

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

SWINDON

(STAGE I—UFFINGTON TO HIGHWORTH JUNCTION)

SATURDAY 12th NOVEMBER

TO

MONDAY 14th NOVEMBER 1966

Between the hours of 22.00 on Saturday, 12th November, 1966 and 06.00 on Monday, 14th November, 1966 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage I of the above scheme consisting of multiple aspect colour light signalling and continuous track circuiting on the Up and Down Main lines between the approximate limits of Uffington and Highworth Junction, 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 18-22 of the Regional Appendix, except as subsequently modified by Rules 44A and 55(g).

1. Level Crossings

The level crossings at Ashbury and Knighton will be temporarily closed to road traffic, pending the introduction of automatic lifting barriers at a later date.

2. Redundant Signal Boxes and Signalling

Knighton Crossing, Ashbury Crossing and Marston Crossing West signal boxes will be taken out of use and all associated signals and signalling equipment recovered.

Note.—The work at Knighton Crossing will be carried out between 07.00 hours and 08.00 hours on Saturday, 12th November, as a preliminary to the main occupation.

At Uffington, the Up Main Distant, the Up Main Inner Home and Down Main Starting signals will be taken out of use together with the associated A.W.S. ramps.

At Highworth Junction the Down Main Distant and Up Main Outer Advanced Starting signals will be recovered together with their associated A.W.S. ramps.

3. Ground Frames

A new Ground Frame will be brought into use at Ashbury, to work the existing trailing connection from the Up siding and will be named "Ashbury Up Siding Ground Frame". The existing Ground Frame controlling the emergency crossovers at Ashbury will remain and both Ground Frames will be released by means of Key Release Instruments on site controlled from Uffington signal box.

4. Track Circuit Block Working

Track Circuit Block Working as shown in Supplement No. 3 (BR.29960/10) to the Regulations for Train Signalling will apply on the Up and Down Main Lines between Uffington and Highworth Junction signal boxes.

5. Telephones

Telephones giving exclusive communication with the Signaller at Uffington will be provided as follows:—

- (a) At signals UM72, UM71, UM70, UM69, UM68.
DM67, DM68, DM69, DM70.
- (b) At the Ashbury Ground Frames.
- (c) At emergency hand crank release instruments to be provided at Uffington.

Telephones giving exclusive communication with the Signaller at Highworth Junction will be provided at signals UM73, DM72, DM73, and HWI.

6. Emergency Operation of Power-Operated Points

The existing connections to and from the Goods Loops at Uffington will be converted to power operation. The point machines will be of the Siemens General Electric Co.'s style HB, the relevant instructions for the emergency operation of which are given on pages 139 and 140 of the Regional Appendix. The trailing ends of these connections will be spring operated as at present.

Hand cranks for the emergency operation of these point machines will be located in release instruments situated adjacent to the associated points. These hand cranks can only be withdrawn from the instrument upon receipt of a release from the signal box.

7. Occupation Arrangements

Occupation of the locking frames at Uffington and Highworth Junction will be required for alterations and testing purposes.

During the occupation the Up Main Distant for Highworth Junction will be disconnected and maintained at caution and at Uffington signals UF32 and UF22 will be maintained at Red.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, to be made by **District Inspector Millson, Swindon.**

Please acknowledge receipt immediately to Head of Department

D. S. HART,
Divisional Manager.

Transom House,
Victoria Street,
Bristol.

November, 1966.

BR.31401/5

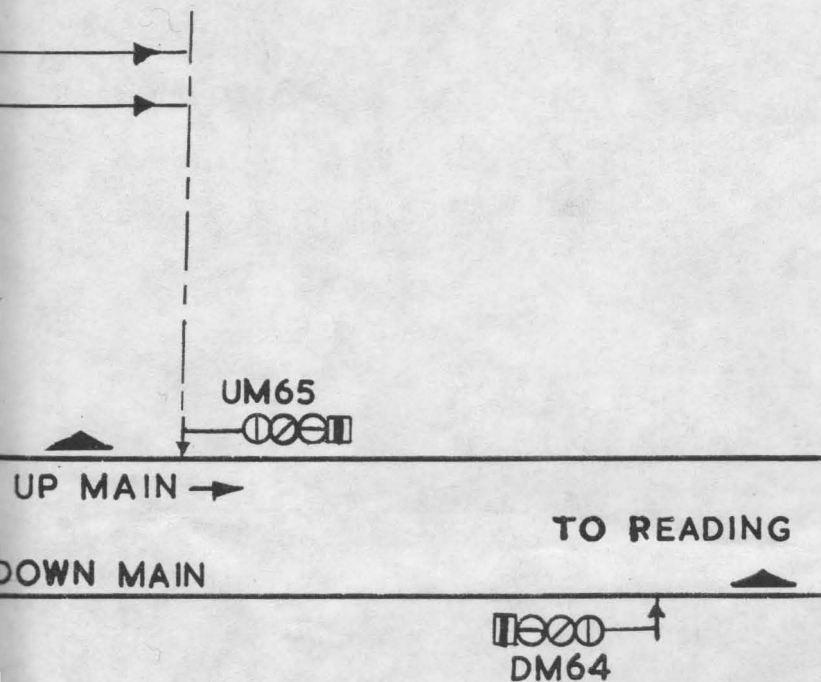
Received Notice No. S.2498 re Introduction of Stage I of Swindon Multiple Aspect Signalling Scheme—Uffington to Highworth Junction.

