

# GREAT WESTERN and LONDON, MIDLAND & SCOTTISH RAILWAYS.

(FOR THE USE OF THE COMPANY'S SERVANTS ONLY.)

## Notice to Enginememen, Guards, etc.

**SUNDAY, NOVEMBER 3rd, to FRIDAY,  
NOVEMBER 8th, 1940.**

## BRINGING INTO USE NEW DIRECT DOUBLE JUNCTIONS BETWEEN G.W. AND L.M.S. LINES AT **OXFORD**

Commencing at 12.5 a.m. on Sunday, November 3rd, until 5.0 p.m. on Friday, November 8th, the G.W.R. Signal Engineer will be engaged in carrying out the following work :

NEW DIRECT DOUBLE JUNCTIONS BETWEEN THE G.W. AND L.M.S. LINES WILL BE BROUGHT INTO USE.

SEE DIAGRAM APPENDED.

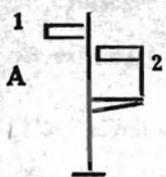
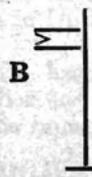
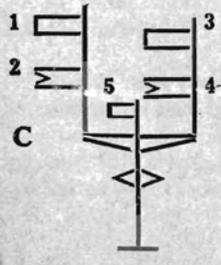
**THE SPEED OF TRAINS RUNNING THROUGH  
THESE JUNCTIONS MUST NOT EXCEED  
20 M.P.H.**

AT THE SAME TIME A NEW G.W. SIGNAL BOX AT OXFORD NORTH WILL BE BROUGHT INTO USE.

The New Signal Box will be situated on the same side of the Line as the existing Signal Box, 16 yards nearer to Oxford Station.

The existing G.W. Oxford North Box will be removed.

**New Signals :—**

FORM.	DESCRIPTION.	POSITION.	YARDS FROM NEW BOX.
 <p>A</p>	<p>1. Down Main Inner Home. 2. Down Main to Up L.M.S. Home.</p>	Down Side of Down Main.	17.
 <p>B</p>	Down L.M.S. Distant ..	Down Side of Down L.M.S. Line.	1067.
 <p>C</p>	<p>1. Down L.M.S. Home .. 2. Down Distant for Oxford Station (L.M.S.). 3. Down L.M.S. to Up Main Home. 4. Down L.M.S. to Up Main Distant for Oxford Engine Shed. 5. Down L.M.S. to Up Goods Running Loop Home.</p>	Down Side of L.M.S. Line.	318.

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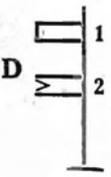
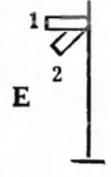
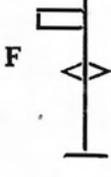
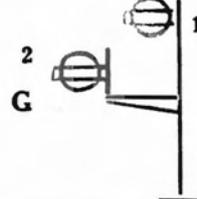
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## New Signals—continued

FORM.	DESCRIPTION.	POSITION.	YARDS FROM NEW BOX.
 <p>D</p>	<ol style="list-style-type: none"> <li>Up Starting for Oxford Station (L.M.S.). (Already in use).</li> <li>Up L.M.S. Distant.</li> </ol>	Up Side of Up L.M.S. Line.	480.
 <p>E</p>	<ol style="list-style-type: none"> <li>Up Advanced Starting for Oxford Station (L.M.S.). (Already in use).</li> <li>Up L.M.S. Home (Slot).</li> </ol>	Up Side of Up L.M.S. Line.	68.
 <p>F</p>	Up L.M.S. Starting	Up Side of Up L.M.S. Line.	789.
 <p>G</p>	<ol style="list-style-type: none"> <li>Up Goods Running Loop Starting.</li> <li>Up Goods Running Loop to Up Sidings Starting.</li> </ol>	Up Side of Up Goods Running Loop.	129.

The existing Down Distant Signal for Oxford Station L.M.S. Signal Box will be taken out of use.

The following Independent Discs will be taken out of use :—

At points leading from Down Main to Down Goods Running Loop on the South side of Signal Box.

At each of the two connections on the North side of the Signal Box leading from Down Main to Down Goods Running Loop.

At each end of Crossover Road between Up and Down Main Lines on the South side of the Signal Box.

At Crossover Road on North side of Box leading from Down to Up Main.

At existing Catchpoints in Up Siding.

The "Limit of Shunt" lamp in Up Goods Running Loop will be taken out of use.

The existing Catchpoint in Exchange Siding will be taken out of use, and the Catchpoints in Up Siding will be moved 30 yards further from the Box.

The hand points in the Exchange Siding will be connected to and worked from the new Box and Catchpoints in the Up Goods Running Loop and new Independent Discs will be brought into use as shewn on attached sketch.

All other Signals, Points, Independent Discs, etc., at present worked from the existing Oxford North G.W. Box will be connected to and worked from the new Box.

At the same time, the L.M.S. Co. will bring into use a new Ground Frame working the connection and Independent Disc leading from Exchange Siding to Up L.M.S. Line. This Ground Frame will be electrically released from Oxford Station L.M.S. Signal Box, and will mechanically lock Points leading from Up Siding to Exchange Siding. The position of the Ground Frame Release Lever will be indicated in the new Oxford North G.W. Signal Box.

The existing Ground Frame will be taken out of use.

The existing G.W. Block, Telephones, etc., will be transferred from the present to the new Oxford North G.W. Box, and an additional Telephone on the L.M.S. Oxford-Bletchley circuit will be provided.

The L.M.S. Block Sections will be altered as follows:—

**Existing** Oxford Station — Oxford Road Junction.  
**New** Oxford Station — Oxford North G.W.  
 Oxford North G.W. Oxford Road Junction.

A Switch Lever will be provided in the new Oxford North Signal Box for the L.M.S. Up and Down Lines and Block Instruments.

During the time the work is being carried out Oxford North (G.W.) Up and Down Distant Signals will be disconnected and placed at "CAUTION."

The following new Track Circuits will be brought into use on Sunday, November 3rd.

Line.	Track Circuit in the Rear of the Signal named below.	Length of Track in yards.	Position of Diamond Sign.	Signals Locked Electrically when Track Circuit is Occupied.	Whether Block Controlled.	Whether "Vehicle on Line" Switch Provided.	Remarks.
Up L.M.S.	Starting	557	On Signal.	Up L.M.S. Home. Down Main to Up L.M.S. Inner Home.	No.	No.	ON 7 T.
Down L.M.S.	Home.	200	On Signal.	—	Yes.	No.	ON 82 AT.

All arrangements for the safe working of the Line (including the appointment of Hand Signalmen), must be made by the District Inspector in accordance with Rule 77.

PADDINGTON STATION.

CREWE STATION.  
21st October, 1940.

**C. T. COX,**  
Divisional Superintendent (G.W.R.).

**S. E. PARKHOUSE,**  
Divisional Superintendent (L.M.S.).

The receipt of this Notice to be acknowledged by first Train.

3,000—10—40—3043.

.....Department.....Station.....1940.

Received copy of Notice No. E.89, dated October 21st, in connection with new Junctions at Oxford.

C. T. COX, Esq.,  
PADDINGTON.

S. E. PARKHOUSE, Esq.,  
CREWE.

.....(Signature).

# OXFORD NORTH

L.M.S. GROUND FRAME  
WORKING POINTS & INDEPENDENT  
DISC MARKED 'X'

