

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

**READING PANEL—
WESTERN EXTENSION**

STAGE 4 – BEDWYN (inclusive)

TO

WOODBOROUGH (exclusive)

**SATURDAY, 9th SEPTEMBER TO
MONDAY, 11th SEPTEMBER, 1978**

Between 22.00 hours on Saturday, 9th September and 06.00 hours on Monday, 11th September, or until completion of the work, the Divisional Civil, and Signal and Telecommunications, Engineers will be engaged in bringing into use Multiple Aspect Signalling and Continuous Track Circuiting between Bedwyn and Woodborough.

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, Roger Newman, Richard Pulleyn 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

The following is a description of the work:

1. Signalling Alterations

Between Hungerford and Bedwyn on the Up line the 2-aspect signal UW63R (Y/G) will be converted to 3-aspect (R/Y/G) and redesignated UW64.

Bedwyn signalbox will be closed and all signals recovered with the exception of the Down Home signal (BN17). This will be redesignated R862 and controlled from Reading Panel.

At Crofton Crossing the treadles associated with the R/G road light control will be taken away and in future the control will be by track circuit only.

Savernake West Signalbox will be closed and all signals recovered.

At Woodborough Signalbox, a new colour light Down Home signal will be provided (WHI), see sketch. The existing Down Home signal will be renamed Down Inner Home.

The new signals between Bedwyn and Woodborough will be brought into use as shown on the sketch.

2. Permanent Way Alterations

At Bedwyn the mains crossover and the Up Main to Up Siding (platform) connection will be taken out of use and new connections provided as shown on the sketch.

At Savernake, a new trailing crossover will be brought into use. See sketch.

3. Ground Frames

The new trailing crossover at Savernake will be worked from a ground frame sited as shown on the sketch. The ground frame will be released by 2 Annett's keys, one for the Up line and one for the Down line. The key release instrument will be housed in a cupboard adjacent to the ground frame and the release of each key will be supervised from Reading Panel.

An automatic telephone will be provided giving communication with Reading Panel 5128.

4. Power Operated Points

The new connections at Bedwyn (crossover and siding connection) will be motor worked from Reading Panel by 'HW' type point machines.

Emergency operating instructions for these machines have been issued in booklet BR. 13108.

A hand crank release instrument for the emergency operation of these points is provided on the Up Side of the line at 66m. 45c. The hand crank can only be withdrawn when released from Reading Panel.

An automatic telephone will be provided at the hand crank site giving communication with Reading Panel (5128).

5. Alterations to Block Working

Track circuit block working between Reading Panel and Bedwyn will be extended to Woodborough.

6. Telephones

Telephones communicating exclusively with Reading Panel will be provided at signals UW75, UW74, UW72, UW71, UW69, R839, R475, R841, UW64, R864, DW67, DW69, DW70, DW72, DW74, DW75. The telephones at signal BN17 (redesignated R862) and Crofton Crossing at present giving communication to Bedwyn Signalbox will be altered to give exclusive communication to Reading Panel. A telephone will be provided at signal WHI giving exclusive communication to Woodborough Signalbox.

7. Automatic Warning System

B.R. pattern A.W.S. inductors will be provided as shown on sketch.

All arrangements for the safe working of the line together with the appointment of any Handsignalmen required in accordance with Section 'E' of the Rule Book will be made by the Area Manager, Reading.

J. P. MARSON
Divisional Manager
READING.

September, 1978

STATION and DEPOT SUPERVISORS please acknowledge receipt immediately to:
Divisional Manager
Reading
Ref 1/XO/166

