

# **BRITISH RAILWAYS**

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

---

**Notice to Enginemen, Guards, etc.**

---

## **MULTIPLE ASPECT SIGNALLING MAIDENHEAD WEST TO TAPLOW**

---

**SATURDAY 7th DECEMBER  
AND  
SUNDAY 8th DECEMBER, 1963**

---

Between the hours of 10.0 p.m. Saturday and 10.0 p.m. Sunday (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 on the Down and Up Main and Relief lines between the approximate limits of the 23 and 25 mile posts, together with a new signal box at Maidenhead in accordance with the attached diagram.

This will complete the multiple aspect signalling and continuous track circuiting on the Down and Up Main and Relief lines as between Slough and Twyford.

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 except as subsequently modified by Rules 44(a) and 55(g).

### **1. New Signal Box.**

A new signal box, to be known as 'Maidenhead', situated between the Up Relief and Bay lines at the West end of Maidenhead Station will be brought into use.

The signal box will control the mechanical points and signals on the Relief, Branch and Bay Lines between the limits of the 24 and 24½ mile posts. The points in the Relief Lines will be released electrically from Slough signal box.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://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 Peter Barlow, Phil Deaves, Robert Dey, David Ingham, Simon Lowe, Richard Maund, John McCrickard, John Midcalf, 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 or other 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 [Archives](#) pages of the SRS Web Site.

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](http://www.s-r-s.org.uk/membform.html)

## **2. Redundant Signal Boxes and Signalling.**

Maidenhead West, Maidenhead Middle and Maidenhead East signal boxes will be taken out of use. The existing multiple aspect signals at Maidenhead West will be controlled from Slough signal box or become automatic, as shown on the attached diagram, except for signal MW.3 which will be recovered. 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.

Taplow signal box will be reduced in status to a ground frame and will continue to control the points and shunt signals in the area, but the points on the Main and Relief lines will be released electrically from Slough signal box. The existing multiple aspect signals at Taplow will be controlled from Slough signal box or become automatic as shown on the attached diagram.

## **3. Permanent Way Alterations.**

New connections will be brought into use as shown in heavy type on the attached sketch.

The following redundant connections will be clipped, spiked and padlocked out of use pending recovery :—

### **Maidenhead West**

- Up Main to Up Relief Junction with the associated Relief Crossover.
- Down Relief to Down Main Junction with the associated Main Crossover.
- Up Relief to Up Goods Loop facing points.
- Down Goods Loop to Down Relief facing points.
- Down Main to Down Main Refuge trailing points.

### **Maidenhead East**

- The existing double Junction Up Relief to Up Main and Down Main to Down Relief. Main crossover.
- Relief crossover.

## **4. Ground Frames.**

A new ground frame will be brought into use at Maidenhead West as shown on the attached diagram. The ground frame will be released by an Annett's Key held in a release instrument adjacent to the points and controlled from Slough signal box.

## **5. Track Circuit Block Working.**

Track Circuit Block Working will apply on all lines between Slough and Twyford in accordance with page 37 of the Regional Appendix.

The Western Region 4-digit type of train describer will be brought into use at Twyford and Reading Main Line East, and the existing manual type of train describer at these signal boxes will be taken out of use. Train description between Maidenhead and Slough will be by means of a single stroke bell.

## **6. High Wycombe Branch Token Working.**

The existing Token section from Cookham to Maidenhead Middle will become Cookham to Maidenhead. The auxiliary token instrument at the Reading end of Maidenhead Bay Platform will be recovered.

## **7. Telephones.**

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

- (i) At all controlled multiple-aspect signals bearing the prefix 'S' on the identification plate.
- (ii) At automatic multiple-aspect signals UM23 and UM24.
- (iii) At Maidenhead West Ground Frame.
- (iv) At the emergency crank handle release instrument.

Signal post telephones at present communicating with Taplow and Maidenhead West signal boxes will in future work to Slough signal box, with the exception of DM.25A Signal (formerly MW.4) which will work to Twyford signal box.

To call the signalman, or to answer a call from the signalman, the telephone must be removed from its cradle and the ringing button depressed.

### 8. Emergency Operation of Power Operated Points.

The new connections shown on the attached diagram will be worked electrically from Slough signal box. The point machines will be of the Westinghouse Brake and Signal Co's Style M3A 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 these point machines will be located in a release instrument situated adjacent to the points. The hand crank can only be withdrawn from the instrument upon receipt of a release from Slough signal box.

### 9. Occupation Arrangements.

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

Lines	Between	Time and Date
Up Main ...	... Twyford (West) and Slough (West) ... ..	10.0 p.m. Saturday, 7th December to 8.0 a.m. (approximately) Sunday, 8th December.
Down Main	... Slough (West) and Twyford (West) ... ..	12.1 a.m. to 8.0 a.m. (approximately) on Sunday, 8th December.
Up Relief	... Twyford (Ruscombe) and Slough ... ..	8.0 a.m. (approximately) to 10.0 p.m., or completion, on Sunday, 8th December.
Down Relief	... Slough and Twyford (Ruscombe) ... ..	8.0 a.m. (approximately) to 10.0 p.m., or completion, on Sunday, 8th December.

During this period drivers passing over the Down and Up Relief lines may receive false indications from new A.W.S. ramps which have been placed in position prior to connection and in these circumstances the drivers should be guided by the aspect displayed by the relevant signals.

Occupation of the locking frame at Taplow will be required for the purpose of altering and testing the locking.

During the time the work is in progress certain signals will show restricted aspects.

---

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.

### G. A. V. PHILLIPS.

Divisional Manager,  
PADDINGTON STATION.

November, 1963.

Movements Manager,  
PADDINGTON STATION.

Acknowledge receipt by wire immediately to :—

Trafman L/XO/- Paddington—Arno L.XO.62

---

BR.31401/5



26  
↑

25  
↑

24  
↑

23  
↑

22  
↑

KEY TO MULTIPLE ASPECT SIGNALLING

- ⊙ YELLOW
- ⊙ GREEN
- ⊙ YELLOW
- ⊙ RED
- ⊙ SUBSIDIARY DRAW AHEAD
- ▲ INDICATES AWS RAMP
- ALL DISTANCES IN YARDS

