

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only.)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING READING—HAYES.

Stage 1—READING M.L. EAST TO TWYFORD WEST

Saturday, Sunday and Monday,
11th, 12th, & 13th February, 1961.

Between the hours of 10.0 p.m., Saturday, and 6.0 a.m., Monday, the Signal Engineer will be engaged in taking out of use the existing semaphore signalling at Kennet Bridge, Sonning Sidings and Woodley Bridge, and bringing into use on the Down and Up Main and Relief lines between Reading Main Line East—Twyford West, Multiple Aspect signals as detailed hereunder.

1. New Signals.

New signals will be brought into use as shown in the following table. The height of the red aspect of multiple aspect signals above rail level will be approximately 12 ft. 0 in. in the case of straight post mounted signals and 17 ft. 6 in. in the case of bracket and gantry mounted signals.

Form	Signal No.	Application or Description	Position	Distance or Mileage from box
Profile A ...	—	1. Up Relief Starting for Reading M.L. East. 2. Up Relief Starting to Up Main for Reading M.L. East. (The above signals are already in use.) 3. Up Relief Distant for RE.201. 4. Up Relief Distant to Main for UM.35. An A.W.S. Ramp will be positioned immediately in advance of this signal.	Up Side of Up Relief	136 yds. —

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Form	Signal No.	Application or Description	Position	Distance or Mileage from Box	
Profile B ...	—	1. Up Main Inner Home to Up Relief for Reading M.L. East. 2. Up Main Inner Home for Reading M.L. East. 3. Up Main Inner Home to S.R. Branch for Reading M.L. East. 4. Up Branch Distant for Reading (S.R.). (All the above signals are already in use.) 5. Up Main Distant for UM.35. 6. Up Main Distant to Relief for RE.201. An A.W.S. Ramp will be positioned immediately in advance of this signal.	Down Side of Down Main.	17 yds.	—
Profile C ...	RE.201 ...	Up Relief	Up Side of Up Relief	1,055 yds.	—
Profile C ...	RE.203 ...	Up Relief	Up Side of Up Relief	2,305 yds.	—
Profile H ...	RE.205 ...	Up Relief	Up Side of Up Relief	3,737 yds.	—
Profile K ...	UR.32A ...	Up Relief	Up Side of Up Relief	—	32½ m. +257 yds.
Profile K ...	UR.32B ...	Up Relief	Up Side of Up Relief	—	32½ m. +265 yds.
Profile C ...	TW.9 ...	Up Relief Home for Twyford West.	Up Side of Up Relief	1,496 yds.	—
Profile G ...	UM.35 ...	Up Main	Up Side of Up Main	—	35 m. +320 yds.
Profile G ...	UM.34 ...	Up Main	Up Side of Up Main	—	34½ m. +390 yds.
Profile H ...	UM.33 ...	Up Main	Up Side of Up Main	—	33½ m. +278 yds.
Profile G ...	UM.32A ...	Up Main	Up Side of Up Main	—	32½ m. +265 yds.
Profile G ...	UM.32B ...	Up Main	Up Side of Up Main	—	32½ m. +265 yds.
Profile C ...	TW.2 ...	Up Main Home for Twyford West.	Up Side of Up Main	1,496 yds.	—
Profile C ...	TW.59 ...	Down Relief Starting for Twyford West.	Down Side of Down Relief.	760 yds.	—
Profile F ...	DR.32 ...	Down Relief	Down Side of Down Relief.	—	32½ m. +260 yds.
Profile J ...	DR.33 ...	Down Relief	Down Side of Down Relief.	—	33½ m.
Profile D ...	RE.212 ...	Down Relief	Down Side of Down Relief.	3,103 yds.	—

Form	Signal No.	Application or Description	Position	Distance or Mileage from Box	
Profile E ...	RE.214 ...	1. Junction indicator to Down Goods Loop working with main aspect (2) or Calling-on (3). 2. Down Relief to:— (a) Down Goods Loop (Junction indicator displayed). (b) Down Relief. 3. Down Relief to Down Goods Loop Calling-on (Junction Indicator displayed).	Down Side of Down Relief.	2,305 yds.	—
Profile D ...	RE.216 ...	Down Relief	Down Side of Down Relief.	1,255 yds.	—
Profile M ...	RE.218 ...	Down Goods Loop	Down Side of Down Goods Loop.	1,255 yds.	—
Profile C ...	TW.5 ...	Down Main Home for Twyford West.	Down Side of Down Main.	67 yds.	—
Profile N ...	DM.32R ...	Down Main (Temporary automatic distant for DM.32 and DM.33)	Down Side of Down Main	—	31½ m. +59 yds.
Profile L ...	DM.32 ...	Down Main	Down Side of Down Main.	—	32½ m. +260 yds.
Profile J ...	DM.33 ...	Down Main	Down Side of Down Main.	—	33½ m.
Profile D ...	RE.202 ...	Down Main	Down Side of Down Main.	3,103 yds.	—
Profile D ...	RE.115 ...	Down Main Home for Reading M.L. East.	Down Side of Down Main.	1,255 yds.	—
Profile P ...	—	Limit of Shunt Board for movements Down Up Relief.	Up Side of Up Relief	—	—
Profile Q ...	RE.256 ...	Shunt to:— (a) Down Relief. (b) Up Relief Limit of Shunt. Route indications DR, UR.	Down Side of Up Relief.	—	—

New position light ground signals (Profile R) will be brought into use as shown on the attached sketch.

