

BRITISH RAILWAYS

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

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

STEVENTON
to
WANTAGE ROAD

SUNDAY, 27th SEPTEMBER, 1964

Between the hours of 00 01 and 13 00 on Sunday (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 Main lines between Steventon and Wantage Road 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 18, 19, 20, 21 and 22 of the Regional Appendix except as subsequently modified by Rules 44(A) and 55(g).

I. SIGNALLING.

The following existing semaphore signals will be renamed as under :—

WANTAGE ROAD.

Down Main Home becomes Down Main Inner Home.

Down Main to Relief Home becomes Down Main to Relief Inner Home.

2. REDUNDANT SIGNALLING.

The following signalling apparatus will be recovered :—

STEVENTON.

Up Main Distant and associated A.W.S. ramp.

Up Main Home.

Down Main Advanced Starting.

Wantage Road.

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

3. TRACK CIRCUIT BLOCK WORKING.

Track Circuit Block Working will apply on the Down and Up Main lines between Steventon and Wantage Road Signal Boxes in accordance with page 37 of the Regional Appendix.

The existing Block Switch at Wantage Road will be removed.

4. TELEPHONES.

Telephones giving exclusive communication with the signalman at Steventon will be provided at UM58 Signal and at Steventon Down Main Advanced Starting Signal ST31.

Telephones giving exclusive communication with the signalman at Wantage Road will be provided at DM58 Signal and at Wantage Road Down Main Home Signal WRI.

Occupation of the locking frames at Steventon and at Wantage Road will be required for the purpose of altering and testing the locking.

During the time the work is in progress the Down and Up Main Distant Signals at Steventon and at Wantage Road will be disconnected and remain at Caution.

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.

September, 1964.

H. C. SANDERSON.

Movements Manager,

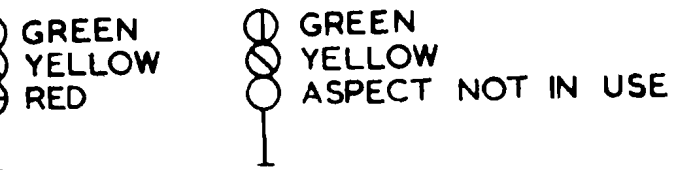
PADDINGTON STATION.

Acknowledge receipt by wire immediately to:—

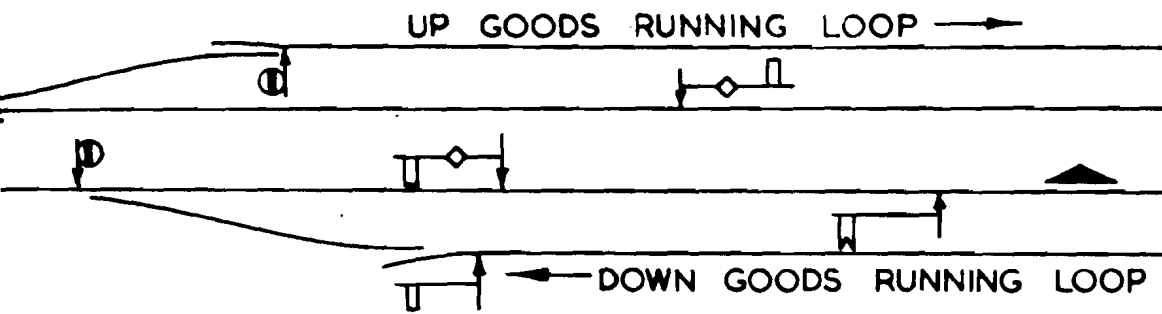
Trafman L/XO/- Paddington—Arno L.XO 68

BR.31401/5

DOUBLE ASPECT SIGNALLING.

