

Waltham

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NOTICE No. L.W.17

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING READING—HAYES

Stage 2—RUSCOMBE SIDINGS TO MAIDENHEAD WEST

SATURDAY, SUNDAY and MONDAY,
29th, 30th and 31st JULY, 1961

Between the hours of 10.0 p.m., Saturday, and 6.0 a.m., Monday, the Chief Signal and Telecommunications Engineer will be engaged in bringing into use multiple aspect colour light signalling and continuous track circuiting between the limits of Ruscombe Sidings and Maidenhead 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 re-signalled area covered by this Notice will be taken out of use.

1. Redundant Signal Boxes.

Waltham Sidings and Shottesbrook signal boxes will be closed and all associated signal and telegraph equipment recovered.

2. Track Circuit Block Working.

Track Circuit Block Working will apply between Ruscombe Sidings and Maidenhead West in accordance with page 56 of the Regulations for Train Signalling.

The existing Block Switches at these signal boxes will be removed.

3. Telephones.

Telephones giving exclusive communication with the signaller at Ruscombe Sidings will be provided as follows:—

- (i) At all automatic multiple aspect signals bearing the prefix "DM" or "DR" on the identification plate.
- (ii) At all controlled multiple aspect signals bearing the prefix "RS" on the identification plate.

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

- (i) At all automatic multiple aspect signals bearing the prefix "UM" or "UR" on the identification plate.
- (ii) At all controlled multiple aspect signals bearing the prefix "MW" on the identification plate.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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4. Occupation Arrangements.

The Signal Engineer will have absolute occupation of the running lines between Twyford East and Maidenhead West as follows :—

Up Main	...	...	...	10.0 p.m. Saturday to 10.0 a.m. Sunday.
Down Main	...	...	...	1.45 a.m. Sunday to 10.0 a.m. Sunday.
Up Relief	}	...	...	10.0 a.m. Sunday to 6.0 a.m. Monday, or completion.
Down Relief				

The existing semaphore signalling will be retained on the Up and Down Relief lines until 10.0 a.m. 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. During this period, drivers passing over the Down or Up Relief lines between Twyford and Maidenhead may receive false indications from new A.W.S. ramps which have been placed in position prior to connection, and in these circumstances, drivers should be guided by the aspect displayed by the relevant semaphore signals.

Occupation of the locking frames at Ruscombe Sidings and Maidenhead 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 Ruscombe Sidings and Maidenhead West will be disconnected and maintained at Caution.

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

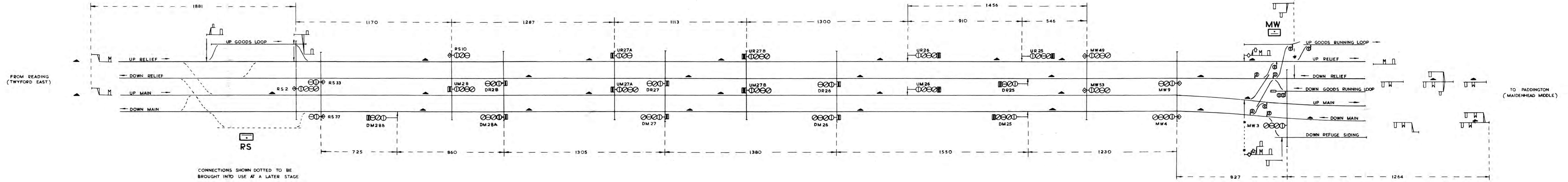
Paddington Station,
July, 1961.

N. H. BRIANT,
Divisional Operating Officer.

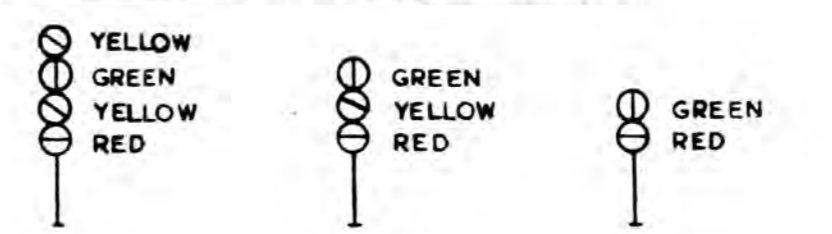
BR.31401/5

RUSCOMBE SIDINGS
RS

MAIDENHEAD WEST
MW



KEY TO MULTIPLE ASPECT SIGNALS



ALL DISTANCES ARE IN YARDS
▲ - INDICATES A.W.S. RAMP

TO PADDINGTON
(MAIDENHEAD MIDDLE)