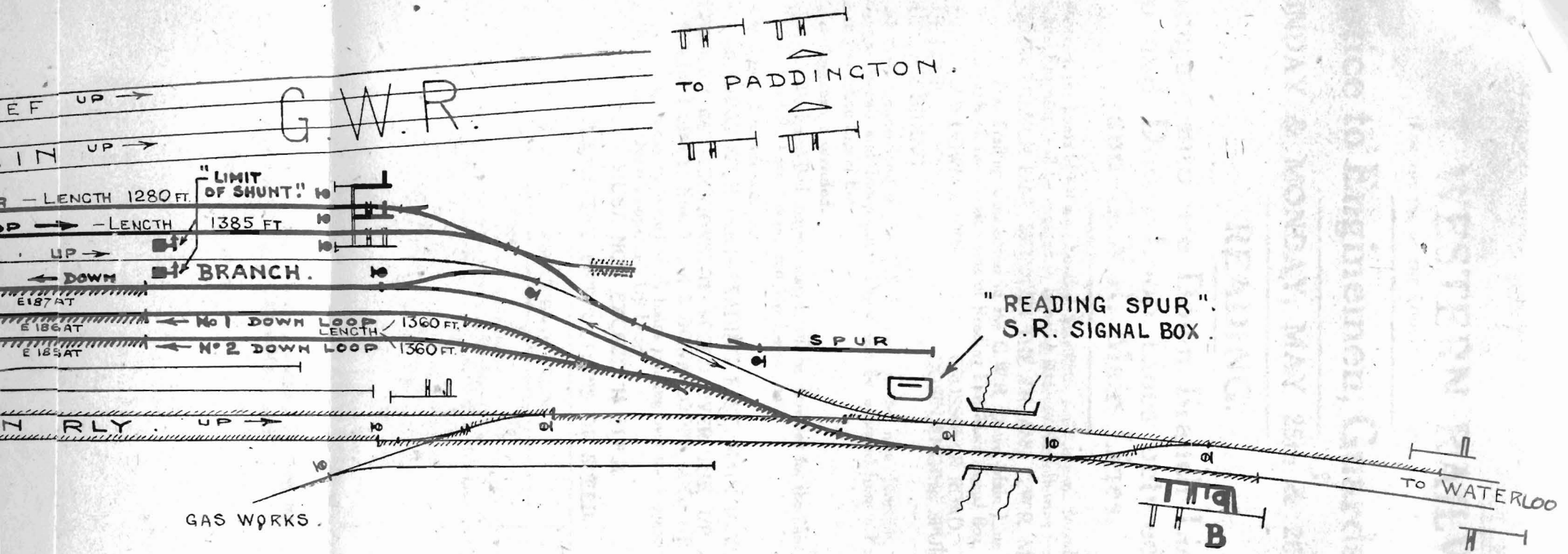
BETWEEN G.W.R. & S.R.



FROM
READING
S.R.
STATION.

G.W.R.

GAS WORKS.



RAILWAY & MONDAY, MAY 25, 1884
 WESTERN RAILWAY