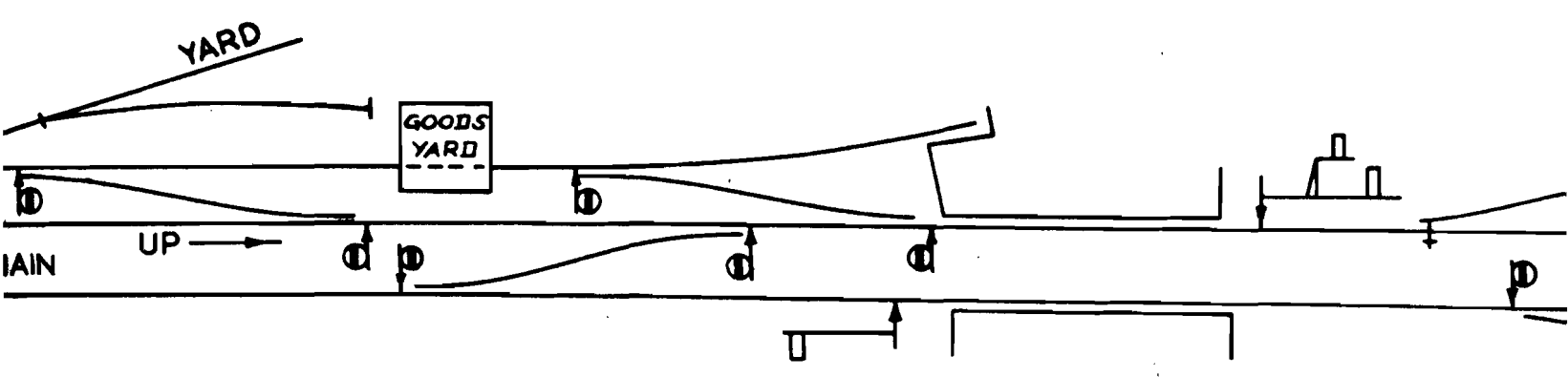
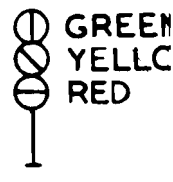


▲ INDICATES A.W.S. RAMPS.



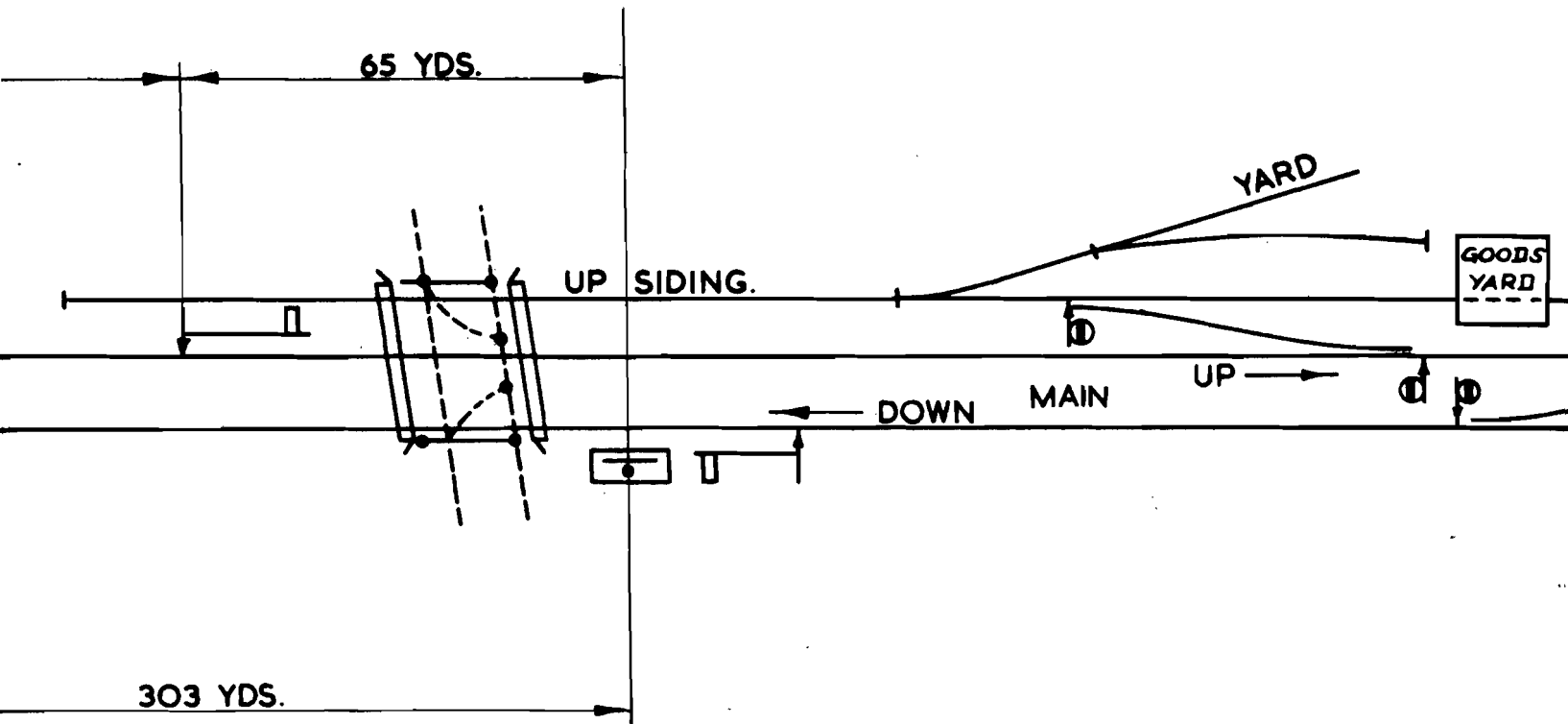
FROM PADDINGTON
(FOXHALL JUNCTION)

