

# **BRITISH RAILWAYS**

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

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

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### **MULTIPLE ASPECT SIGNALLING**

# **READING**

(RADLEY TO KENNINGTON JUNCTION)

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## **SUNDAY, 23rd MAY, 1965**

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Between the period 00 01 and 18 00 hours on the above mentioned date (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in bringing into use a further stage of the READING M.A.S. Scheme, consisting of multiple aspect colour light signalling and continuous track circuiting on the Down and Up Oxford lines between Radley and Kennington Junction Signal Boxes 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 except as subsequently modified by Rules 44(A) and 55(g).

This will extend the multiple aspect signalling and continuous track circuiting which was brought into use on the 16th May and will extend the area controlled from the READING Signal Box.

#### **I. Signalling Alterations at Kennington Junction**

A new semaphore distant arm UX60P acting as the Up Oxford line Distant for UX60 will be provided as a lower arm to the Up Main Home Signal. An A.W.S. ramp will be provided immediately in advance of this signal.

A new left hand bracket signal will be provided on the site of the existing Down Branch Inner Home Signal. This signal will carry the following arms:—

- (i) Down Branch to Down Main Home with lower arm Distant for Hinksey South.
- (ii) Down Branch to Down Goods Home (3-ft. arm).

The height of this signal will be 29-ft. to top arm.

A new double ground signal provided with red arms and lights, will be brought into use and routed as shown on the attached sketch.

The catch-point in the connection leading from Up Goods to Up Branch will be spiked, clipped and padlocked in the closed position pending recovery.

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

Radley Signal Box will be taken out of use together with all associated signal and telegraph equipment. The existing multiple aspect signals RA1 and RA36 at present controlled from Radley Signal Box will become Automatic signals and renamed DX57 and UX58 respectively.

At Kennington Junction the following signals will be recovered:—

Up Main Starting.

Down Branch Inner Home and associated lower arm, Branch Distant for Hinksey South.

Down Branch Home.

Down Main Starting and associated lower arm Down Main Inner Distant for Hinksey South.

Down Main to Down Goods Running Loop Starting.

Down Main Home and associated lower arm Down Main Distant for Hinksey South and associated A.W.S. ramp.

Down Main colour light Distant and associated A.W.S. ramp.

The following existing ground signals will be recovered:—

Up Main to Up Goods Running Loop.

Up Main to Down Main.

Down Goods Running Loop to Down Main.

## **3. Ground Frames**

The following new ground frames will be brought into use:—

Radley East Ground Frame.

Radley West Ground Frame.

Each ground frame will be controlled from Kennington Junction Signal Box and will be released by an Annetts Key held in a key release instrument adjacent to the ground frame.

## **4. Track Circuit Block Working**

Track Circuit Block Working will apply on all lines between Reading and Kennington Junction Signal Boxes in accordance with page 37 of the Regional Appendix.

The Western Region 4-digit type of train describer will be brought into use between the above signal boxes.

The line to Abingdon will be operated as a long siding.

## **5. Telephones**

Telephones giving exclusive communication with the signalman at Reading Signal Box will be provided at Automatic multiple aspect signal UX58.

Telephone giving exclusive communication with the signalman at Kennington Junction Signal Box will be provided as follows:—

(a) At Automatic multiple aspect signals DX55, DX56, DX57, DX58, UX60 and UX59.

(b) At controlled multiple aspect signals K36 and K37.

(c) At Radley East Ground Frame, at Radley West Ground Frame and at Sandford Ground Frame.

## **6. Occupation Arrangements**

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

During the time the work is in progress, the Up Main Distant Signal for Kennington Junction will be disconnected and maintained at Caution.

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

**F. D. PATTISSON,**

Divisional Manager,  
PADDINGTON STATION.

May, 1965.

**H. C. SANDERSON,**

Movements Manager,  
PADDINGTON STATION.

