

BRITISH RAILWAYS

(WESTERN REGION)

Notice to Enginemen, Guards, etc.

SIGNAL ALTERATIONS—

WINDSOR BRANCH

MONDAY, 9th SEPTEMBER, 1963

Between the hours of 7.30 a.m. and 5.0 p.m. the Chief Signal and Telecommunications Engineer will be engaged in singling the Windsor Branch between the limits of the crossover at Bath Road Junction and the trailing connection in the Down Main at Windsor & Eton as shewn on the attached diagram.

Permanent Way Alterations

The existing Up Line between Windsor & Eton and Bath Road Junction will be taken out of use and the existing Down Line will become a single line. The connection to the existing Up Main at Windsor & Eton will be clipped, spiked and padlocked out of use, pending recovery.

Signalling Alterations

At Bath Road Junction, the Down Main Starting signal will be taken out of use and the Up Main Home signals will in future apply to the single line. The disc reading from the Down Main to the West Loop or Up Main will be removed.

At Windsor & Eton, signals and discs at present reading to the Up Main will in future read to the single line.

A.W.S. ramps on the Branch will be recovered.

Method of Working

The Double Line Absolute Block working between Bath Road Junction and Windsor & Eton will be discontinued and Electric Token Block working instituted in accordance with pages 23-27 of the General Appendix.

The switching-out facility at Bath Road Junction will be taken out of use.

Track Circuit Alteration

The existing track-circuit (2T) to the rear of the Down Main Starting for Bath Road Junction will be shortened to a position opposite the Up Home signals and will lock the existing crossover which becomes the new single to double line junction, in the reverse position. An emergency release plunger will be provided.

(continued on page 4)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

Occupation of the locking frames at Bath Road Junction and Windsor & Eton will be required for alterations and testing purposes. Occupation of the locking frame at Slough Middle will be required for the purpose of securing levers.

During the occupation the Down Main Distant for Bath Road Junction will be disconnected and maintained at Caution.

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

G. A. V. PHILLIPS,
Divisional Manager,
PADDINGTON STATION.
August, 1963.

H. M. LATTIMER,
Movements Manager,
PADDINGTON STATION.

Acknowledge receipt by wire immediately to:—
Trafman L/XO/- Paddington—Arno L.XO.60.

