

# BRITISH RAILWAYS

## (WESTERN OPERATING AREA)

(For the use of employees only)

### SIGNAL ALTERATIONS—LOCKINGE EAST & WEST SIGNAL BOXES

Between the hours of 7.0 a.m. on **Sunday, August 13th, 1950**, and 5.0 p.m., **Wednesday, August 16th, 1950**, or until completion, the Signal Engineer will be engaged in taking out of use **Lockinge East Signal Box**, situated at 57m. 55½ch. on the Down side of the line together with the following signals, also A.T.C. ramps, telephones and block telegraph apparatus.

#### SIGNALS

- (a) Up Main Home—for Lockinge West .. .. . } On same post.  
Up Main to Loop Home—for Lockinge West .. .. . }  
Up Main Distant—for Lockinge East .. .. . }  
The A.T.C. Ramp at this signal will also be taken out of use.
- (b) Up Loop Starting for Lockinge West (Route Indicating Signal):
  - i. To Up Sidings.
  - ii. To Up Loop.
  - iii. To Up and Down Loop.
- (c) Up and Down Loop Home for Lockinge West.
- (d) Up Main Starting for Lockinge West with Lower Inner Distant for Lockinge East.
- (e) Up Main Home for Lockinge East with Lower Distant for Steventon.  
The A.T.C. Ramp at this signal will also be taken out of use.
- (f) Up Main Starting for Lockinge East with Lower Inner Distant for Steventon.
- (g) Down Main Distant for Lockinge East. (This signal is a Lower Arm on the Down Main Starting Signal for Steventon—which remains in use.)
- (h) Down Main Home for Lockinge East with Lower Distant for Lockinge West.  
The A.T.C. Ramp at this signal will also be taken out of use.
- (i) Down Main Inner Distant for Lockinge West (see new signals).
- (j) Down Main Starting for Lockinge West (between Up and Down Main).

The Absolute Block Sections will be rearranged as follows:

<b>Existing</b> .. .. .	Wantage Road—Lockinge West.
	Lockinge West—Lockinge East.
	Lockinge East—Steventon.
<b>New</b> .. .. .	Wantage Road—Lockinge.
	Lockinge—Steventon.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

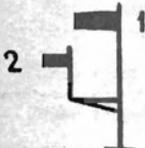
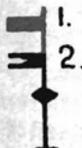
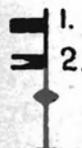
**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

At the same time the Signal Box now known as **Lockinge West** will be renamed **Lockinge** and the following new signals will be brought into use:

**NEW SIGNALS**

**LOCKINGE**

Form	Description	Position	Distance from Box
	<ol style="list-style-type: none"> <li>1. Up Main Home.</li> <li>2. Up Main to Depot Home.</li> </ol>	Between Up Main and Shunting Spur.	106 yards.
	<ol style="list-style-type: none"> <li>1. Up Main Starting.</li> <li>2. Up Main Distant (for Steventon Box).</li> </ol> <p>A.T.C. ramp will be fixed at this signal.</p>	Up Side of Up Main.	969 yards from Lockinge. 1,700 yards from Steventon.
	<ol style="list-style-type: none"> <li>1. Down Main Advanced Starting for Steventon (already in use).</li> <li>2. Down Main Distant for Lockinge (already existing as Inner Distant for Lockinge East).</li> </ol> <p>A.T.C. Ramp will be fixed at this signal.</p>	Between Up and Down Main.	707 yards from Steventon.  1,974 yards from Lockinge.
	<p>Down Main Home for Lockinge. (already existing as Down Main Starting for Lockinge East).</p> <p>The Lower Inner Distant for Lockinge West previously existing on this signal will be taken out of use. Three shot detonators will be fixed at this signal.</p>	Between Up and Down Main.	527 yards.
	Down Main Starting.	Down Side of Down Main.	590 yards.

The existing Down Main Home Signal for Lockinge West will become the Down Main Inner Home for Lockinge.

The following connections in the Depot Sidings at Lockinge West will be disconnected from the signal box and worked as hand points:

Between Up and Down Loop and Up Loop.

Between Up Loop and Sidings.

The independent ground discs at these points will be taken out of use.

The facing points from the Up Main to the Depot Sidings will be provided with a worked Facing Point Lock Bar in lieu of Track Circuit.

The independent ground disc at the East end of the crossover road will be moved to a new position at the leading end of this Bar (for the backing movement).

## TRACK CIRCUITS

The existing track circuits at Lockinge East and West will be taken out of use and the following new track circuits brought into use:

### New Track Circuits

Track Circuit in rear of Signal named below	Length of Track Circuit	Track Circuit Number	Position of Diamond Sign
Down Main Home.	200 yards.	29AT	On Down Main Home Signal post.
Down Main Starting.	490 yards.	28T	On Down Main Starting Signal post.
Up Main Starting.	610 yards.	2T	On Up Main Starting Signal post.
Up Main Starting to Rear of Track Circuit 2T.	300 yards.	A2T	NIL

Occupation of the Locking Frame at Lockinge will be required for the purpose of altering and testing the locking.

**District Inspector Cotterrill, Swindon**, to make all arrangements for safe working in accordance with Rule No. 77 and provide the necessary handsignalmen.

### No. 4 APPENDIX TO THE SERVICE TIME TABLES

The following to be substituted for the existing instructions shown on page 56:

#### LOCKINGE WAR DEPARTMENT SIDINGS

The sidings are situated on the Up Side between Wantage Road and Steventon.

During daylight the gate at the West end will be opened as required. A policeman will be on duty continuously.

When trains require to call at the Depot Sidings for traffic purposes or it is necessary to use the sidings in case of emergency, the Signalman will telephone the Depot police, who will proceed to unlock the gate. The Signalman must not lower the Up Main to Depot Home Signal until he has received an assurance from the Police that the gate is in the proper position for the train to enter the Depot.

Fifteen minutes, notice to be given the Police before the train is due.

Swindon Control to keep the Signalman informed of what trains are calling.

Acknowledge Receipt to Head of Department

Temple Meads Station,  
Bristol, August, 1950.

**L. EDWARDS,**  
District Operating Superintendent.

Received Notice No. S.2232, re Signal Alterations at Lockinge East and Lockinge West.

..... Department  
..... Station  
..... Signature

Mr. L. Edwards,  
District Operating Superintendent, Bristol.