

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees Only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

OXFORD

**STAGE 1—WOLVERCOT
JUNCTION TO OXFORD
STATION (inclusive)**

**SUNDAY, 7th OCTOBER TO
MONDAY, 29th OCTOBER, 1973**

From Sunday, 7th October to Monday, 29th October or until completion of the work, the Divisional Civil and Signal Engineers will be engaged in bringing into use Multiple Aspect Signalling and Continuous Track Circuiting between Wolvercot Junction and Oxford Station, and the provision of Tokenless Block Working on the Bicester Line.

The following is a description of the work:—

1. New Signal Box

A new Signal Box to be known as "Oxford" will be brought into use to control the new signalling. This Signal Box will be situated on the Down side of the Down Platform at Oxford Station at 63M. 42Ch. approximately.

2. The undermentioned Signal Boxes will be taken out of use, together with all Associated Signalling Equipment:—

Wolvercot Junction, Oxford North Junction, Banbury Road Junction, Oxford Station North, Oxford Station South and Bicester No. 2. Bicester No. 1 Signal Box will be renamed Bicester.

3. Permanent Way alterations

New connections will be brought into use as shewn on the attached track diagram.

The existing double line junction with the Bicester Line at 63M. 74C. will be replaced by a new single junction at 64M. 47C. leading to the Bicester Line which will be singled as between the new junction at Oxford and Bicester.

4. Ground Frames

The following new Ground Frames will be brought into use:—

Oxford Area

(a) Up Side Carriage Sidings Ground Frame

To control the entrance to the Up Side Carriage Sidings.

(b) Down Side Carriage Sidings Ground Frame

To control the entrance and exit to the Down Side Carriage Sidings and Coal Sidings.

(c) Loco Ground Frame

To control the entrance and exit (emergency purposes) to the Loco Yard.

(d) Goods Depot Ground Frame

To control the entrance and exit to the No. 2 Siding at Becket Street.

Each of the above Ground Frames will be released by an Annetts Key held in an adjacent release instrument, controlled from Oxford Signal Box.

Bicester Line

(e) Banbury Road Ground Frame

To control the connection between the single line and the stone siding.

This Ground Frame will be released by an Annetts Key held in an adjacent release instrument controlled locally.

The following existing Ground Frames will be altered as under:—

(f) Esso Sidings Ground Frame (Bicester Line)

To control the connection between the single line and the siding.

This Ground Frame will be released by an Annetts Key held in an adjacent release instrument controlled locally.

(g) Bicester C.O.D. Ground Frame

To control the Up Main to Down Main trailing crossover and the facing connection into the Central Ordnance Depot at Bicester.

This Ground Frame will be released by Annetts Key held in the adjacent release instrument released from Bicester Signal Box.

Birmingham Line

(h) Bletchington Cement Sidings Ground Frame

The release instrument will in future be controlled from Oxford Signal Box.

(i) Tackley Ground Frame

The release instrument will in future be controlled from Oxford Signal Box.

5. Oxford Station (South) Level Crossing

New gates will be provided at the above level crossing. The normal position of these gates will be across the road. These gates will be locked by Annetts Keys held in adjacent release instruments controlled from Oxford Signal Box.

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6. Bicester Line Level Crossings

The level crossing gates at Langford Lane and Oddington Level Crossings will be removed and the crossings converted to "Open" status.

The arrangement for trains will be as detailed in Table P4 of the London Division Sectional Appendix.

7. Track Circuit Block

The existing track circuit block working from Aynho Junction and Ascott-under-Wychwood will be extended to Oxford Station. Absolute block working will still apply between Oxford Signal Box and Hinksey North Signal Box.

The single line to Bicester from the new Oxford (North Junction) junction provided at 64M. 47Ch. will be worked under tokenless block arrangements. All trains travelling towards Oxford on this line will be required to stop at Signal OX87 for the purposes of reporting to Oxford Signal Box that the train is complete with tail lamp.