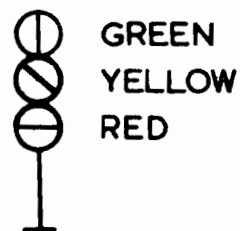
**Acknowledge receipt by wire immediately to:—**

**Trafman L/XO/- Paddington—Arno L.X.O.76**

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BR.31401/5

# KEY TO MULTIPLE ASPECT SIGNALLING



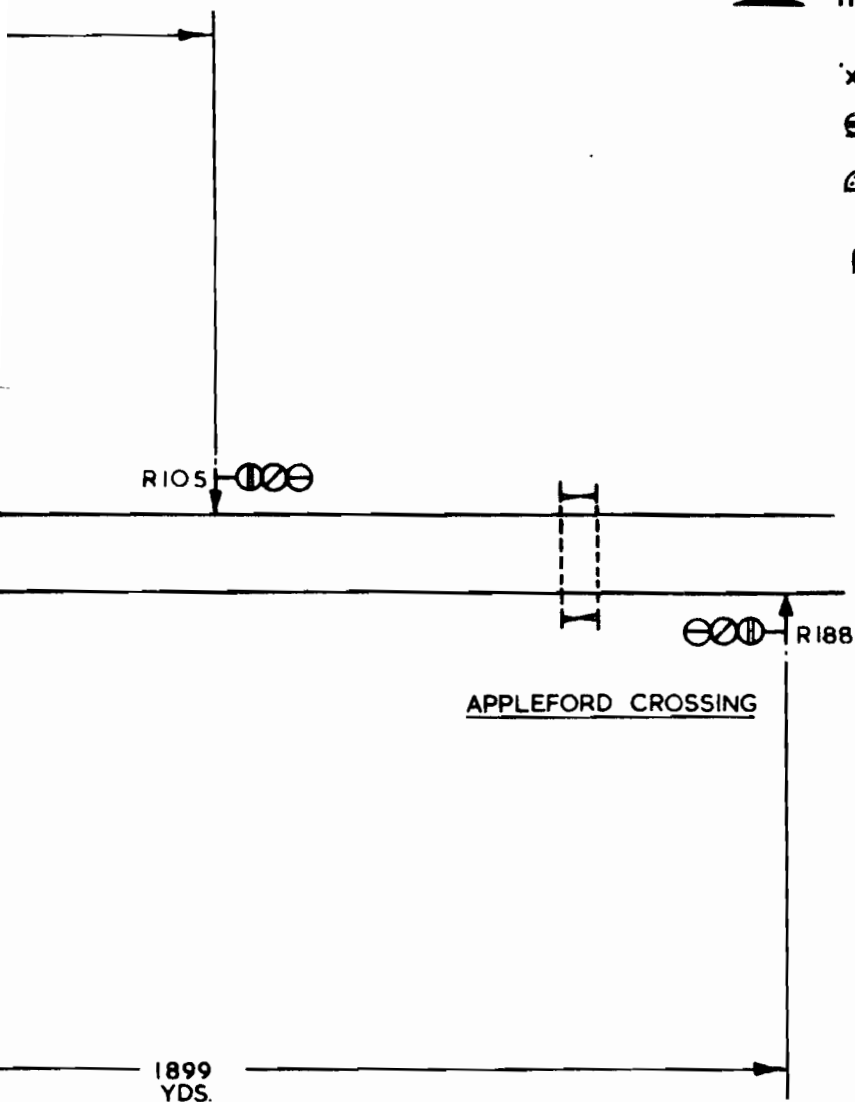
▲ INDICATES A.W.S. RAMP

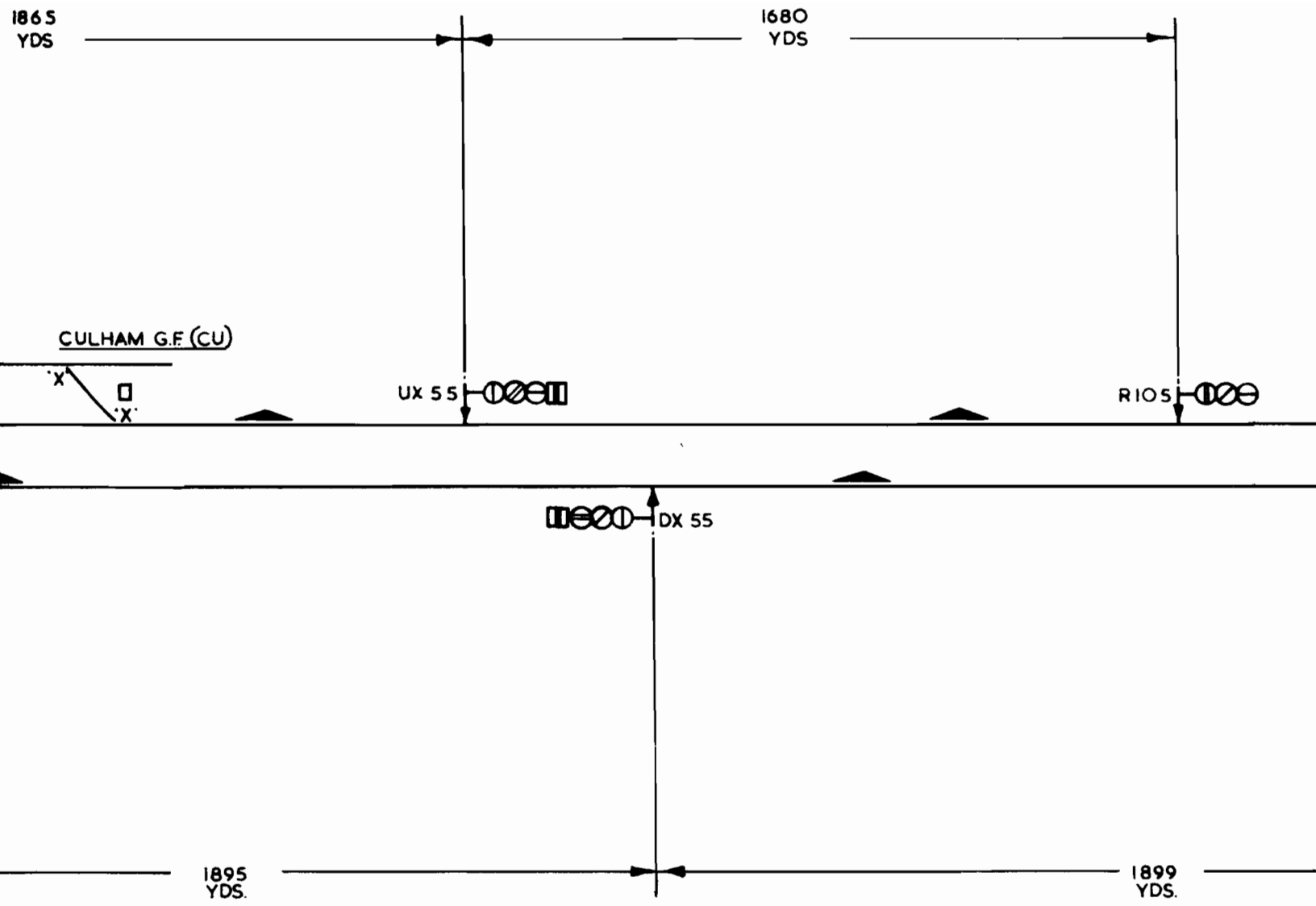