KEY TO MULTIPLE ASPECT SIGNALLING



READING MULTIPLE ASPECT SIGNALLING

STEVENTON
ST.



READING M

YDS.

416 YDS.

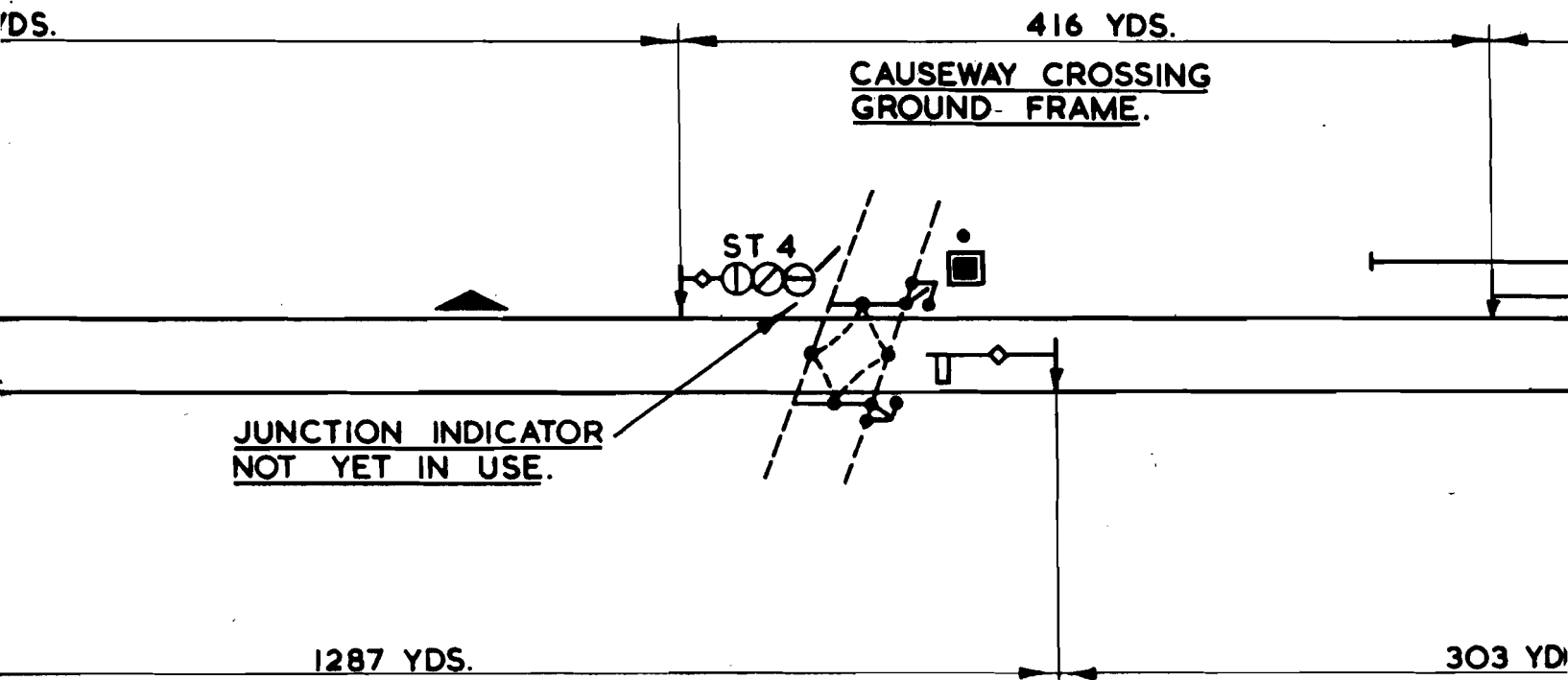
CAUSEWAY CROSSING
GROUND-FRAME.