8. Miscellaneous

The control of all signalling on the Aynho and Worcester lines at present carried out by Wolvercot Junction Signal Box will be transferred to Oxford Signal Box.

9. Emergency operation of power worked points

With the exception of points worked by Ground Frames, all connections within the area controlled by Oxford Signal Box will be power operated. Those in the immediate area of the new Oxford Signal Box, between 63M. 20Ch. and 63M. 70Ch. will be operated by electro-hydraulic rail clamp lock. All others will be operated by electric point machines of the G.E.C./G.S. Company's type HW.

The relevant instructions for the emergency operation of both these types of machines have been issued separately.

Hand cranks for the emergency operation of points will be kept in release instruments controlled from Oxford Signal Box and located on the Up side of the line at Oxford (North Junction) near the junction with the Bicester Line and on the Up side of the line at Wolvercot Junction opposite the junction with the Worcester Line.

10. Telephones

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

- (a) At all controlled multiple aspect signals bearing the prefix "OX" on the identification plate.
- (b) At automatic multiple aspect signals UM75, UM72, DM72, UM69, DM69.
- (c) At Esso Sidings Ground Frame, Banbury Road Ground Frame, Up Side Carriage Sidings Ground Frame, Down Side Carriage Sidings Ground Frame, Loco Ground Frame, Goods Depot Ground Frame, Tackley Ground Frame.
- (d) At Sandy Lane and Yarnton Lane automatic half barriers, Islip Crossing, Water Eaton accommodation crossing, Oxford Station Level Crossing, Tackley Crossing and Roundham accommodation crossing.
- (e) At the emergency hand crank release instruments.
- (f) At 22M. 40Ch. on the Bicester line.
- (g) At ground signals OX135/137, OX123/125, OX127/129 and at the Stop Board in the Loco Spur at Oxford.

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

- (a) At multiple aspect signals Nos. B2 and B22.
- (b) At the double to single line connection at Bicester.
- (c) At Central Ordnance Depot Ground Frame.
- (d) Tail lamp Telephone at the Up Main at 19M. 66C.

An automatic telephone will be provided at Bletchington Cement Sidings Ground Frame and communication can be established with the Signaller at Oxford by dialling 4219.

11. A.W.S. Equipment

The running lines between Wolvercot Junction and Oxford Station will be equipped with B.R. A.W.S. inductors.

12. At Hinksey North Signal Box

A stop lamp will be provided at the fouling point between Nos. 1 and 2 Up Sidings. This lamp will apply to trains in the Up direction running on No. 1 Siding.

13. OCCUPATION ARRANGEMENTS

Sunday, 7th October to Monday, 15th October, 1973

Between 00.01 hours on Sunday, 7th October to 00.01 hours on Monday, 15th October, the Bicester Line will be closed to all traffic to enable the Divisional Civil Engineer and the Divisional Signal and Telecommunications Engineer to carry out the preparatory work of singling the line and providing Tokenless Block.

Saturday, 13th October, 1973 until Monday, 29th October, 1973

Between 22.00 hours on Saturday, 13th October and 06.00 hours on Monday, 29th October or until completion, occupation will be taken of all lines covered by this Notice during which time the Divisional Civil Engineer and Divisional Signal and Telecommunications Engineer will be engaged in progressively installing and bringing into use new connections and signalling.

Additional occupations will be shown as necessary and further details of those shown above will be included in the appropriate K2 Engineering Notices.

All arrangements for the safe working of the line together with the appointment of any Hand-signalmen required in accordance with Section 'E' of the Rule Book will be made by the District Operating Inspector.

Enginemen, Guards, etc., are advised to keep this Notice readily available for reference throughout the period of 7th October to 29th October.

H. N. TODD,

Divisional Manager,
READING.

October, 1973.

STATION and DEPOT SUPERVISORS please acknowledge receipt by wire immediately to:—

Divman I—XO/Reading—Arno L.X.O.131.