2. Signals to be renamed.

The following signals will be renamed:—

Existing	To Become
Kennet Bridge Up Relief Distant.	Up Relief Inner Distant for RE.201.
Kennet Bridge Up Main Distant.	Up Main Inner Distant for UM.35.

The A.W.S. Ramps associated with the above signals will be taken out of use.

5. Permanent Way Alterations.

A new Down Goods Loop, connected with the Down Relief Line, will be brought into use at Kennet Bridge. At the same time, the Down Relief Refuge Siding and the Relief Line Crossover (East end) at Sonning Sidings will be taken out of use; the new layout will be in accordance with the attached sketch.

The new Down Goods Loop connections, together with the existing facing connection to the Up Sidings and the existing (West) trailing crossover between the Relief Lines at present worked from Sonning Sidings signal box, will be connected to and worked by power from a new signalling control panel in Reading M.L. East signal box. The point machines operating these connections are of the Westinghouse Brake and Signal Company's style M3 and the relevant instruction for emergency operation are given on pages 139 and 140 of the Regional Appendix to the Rule Book.

6. Emergency operation of power worked points.

Hand cranks for the emergency operation of the point machines are located in release instruments as follows:—

- (i) Adjacent to the exit from the new Down Goods Loop.
- (ii) On the Up Side of the Up Relief adjacent to the trailing crossover in the Relief Lines. This hand crank is for the emergency operation of all point machines in its immediate vicinity.

The above hand cranks are so patterned that they will only fit the appropriate point machines and can only be withdrawn from the instrument upon receipt of an electrical release from Reading M.L. East signal box.

A telephone is provided at each release instrument giving exclusive communication with the signal box.

7. Ground Frames.

Two new ground frames will be provided as indicated on the attached sketch.

1. **Sonning Up Sidings Ground Frame:** 3 levers working points and controlling the position light shunt signal at the Eastern end of the Up Sidings.
2. **Sonning Down Siding Ground Frame:** 1 lever working the connection between the Down Siding and the Down Main.

Each Ground Frame will be released by an Annett's Key held in a release instrument, adjacent to the respective points, controlled from the signal box. A telephone is provided at each key release instrument giving exclusive communication with the signal box.

8. Signal Boxes to be taken out of use.

Kennet Bridge, Sonning Sidings and Woodley Bridge boxes will be closed, and all associated signal and telegraph apparatus will be taken out of use.

9. Block Telegraph Arrangements.

The following existing absolute block sections will be taken out of use:—

- Reading Main Line East—Kennet Bridge.
- Kennet Bridge—Sonning Sidings.
- Sonning Sidings—Woodley Bridge.
- Woodley Bridge—Twyford West.

Block Bells will be provided between Reading ML East and Twyford West for Train Describing purposes and for Emergency Bell Signals.

10. Method of Working.

Track Circuit Block Working will apply between Reading Main Line East and Twyford West, in accordance with the Regulations for Train Signalling (page 56).

On the Down and Up Main Lines, "four aspect signalling" will apply, but both "four aspect" and "three aspect" signals will be in use on the Down and Up Relief Lines (as indicated in the attached sketch). See pages 19, 20, 21 and 22 of the Regional Appendix for a description of the aspects and other indications which will be encountered in a Multiple Aspect Colour Light Signalling area.

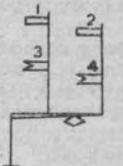
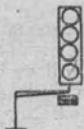
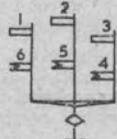
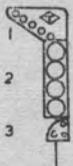
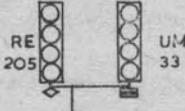
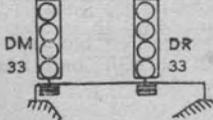
11. Telephones.

Telephones giving exclusive communication with the signalman at Reading M.L. East will be provided as follows:—

- (1) At all multiple aspect signals bearing the prefix "RE" on the identification plate.
- (2) Adjacent to emergency hand crank release instruments.
- (3) At Sonning Up Sidings and Down Siding ground frames.
- (4) At all automatic multiple aspect signals bearing the prefix "DM" or "DR" (with the exception of DM32R) on the identification plate.
5. At Eastern end of Sonning Up Sidings (adjacent to signal RE.254).

Telephones giving exclusive communication with the signalman at Twyford West will be provided as follows:—

- (1) At all multiple aspect signals bearing the prefix "TW" on the identification plate.
- (2) At all automatic multiple aspect signals bearing the prefix "UM" or "UR" on the identification plate.