'X' LOCAL GROUND FRAME OPERATION

⊖ DISC

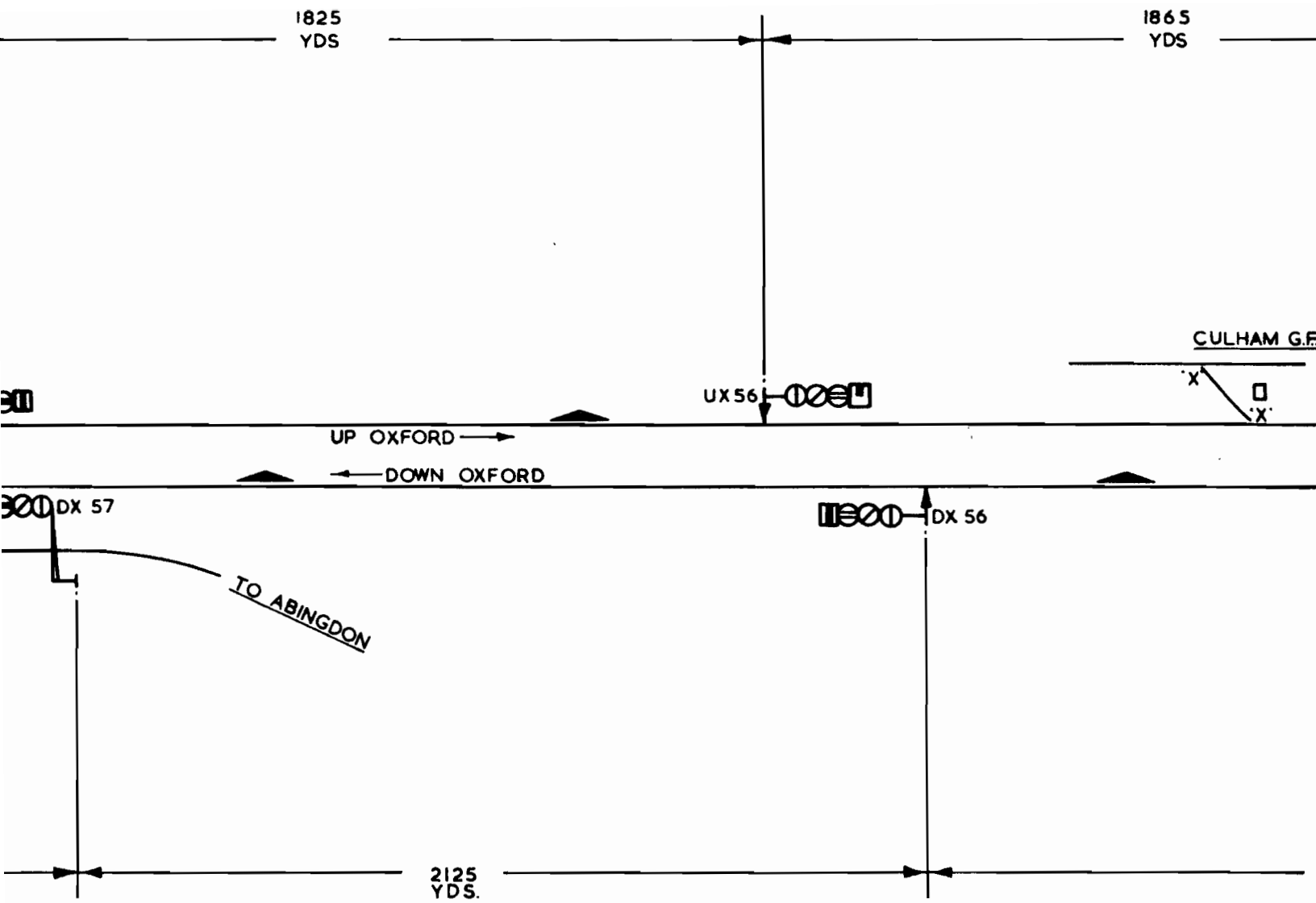
△ POSITION LIGHT

▣ SEMI-AUTOMATIC SIGNAL





READING MULTIPLE ASPECT



1900  
YDS

UX 58

DX 57