ST 4

JUNCTION INDICATOR
NOT YET IN USE.

1287 YDS.

303 YDS.



2115 YDS.

UM 58



AIN UP →

ST 31



2108 YDS.

2065 YDS.

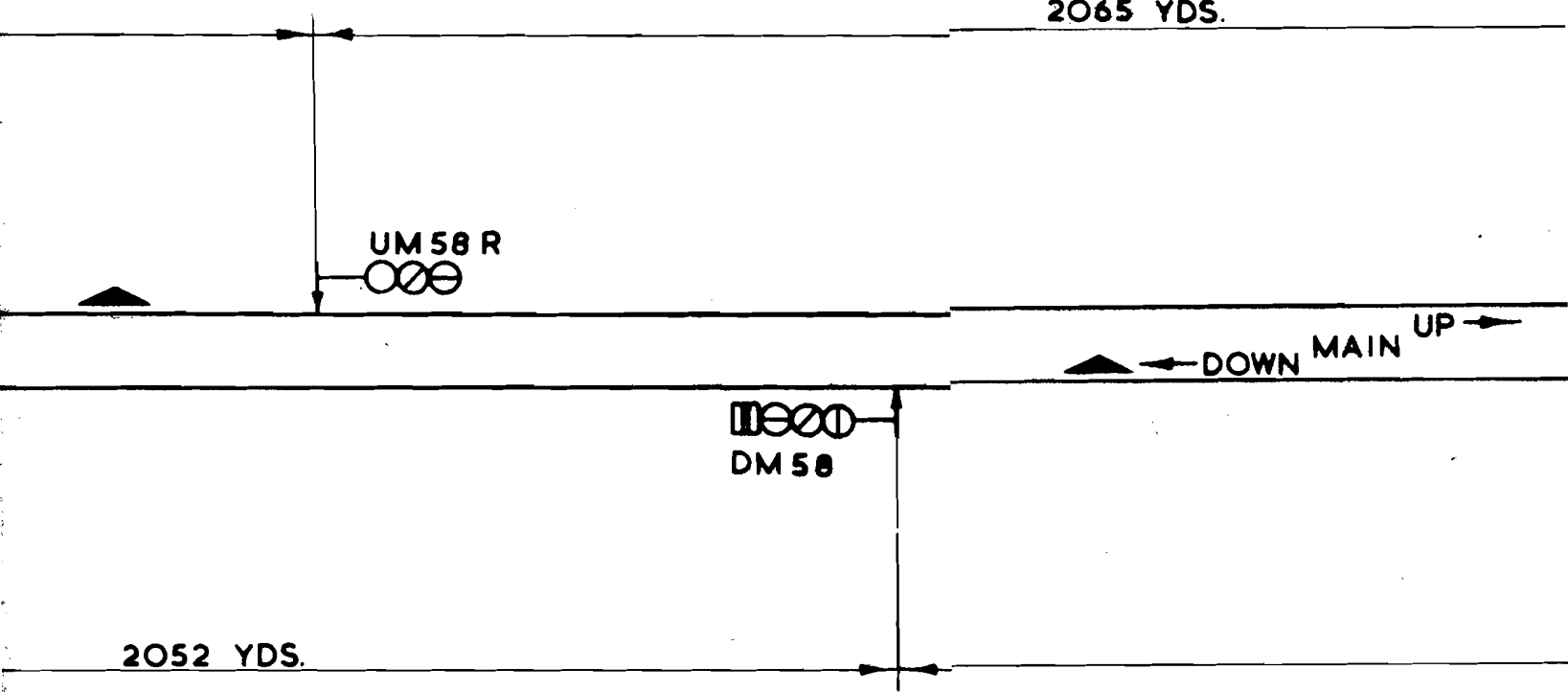
UM 58 R

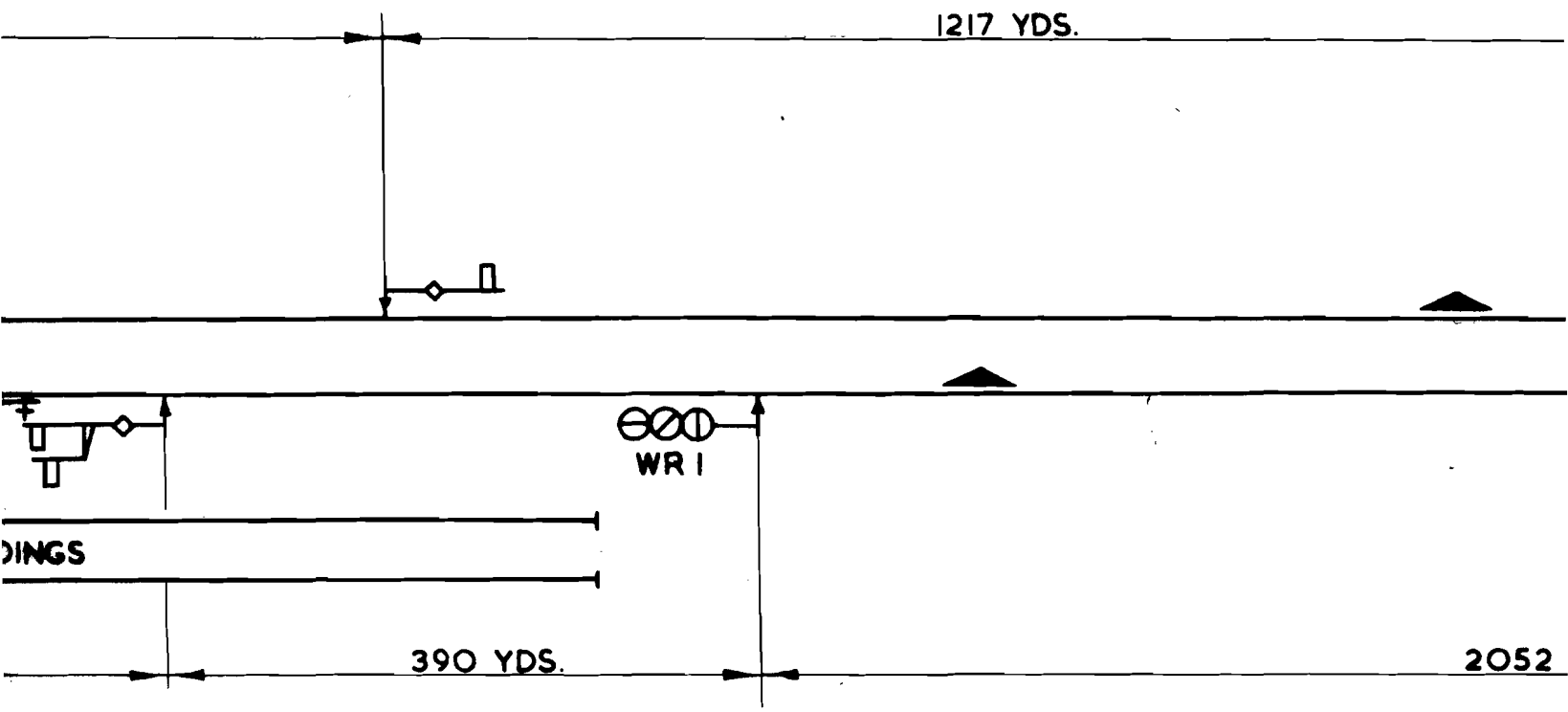


