

**BRITISH RAILWAYS**  
(WESTERN REGION)

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


**SIGNAL ALTERATIONS—**

**READING**  
(DIDCOT — FOXHALL JUNCTION)

**WEDNESDAY 7th DECEMBER to**  
**FRIDAY 16th DECEMBER 1966**

Between 08 00 hours Wednesday and 18 00 hours Friday the Chief Signal and Telecommunications Engineer will be engaged in bringing into use new and altered signalling arrangements in connection with the Central Electricity Generating Board's new Power Station to be provided at Didcot as shown on the attached sketch.

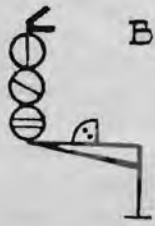
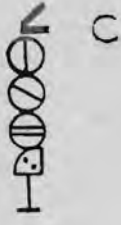
The following new signal will be brought into use:—

Form	Route Number	Description	Aspect
	213A	From Power Station Outlet Road to:— Down West Curve.	Main with Route Indication "X"
	213B	Up Relief	Main with Route Indication "R"

The signal will be 12 feet in height to the red aspect.

This signal will be positioned on the Up side of the Power Station Outlet Road 6 yards to the rear of the Outlet Road (629) catch-points, and will be provided with short range lenses. A signal-post telephone giving exclusive communication with the signalman at Reading will be provided at this signal.

New routes will be brought into use and new subsidiary signals and junction indicators provided on the existing R180 (Down Relief) and R280 (Up West Curve) signals as shown below:—

Form	Route Number	Description	Aspect
		From Down Relief to:—	
	180A	Down Main (above already in use)	Main
	180B	C.E.G.B. No. 1 Reception line	Main or Draw-Ahead with Junction Indicator (position 4)
	180C	C.E.G.B. No. 2 Reception line	Main or Draw-Ahead with Junction Indicator (position 5)
		From Up West Curve to:—	
	280A	Down Main (above already in use)	Main
	280B	C.E.G.B. No. 1 Reception line	Main or Draw-Ahead with Junction Indicator (position 4)
	280C	C.E.G.B. No. 2 Reception line	Main or Draw-Ahead with Junction Indicator (position 5)

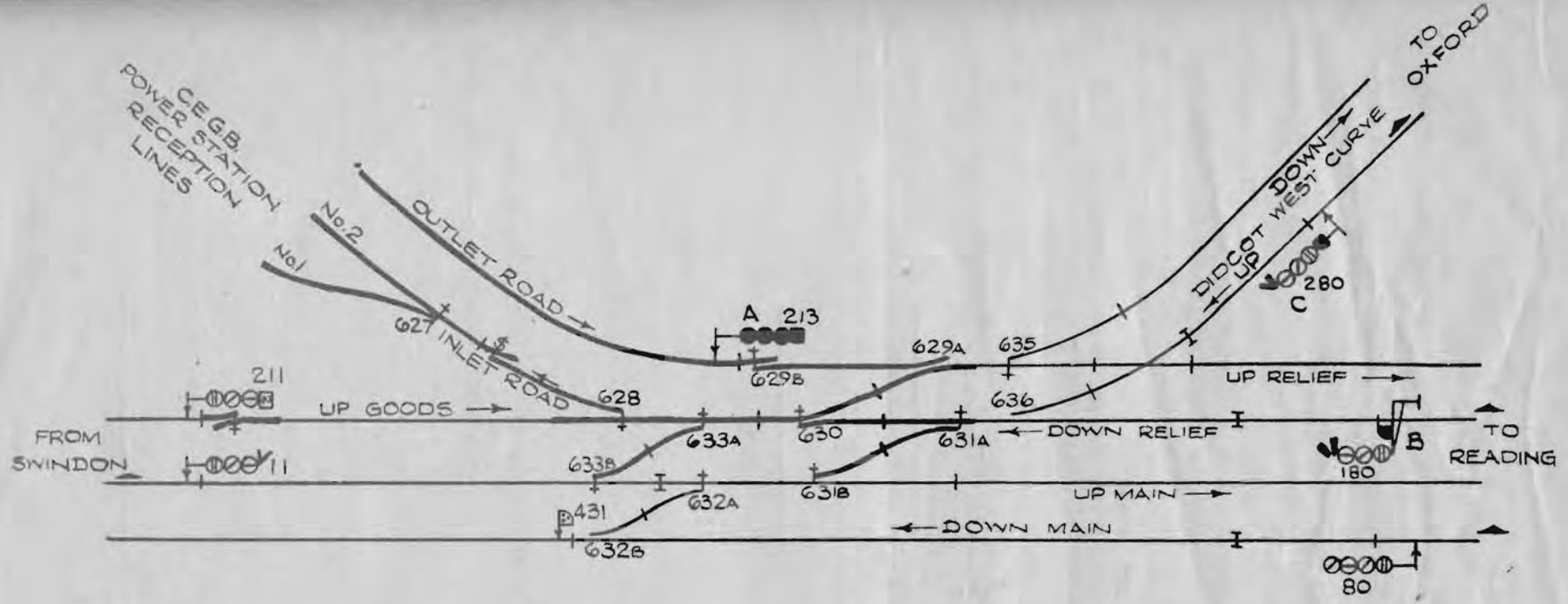
The existing routes and indications on signals R11 (Up Main), R211 (Up Goods Loop), R180 (Down Relief) and R280 (Up West Curve) will be retained, being routed over the new connections as appropriate.