PROFILE	No	PROFILE	No
	A		K
	B		L
	C		M
	D		N
	E		P
	F		Q
	G		R
	H		
	J		

12. Identification of Signals.

Multiple aspect and position light signals in the area covered by this Notice will bear identification plates, etc., as described on pages 21 and 22 of the Regional Appendix.

The signal box prefix letters will be as follows:

Reading Main Line East	...	...	...	RE
Twynford West	...	...	...	TW

Plates bearing the above prefix letters as appropriate will be fitted to the signal boxes concerned in addition to the name-plate.

13. Automatic Warning System.

With the exception of signal No. RE.218, an A.W.S. Ramp will be provided approximately 200 yards on the approach side of each multiple aspect signal described herein.

14. Track Circuits.

Continuous track circuiting on the Up and Down Main and Relief Lines will be brought into use between Reading M.L. East and Twynford West in accordance with the attached sketch.

15. Signalling in Foggy Weather or During Falling Snow.

Fogsignalmen will not be provided at any of the multiple aspect signals referred to in this Notice. Fogsignalmen must, however, be appointed during Single Line Working at a signal which becomes the Distant signal applicable to the obstructed line and which has to be observed by Drivers travelling over the Single Line in the wrong direction.

A Handsignalman must also be appointed at a signal which acts as the Distant signal controlling trains approaching the Single Line to travel over that line in the right direction.

16. Permanent Way Trolleys.

Permanent Way Trolleys cannot be relied upon to operate track circuits, and before a trolley is placed on the line the permission of the Signalman at the nearer Signal Box must be obtained. If the Signalman at the Signal Box in advance is required to give such permission he must, before so doing, confer with the Signalman at the Signal Box in the rear.

The telephone at a signal may be used for obtaining the Signalman's permission. When permission has been given protection in accordance with Rule 215 must be carried out before the trolley is placed on the line.

17. Working of Diesel Cars.

Diesel Rail Buses cannot be relied upon to operate track circuits, and must not work in the multiple aspect signalled areas except under special arrangement. All other Diesel Cars can be relied on to operate track circuits and will be signalled in normal course.

18. Rule 82.

If a Driver observes a signal to be out when it should be illuminated he must treat it as a signal giving its most restrictive aspect (Red in the case of a Stop signal), and report the circumstances to the Signalman at the Box in advance.

The Signalman must arrange for a Handsignalman to be appointed as quickly as possible.

19. Rules 178-181.

Colour light signals must not be relied upon for the protection of a train stopped by accident, failure or obstruction, and the train must be protected in the usual way, except that if no other line is affected it is not necessary for protective purposes for a Guard or Fireman to go back beyond the next colour light signal in rear of the train, provided it is shewing "Danger." In the event of it being necessary for a second train or engine to approach from the rear to render assistance, the Guard or Fireman who is protecting his train must, after advising the Signalman at the Box ahead by telephone of the circumstances, wait at the signal in rear to pilot the assisting train or engine to the rear of his own train.

20. Occupation Arrangements.

The Signal Engineer will have absolute occupation of the running lines between Twyford East and Reading Main Line East as follows:—

Up Main	...	...	...	...	10.0 p.m. Saturday to 12 noon Sunday.
Down Main	...	...	...	...	1.30 a.m. Sunday to 12 noon Sunday.
Up Relief	}	...	...	...	12 noon Sunday to 6.0 a.m. Monday.
Down Relief					

The existing semaphore signalling will be retained on the Up and Down Relief Lines until 12.0 noon, Sunday, but the Signal Engineer will have "between trains" occupation of these lines from 5.0 a.m. to 12.0 noon on this date for installation of A.W.S. Ramps. During this period, drivers passing over the Down or Up Relief lines between Twyford and Reading are likely to receive false indications, both from new ramps which have been placed in position prior to connection, and from old ramps which have been disconnected prior to recovery. In these circumstances, drivers should be guided by the aspect displayed by the relevant semaphore signals.

Occupation of the locking frames at Reading Main Line East and Twyford West will be required for the purpose of altering and testing the locking.

During the time the work is in progress the Up and Down Main and Relief Distant for Reading Main Line East and Twyford West and the Up Platform Line Distant for Reading Main Line East will be disconnected and maintained at Caution.

All arrangements for the safe working of the line including the appointment of any Handsignalman in accordance with Rule 77, must be made by the District Inspector.

Paddington Station,
1st February, 1961.

N. H. BRIANT,
Divisional Operating Officer.

The Receipt of this Notice must be acknowledged by First Train.

1524. 1/61. 3,800.

.....Department.....Station.....1961.

Received copy of Mr. Briant's Notice No. LW.5 dated 1st February, 1961, in connection with the introduction of Multiple Aspect Signalling, Reading to Twyford.

Divisional Operating Officer,
Paddington.

.....(Signature.)