.....DateDepartment

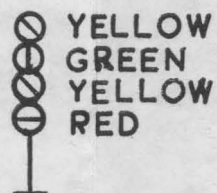
.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
Bristol
Ref:—WW900/B/34.

H & S Ltd*



KEY



YELLOW
GREEN
YELLOW
RED



AWS RAMP



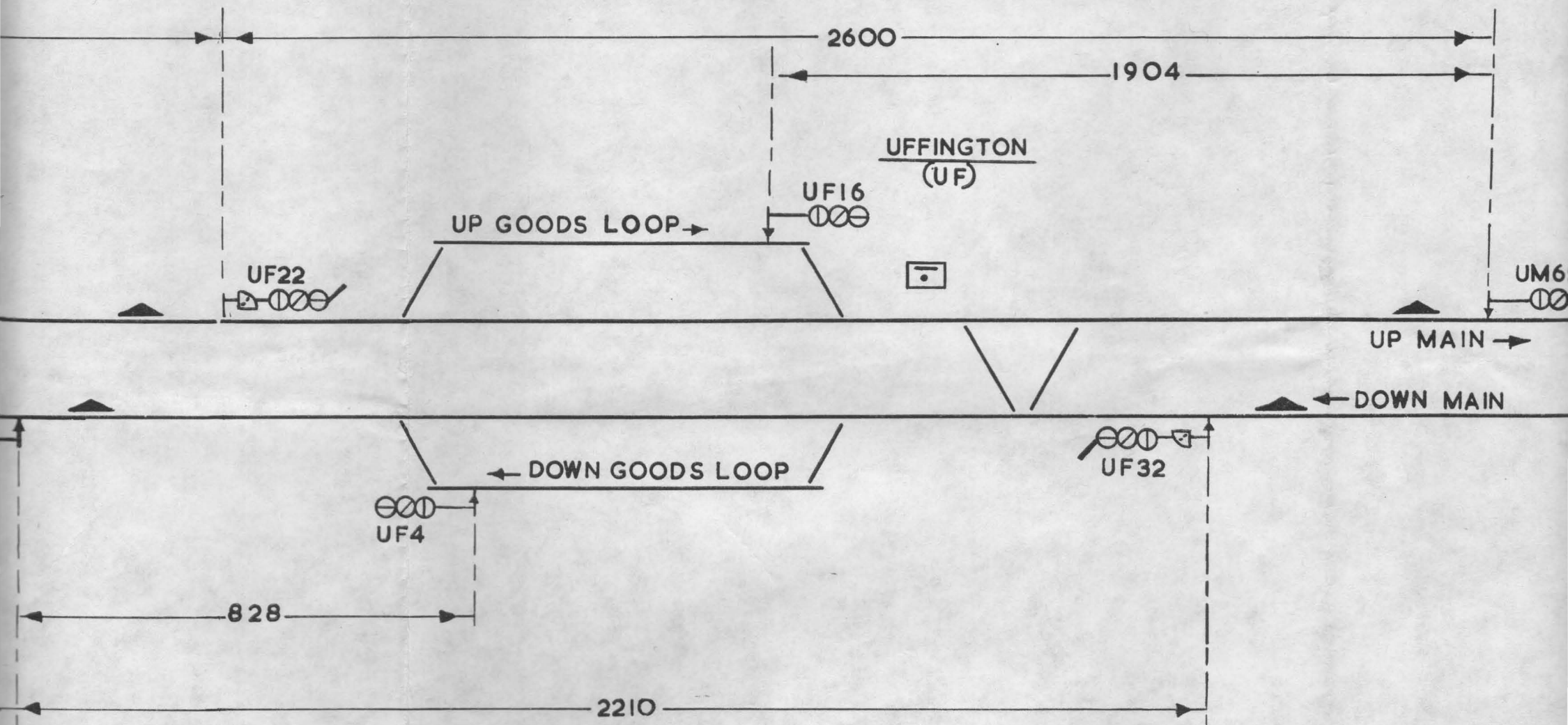
INDICATES AUTOMATIC SIGNAL



