

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING TAPLOW TO SLOUGH WEST

**SATURDAY, SUNDAY and MONDAY,
17th, 18th and 19th November, 1962**

Between the hours of 10.0 p.m., Saturday, and 6.0 a.m., Monday (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in bringing into use a further stage of the Reading-Hayes M.A.S. Scheme consisting of multiple aspect colour light signalling and continuous track circuiting between the limits of Taplow and Slough West in accordance with the attached diagram.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 19, 20, 21 and 22 of the Regional Appendix.

Existing semaphore signals within the limits of the resignalled area covered by this Notice will be taken out of use, and certain discs at Taplow will be re-routed as shown on the diagram.

1. Redundant Signal Boxes.

Burnham (Bucks.) and Farnham Road signal boxes will be taken out of use and all associated signal and telegraph equipment will be recovered.

2. Permanent Way Alterations

The existing facing and adjacent trailing connection from the Down Main to Down Sidings on the Slough side of Taplow signal box will be taken out of use. The existing connection from the Up Relief to the Up Relief Dock Road, together with the Dock Road, at the West end of Taplow Station, will be taken out of use.

3. Track Circuit Block Working

Track Circuit Block Working will apply on all lines between Taplow and Slough West in accordance with pages 37-43 of the Regional Appendix.

The existing Block Switch at Taplow Signal Box will be removed.

4. Telephones.

Telephones giving exclusive communication with the signaller at Taplow will be provided at Signals Nos. TA11, TA62, TA64, TA68, and TA70.

Telephones giving exclusive communication with the signaller at Slough West will be provided as follows:—

- (i) At all automatic multiple aspect signals bearing the prefix "UR", "DR", "UM", or "DM" on the identification plates.
- (ii) At all controlled multiple aspect signals bearing the prefix "SW" on the identification plate.
- (iii) At the emergency hand crank release instrument at the entrance to the Up Goods Loop at Farnham Road.

5. Emergency Operation of Power Worked Points.

The existing connection from the Up Relief to the Up Goods Loop at Farnham Road will be worked electrically from Slough West signal box. The point machines operating these points will be of the Westinghouse Brake and Signal Company's style M3 and the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix. A hand crank for the emergency operation of the point machines is located in a release instrument adjacent to the points.

It can only be withdrawn upon receipt of a release from Slough West signal box.

6. Occupation Arrangements.

The Chief Signal and Telecommunications Engineer will have absolute occupation of the running lines as follows:—

Line	Between	Time and Date
Up Main	... Maidenhead West and Dolphin	10.0 p.m. Saturday, 17th November, to 12.0 noon Sunday, 18th November.
Down Main	... Dolphin and Maidenhead West	1.30 a.m. to 12.0 noon Sunday, 18th November.
Up Relief	... Maidenhead East and Slough West.	} 12.15 p.m. Sunday, 18th November, to 6.0 a.m. Monday, 19th November or until completion.
Down Relief	... Slough Middle and Maidenhead East.	

The existing semaphore signalling will be retained on the Up and Down Relief Lines until approximately 12.0 noon Sunday. New colour light signals applying to the Up and Down Main lines may be illuminated for testing purposes whilst the Engineer has occupation of these lines, and drivers must be careful not to confuse aspects displayed by these signals with those of semaphore signals applying to the Up and Down Relief lines.

Occupation of the locking frames at Taplow and Slough West will be required for the purpose of altering and testing the locking.

During the occupation the Up and Down Main and Relief Distant signals for Taplow and Slough West will be disconnected and maintained at Caution.

7. Disconnection of A.W.S. Ramps.

Commencing at 9.30 a.m. on Friday, 16th November, the Chief Signal and Telecommunications Engineer will commence to lay in new A.W.S. ramps on the Up and Down Relief lines between Maidenhead and Slough, but these ramps will remain "dead" until the new signalling comes into operation. At the same time, existing ramps applying to the Up Relief Distant signals for Taplow, Burnham and Farnham Road and to the Down Relief Distant signals for Burnham and Taplow will be disconnected. During this period, therefore, drivers must be guided by the relevant signals and should ignore the indications which will be received from A.W.S. ramps on the Relief lines.

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

Paddington Station,
November, 1962.

N. H. BRIANT,
Divisional Operating Officer.

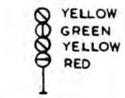
Acknowledge receipt by wire to:—Trafman L/WW/O Paddington—Arno LW.52.

BR.31401/5

TAPLOW
TA

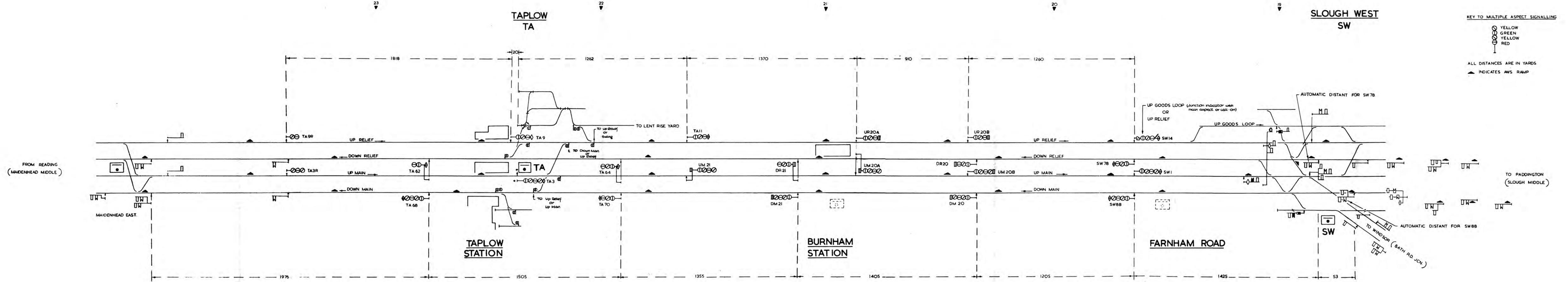
SLOUGH WEST
SW

KEY TO MULTIPLE ASPECT SIGNALLING



ALL DISTANCES ARE IN YARDS

▲ INDICATES AWS RAMP



FROM READING
(MAIDENHEAD MIDDLE)

MAIDENHEAD EAST.

TAPLOW
STATION

BURNHAM
STATION

FARNHAM ROAD

SW

TO PADDINGTON
(SLOUGH MIDDLE)

TO WINDSOR (BATH RD. JCN.)

23

22

21

20

19

1818

1262

1370

910

1260

1976

1505

1355

1405

1205

1425

53