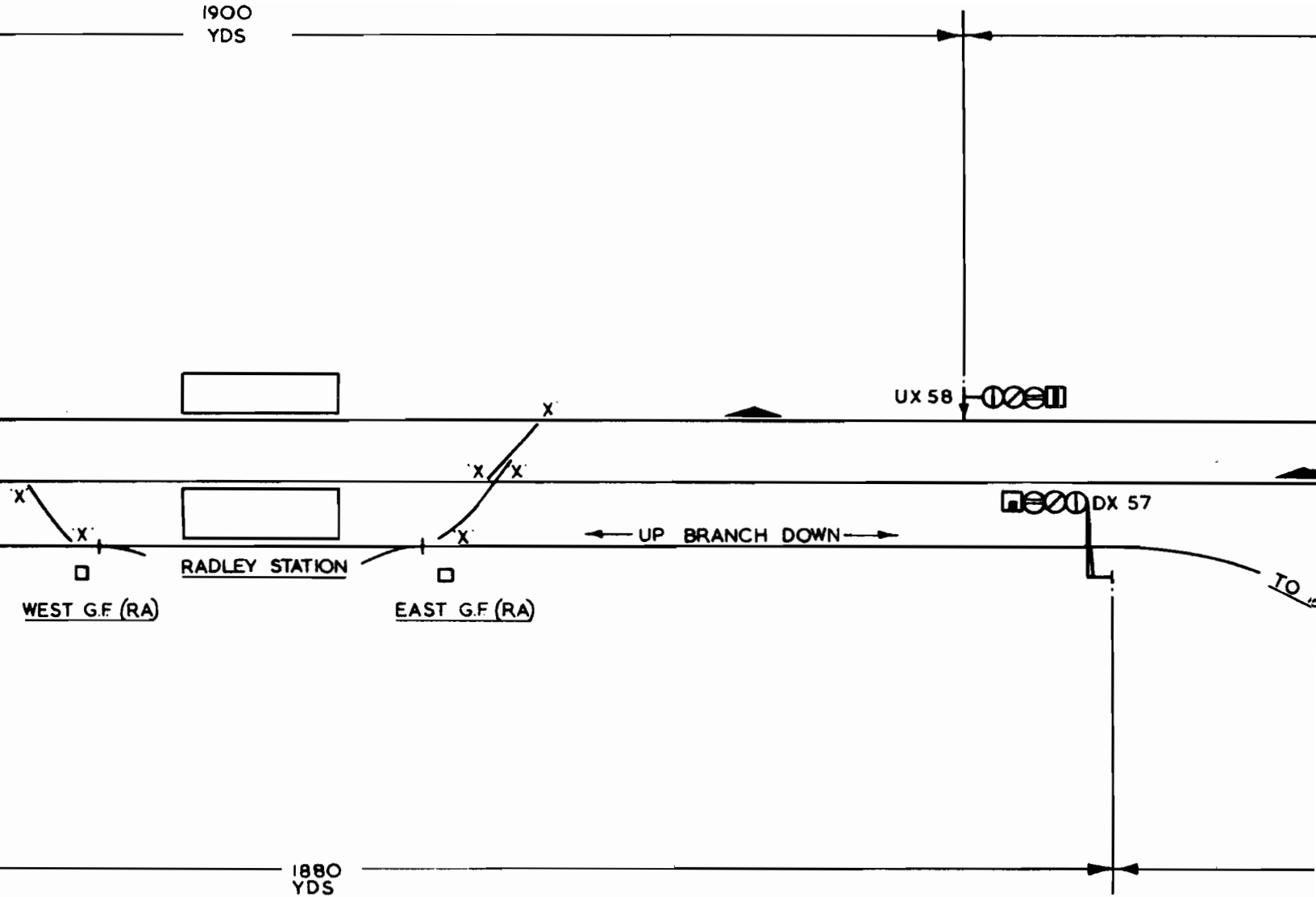
← UP BRANCH DOWN →

RADLEY STATION

WEST G.F. (RA)

EAST G.F. (RA)

1880  
YDS



1940  
YDS

UX 59

K 37

DX 58

1795  
YDS

WEST G