DOWN MAIN UP

DM 58

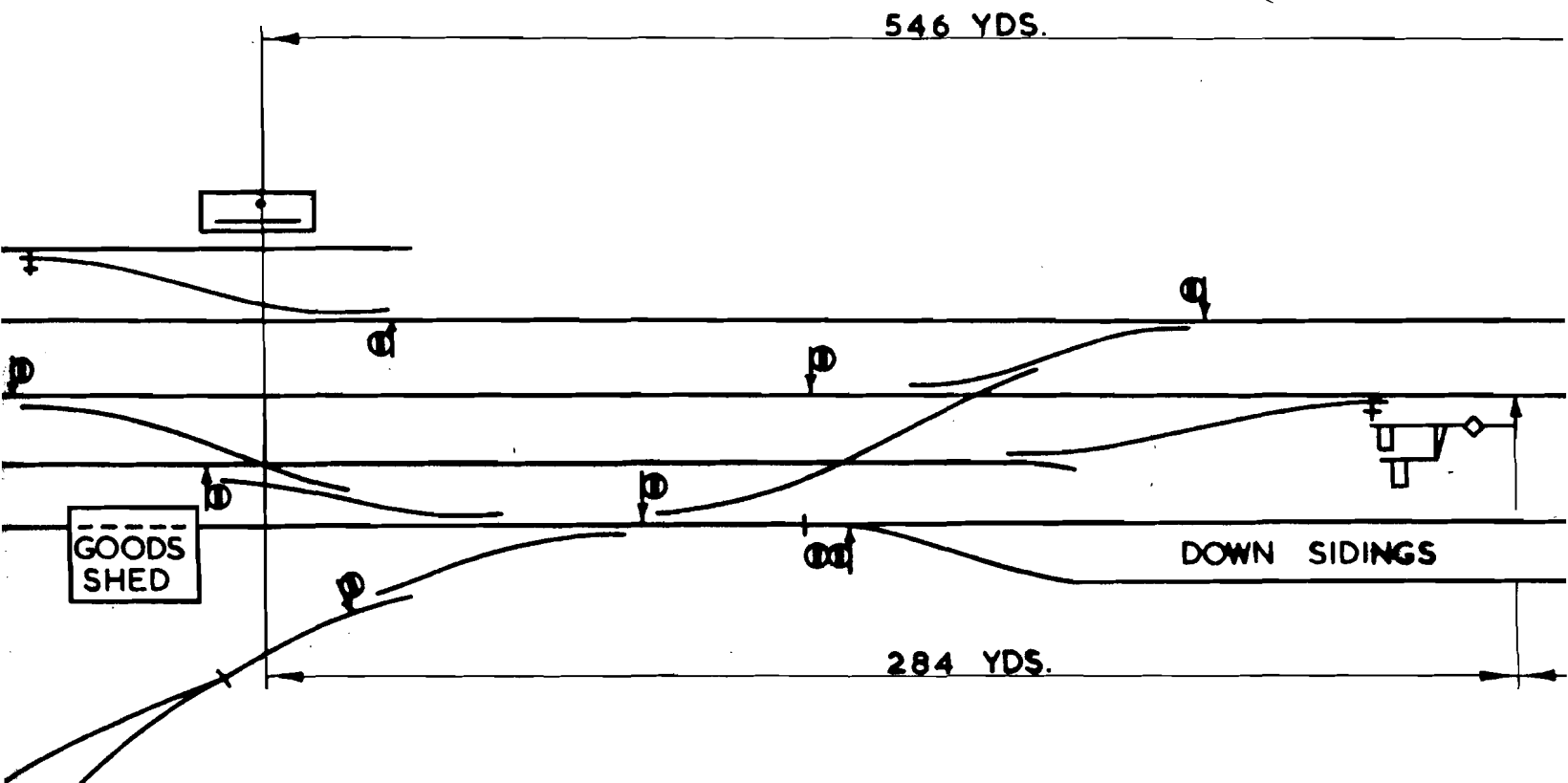
2052 YDS.





