

# 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

(MORETON CUTTING, DIDCOT, WANTAGE ROAD, AND  
DIDCOT TO RADLEY AREAS)

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**SATURDAY, SUNDAY and MONDAY,**  
**15th, 16th and 17th May, 1965**

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Between the period 23 00 hours on Saturday and 06 00 hours Monday (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 following sections of line and between the approximate limits in accordance with the attached diagram:—

Main and Goods Lines, 51 m.p. to 57 m.p.  
Relief Lines, 51 m.p. to 53½ m.p.  
Oxford Lines, 53 m.p. to 55 m.p.  
Didcot Avoiding Lines.  
Didcot West Curve.

This will extend the multiple aspect signalling and continuous track circuiting which was brought into use on the 9th May between Reading and Moreton Cutting and will extend the area controlled from the READING Signal Box.

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).

#### 1. Redundant Signal Boxes and Signalling.

Moreton Cutting, Didcot East Junction, Didcot West End, Didcot North and Foxhall Junction Signal Boxes will be taken out of use, together with all associated signal and telegraph equipment.

Appleford Signal Box will be taken out of use as a block post together with all associated signalling, but will be retained and renamed Appleford Ground Frame operating the level crossing gates and electrically released from the Reading Signal Box.

Steventon Signal Box will be taken out of use as a block post together with all associated signalling, but will be retained and renamed Stocks Lane Ground Frame operating the level crossing gates and electrically released from Causeway Crossing ground frame.

Causeway Crossing ground frame will be retained, but electrically released from Reading Signal Box.

## 2. Signalling Alterations.

The multiple aspect signals controlled from Moreton Cutting, Appleford and Steventon signal boxes bearing the prefixes "MC", "A" and "ST" respectively on the Identification plates will be controlled from Reading Signal Box or become automatic as shown on the attached diagram.

## 3. Permanent Way Alterations.

New connections will be brought into use as shown in heavy type on the attached diagram. The following connections will be clipped, spiked and padlocked out of use pending recovery:—

Moreton Cutting:—

- Up Relief Facing to Up Main.
- Down Main Facing to Down Relief.
- Up Relief Trailing to Up Siding.

Didcot East Junction:—

- Down Relief Facing to Down Main.
- Up Main Facing to Newbury Branch.
- Trailing Crossover Newbury Branch.
- Down Avoiding Loop Facing to Down Avoiding Goods Line.
- Up Avoiding Goods Facing to Up Avoiding Loop.

Didcot West End:—

- Main Trailing Crossover.

Didcot North:—

- Up Loop Trailing to Up Siding.
- Up and Down Oxford Trailing Crossover.
- Down Oxford to Up Siding single compound and Trailing.
- Down Avoiding Goods Trailing to Goods Yard.

Foxhall Junction:—

- Down Relief Trailing to No. 1 Siding.
- Down Relief Compound to No. 2 Siding.
- Down Main Facing to Down Goods.
- Up Goods Facing to Up Main.
- Up Goods Trailing to Up Siding.
- Down Relief Facing to Up Goods.

Appleford Crossing:—

- Down Goods Facing to Down Main.
- Up Main Facing to Up Loop.

Steventon:—

- Up Main Trailing to Up Siding.

## 4. Ground Frames.

The following new ground frames will be brought into use controlled from the new Signal Box:—

- Moreton Cutting Ground Frame.
- Didcot Main Ground Frame.
- Didcot Relief Ground Frame.
- Steventon Ground Frame.

The ground frames will be released by Annett's Key held in a release instrument adjacent to the respective points.

## 5. Track Circuit Block Working.

Track Circuit Block working will apply on all lines between the following signal boxes and train description will be by means of single stroke bells:—

- Reading and Radley.
- Reading and Wantage Road.

The line to Upton will be operated as a long Siding.

## 6. Telephones.

Telephones giving exclusive communication with the signalman at Reading Signal Box will be provided as follows:—

- (a) At all new controlled multiple aspect signals bearing the prefix "R" on the identification plate.
- (b) At all new automatic multiple aspect signals capable of showing a red aspect and bearing the prefix "UM", "UG", "UX", "DM", "DX".
  - Except DX55, DX56 (Telephones to Radley).
  - Except DM58 (Telephones to Wantage Road).

(c) At Causeway and Appleford Ground Frames.

**Auto dialling telephones will be provided as follows:—**

- (i) At all new Ground Frames released from Reading Signal Box.
- (ii) At all emergency hand-crank instruments.

**7. Emergency Operation of Power-Operated Points.**

With the exception of hand-points, spring-controlled points and points operated from ground frames, all connections shown on the attached diagram will be operated electrically from Reading Signal Box.

The point machines are of the Westinghouse Brake & Signal Co.'s style M3A, the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand-cranks for the emergency operation of remote point machines will be located in release instruments situated adjacent to the associated points. These hand-cranks can only be withdrawn from the instrument on receipt of a release from the Reading Signal Box.

**8. Occupation Arrangements.**

The Chief Signal and Telecommunications Engineer will have absolute occupation of running lines as follows:—

Lines	Between	Time and Date
Up and Down Oxford	Appleford and Didcot North	23 00 hrs. Saturday, 15th May to 07 30 hrs. Sunday, 16th May.
Up and Down Relief	Didcot North to Didcot West End	
Up and Down Relief	Didcot West End to Didcot East Junction excluding junc- tions to Main and Avoiding Loop Lines	
Up and Down Avoiding Loop	Reading (Scours Lane junctions) to Didcot East Junction	03 00 hrs. to 07 30 hrs. Sunday, 16th May.
Up and Down Avoiding Loop	Didcot East Junction to Didcot North	

Certain trains will be hand-signalled through Didcot Station during the above occupation period.

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Up and Down Main	Reading (West junctions) to Steventon and Radley.	07 30 hrs. to 24 00 hrs. Sunday, 16th May.
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Trains will be hand-signalled between Foxhall Junction and Radley Signal Boxes.

During the period 23 00 hrs. on Saturday, 15th May, until completion of the work, drivers passing over the Down and Up Main Lines may receive indications from new A.W.S. ramps which have been placed in position prior to connection and in the circumstances the drivers should be guided by the aspect displayed by the relevant signals only.

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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.

**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.XO.75**

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