

BRITISH RAILWAYS(WESTERN REGION)
(For the use of employees only)**Notice to Enginemen, Guards, etc.**
MULTIPLE ASPECT SIGNALLING
READING—HAYES
Stage 3—TWYFORD**SATURDAY, SUNDAY and MONDAY,**
21st, 22nd and 23rd October, 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 on the Main and Relief Lines, between the approximate Limits of the 29 and 32 mileposts, together with a new signal box at Twyford, in accordance with the attached diagram. This will complete the multiple aspect signalling and continuous track circuiting on Main and Relief Lines between Maidenhead West and Reading Main Line East.

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.

1. New Signal Box.

A new signal box, to be known as "TWYFORD", situated in the fork between the Down Branch and Up Relief Lines at 31 m. 200 yds., will be brought into use. The new signal box will control points and signals at the Twyford end of the Henley Branch and on the Main and Relief Lines between the approximate limits of the 29 and 32 mileposts.

2. Redundant Signal Boxes.

Ruscombe Sidings, Twyford East and Twyford West signal boxes will be taken out of use and existing multiple aspect signals within this area will be controlled from the new signal box or become automatic, as shown on the attached diagram. All other associated signal and telegraph equipment will be recovered or transferred to the new signal box. The routes applicable to existing signals controlled from the new signal box will be unaltered except where shown on the attached diagram.

3. Permanent Way Alterations

New high speed junctions will be brought into use as under :—

TWYFORD (Ruscombe) near 29 $\frac{1}{2}$ m.p.

Down Main to Down Relief.
Up Relief to Up Main.

TWYFORD (West) near 31 $\frac{1}{2}$ m.p.

Up Main to Up Relief.
Down Relief to Down Main.

A Permanent Restriction of Speed of 40 m.p.h. will apply through the above junctions.

The existing double junction Up Relief/Up Main—Down Main/Down Relief and the Main Line crossover at Twyford East and the Relief Line crossover at Twyford West, will be taken out of use. The existing crossover between the Bay and Dock Siding at Twyford West will also be taken out of use.

New permanent way and connections will be brought into use as shown in heavy type on the attached diagram.

4. Ground Frames.

Two new ground frames controlled from the signal box, will be provided as shown on the attached diagram.

- (i) **Ruscombe No. 1 Ground Frame** : 1 lever working the new emergency crossover between the Main Lines at Ruscombe.
- (ii) **Ruscombe No. 2 Ground Frame** : 1 lever working the existing crossover between the Relief Lines at Ruscombe.

Each ground frame will be released by an Annett's key held in a release instrument adjacent to the respective points.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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5. Track Circuit Block working.

Track Circuit Block working will apply on all lines between Maidenhead West and Twyford and between Twyford and Reading Main Line East, in accordance with Page 37 of the Regional Appendix.

6. Telephones.

Telephones giving exclusive communication with the signalman at the new signal box will be provided as follows :—

- (i) At all controlled multiple aspect signals bearing the prefix " T " on the identification plate.
- (ii) At automatic multiple aspect signals Nos. UR 30, DR 30, UM 30, UM 31, DM 30A, DM 30B and DM 31. Telephones at existing automatic multiple aspect signals, at present communicating with Ruscombe Sidings or Twyford West, will in future communicate with the new signal box.
- (iii) At Ruscombe No. 1 and No. 2 ground frames.
- (iv) At all emergency hand crank release instruments.

The telephones at automatic signals Nos. UR 28 and UM 29 will communicate with Maidenhead West.

To call the signalman the telephone must be removed from its cradle and the ringing button depressed.

7. Emergency operation of power worked points.

With the exception of points worked from ground frames, all new connections, the existing connections to and from the Up Goods Loop and the existing Relief Line crossover and siding connection at Twyford East, will be worked electrically from the new signal box. The point machines operating these connections are of the Westinghouse Brake and Signal Co's style M3 and the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand cranks for the emergency operation of the point machines are located in release instruments situated adjacent to the associated points. The hand-crankers are so designed that they will only fit the appropriate point machines and can only be withdrawn upon receipt of a release from the signal box.

8. Occupation Arrangements.

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

Up Main	10.0 p.m. Saturday to approximately 7.0 a.m. Sunday.
Down Main	1.45 a.m. Sunday to approximately 6.0 a.m. Sunday.

and between Reading Main Line East and Maidenhead West.

Up Relief	approximately 7.0 a.m. Sunday	} to 6.0 a.m. Monday, or completion.
Down Relief	approximately 6.0 a.m. Sunday	

The existing semaphore signalling will be retained on the Up Relief Line until approximately 7.0 a.m. Sunday and on the Down Relief Line until approximately 6.0 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 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.

During the time the work is in progress, automatic signals Nos. DR 28, DM 28, UR 32B and UM 32B will be disconnected and maintain a Red aspect and the interlocking arrangements between Shiplake and Twyford will be disconnected as required.

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

Paddington Station,

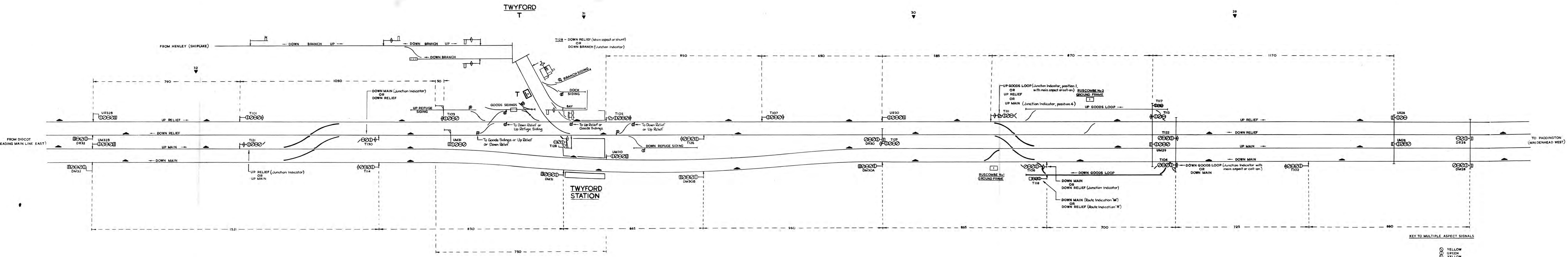
October 1961.

N. H. BRIANT,

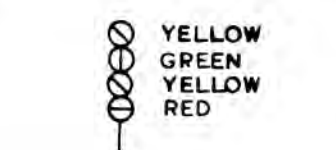
Divisional Operating Officer.

BR.31401/5

TWYFORD



KEY TO MULTIPLE ASPECT SIGNALS



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