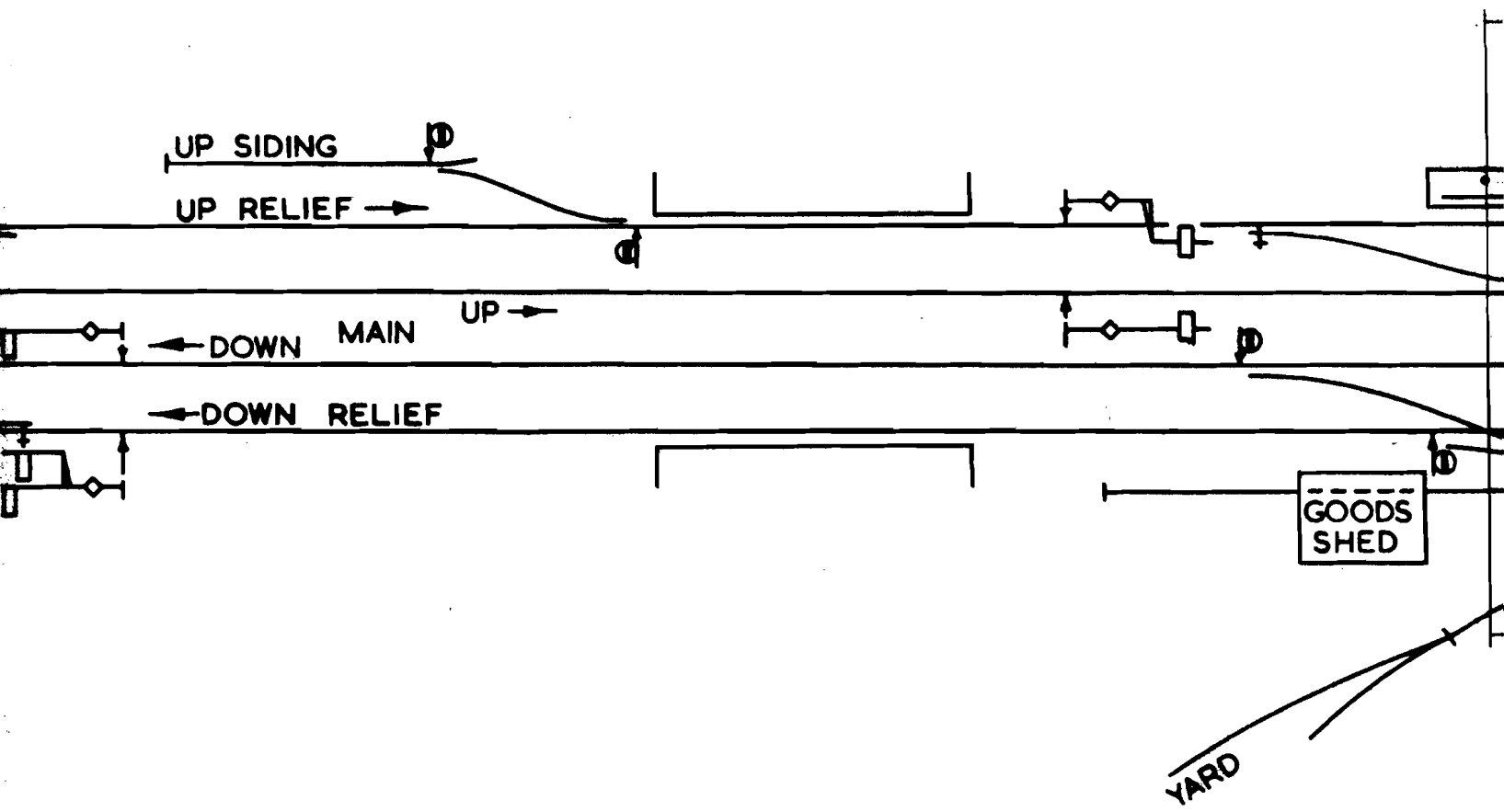
MANTAGE ROAD

WR

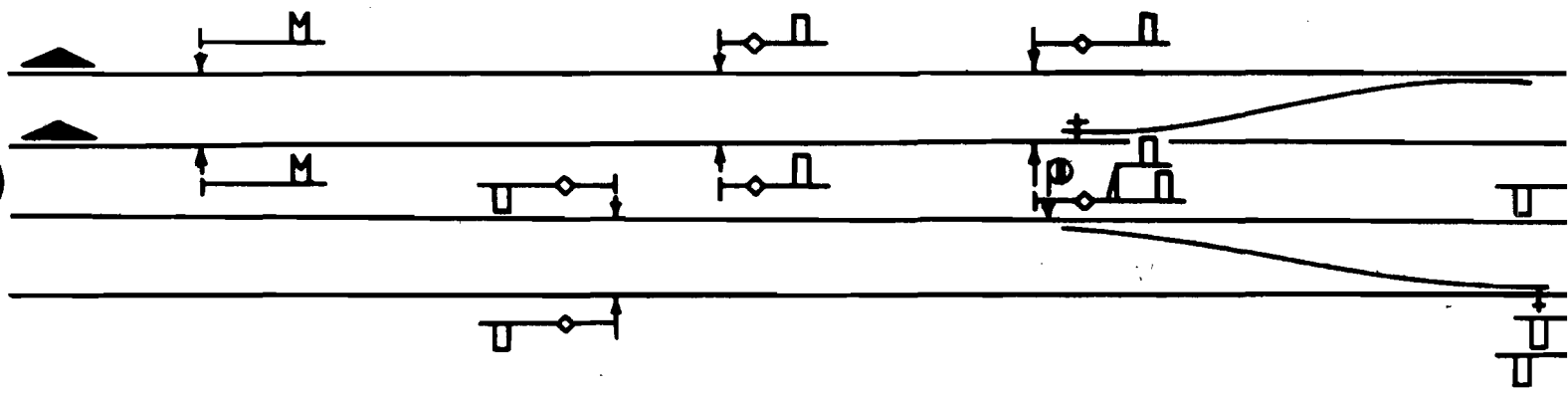


WANTAGE

WR



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FROM BRISTOL (CHALLOW)