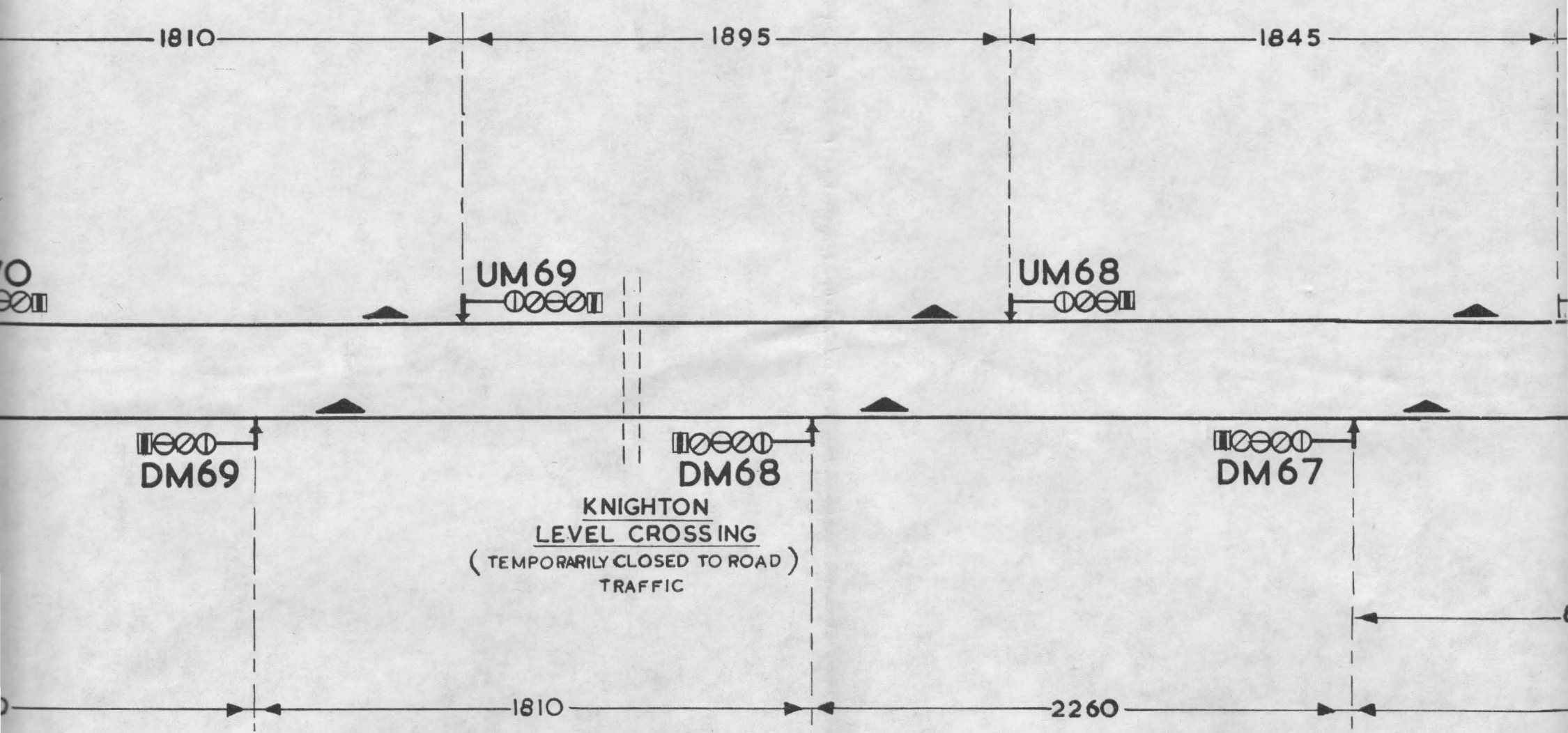
INDICATES SEMI-AUTOMATIC SIGNAL

ALL DISTANCES ARE IN YARDS

SWINDON M.A.S.—STAGE 1
RESIGNALLING HIGHWORTH J.C.—UFFINGTON



RESIGNA



1810

1895

1845

UM69

UM68

DM69

DM68

DM67

KNIGHTON
LEVEL CROSSING
(TEMPORARILY CLOSED TO ROAD)
TRAFFIC

1810

2260