The existing routes on 431 ground signal from Down Main to Down West Curve (431A route) and to Up Relief (431B route) will be taken out of use. A new route to Down Relief (431A route) will be provided and the existing 431C route to Up Main will be renumbered 431B.

New connections will be brought into use as shown on the attached sketch. With the exception of the spring catch point in the Power Station Inlet Road these connections will be power worked from Reading Signal Box. The existing spring worked trailing connection in the Down Relief line leading from the Up West Curve will be converted to power operation (RDG.636).

The point machines for the above connections will be of the General Railway Signal Company's Style 5A and the Westinghouse Brake and Signal Company's Style M3, and the relevant instructions for their emergency operation are on pages 139 and 140 of the Regional Appendix.

Hand-cranks for the emergency operation of point machines in the Foxhall Junction area will be located in release instruments housed in a cupboard adjacent to the West



READING PANEL  
 (DIDCOT FOXHALL JUNCTION)

Curve facing connection. The hand cranks can be withdrawn from the instrument only on receipt of a release from the signaller at Reading.

Didcot Power Station Ground Frame will be recovered together with all associated signalling equipment.

The following existing connections will be recovered:—

- (i) Trailing connection in the Up Goods Loop leading from the Power Station and associated catch point.
- (ii) Facing connection in Up Main leading to Up Relief (RDG.633) and associated spring worked trailing connection in Up Relief.
- (iii) Spring worked trailing connection in Down Main reading from Down Relief.

New and re-arranged track circuits will be provided as shown on the attached sketch. Track circuits KW and KX in the Down Main line will be amalgamated, the combined track circuit being known as KX.

For individual occupations of the line between the dates and times specified on the first page of this Special Notice see the appropriate Weekly Speed and Engineering K2/- Notice.

Occupation of the Panel (Didcot area) at Reading Signal Box will be required for the purpose of altering and testing interlocking.

During the occupation signals R9, UG55, R74, R109 and R176 will be restricted to display a Yellow aspect, as necessary.

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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.

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**F. D. PATTISSON,**  
Divisional Manager,  
PADDINGTON STATION.  
December 1966

**H. C. SANDERSON,**  
Movements Manager,  
PADDINGTON STATION.

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

**Trafman L/XO/-Paddington—Arno LX.O.85**