

BRITISH RAILWAYS

(WESTERN AND LONDON MIDLAND REGIONS)

(For the use of employees only)

Notice to Enginemen, Guards, etc.

SIGNAL ALTERATIONS

**PRINCES RISBOROUGH
—BICESTER—AYNHO Jcn.**

(STAGE 2)

**SUNDAY 27 OCTOBER
to
MONDAY 4 NOVEMBER
1968**

Between 08 00 hours on Sunday, 27th October, and 06 00 hours on Monday, 4th November (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out work as described in this notice.

IMPORTANT

STATION and DEPOT SUPERVISORS please acknowledge receipt of this Notice by Wire immediately to:—

Divman I-L/-XO/READING—Arno L.XO.104.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Stage 2 of the above scheme will be introduced, consisting of singling the line between Princes Risborough and Bicester and between Bicester and Aynho Junction. Multiple Aspect Colour Light signalling and continuous track circuiting in accordance with the attached diagram will be provided.

1. Permanent Way Alterations

The layout and signalling as at the completion of the work are as shown on the attached diagram, all new layout facilities being shown in heavy print.

Renaming of lines at Princes Risborough

The temporary Middle Line will be renamed Up Main and the existing Up Main through the station renamed Up and Down Platform Line.

2. Redundant Signal Boxes

The following signal boxes will be taken out of use together with all signalling worked therefrom:—

Bicester North
Ardley.

3. Other alterations to existing signal boxes and signalling

At Princes Risborough

New ground discs will be brought into use as shown in heavy print on the attached diagram.

The existing Up Main semaphore Home signal will be recovered.

At Aynho Junction

The following existing signals will be recovered:—

Down Bicester Distant.
Down Bicester Home.
Down Bicester Starting to Down Main.
Up Bicester Starting.

Occupation Arrangements

Occupation of the locking frames at Princes Risborough and Aynho Junction will be required for alterations and testing purposes.

During the occupation the Distant Signals affected (viz Down Main for Princes Risborough and Up and Down Main and Branch for Aynho Junction) will be disconnected from the signal boxes and maintained at caution.

4. Ground Frames

The following new ground frames will be brought into use as shown on the attached diagram:—

- (1) Bicester North Ground Frame: controlled from Princes Risborough signal box and released by an Annetts key held in a release instrument adjacent to the points.
- (2) Ardley Ground Frame: electrically released from Aynho Junction signal box.

5. A.W.S.

W.R. A.W.S. ramps between Princes Risborough and Aynho Junction will be recovered, but B.R. A.W.S. Inductors will not be provided until a later date.

6. Point Machines

All points at Bicester shown on the attached diagram (except the ground frame points) will be operated by Westinghouse Brake and Signal Co's Style M3 electric point machines.

A Hand Crank for the emergency operation of the point machines will be located in a release instrument situated in the same cupboard as the ground frame release instrument, and can only be withdrawn when a release is given from Princes Risborough.

7. Block Arrangements

The existing block telegraph sections:—

Princes Risborough—Bicester North
Bicester North—Ardley
Ardley—Aynho Junction

will be abolished, and the line worked in future under the Track Circuit Block Regulations.

8. Telephones

Telephones communicating with the signalman at Princes Risborough will be provided at:—

- (i) All signals bearing the prefix "PR" on the identification plate except the Up Distant (PR 1).
- (ii) Bicester North Ground Frame.
- (iii) All points at Bicester worked by electric point machines.

Telephones communicating with the signalman at Aynho Junction will be provided at:—

- (i) Down Home Signal from Bicester, No. A.J.36.
- (ii) Up Starting Signal to Bicester, No. A.J.6.
- (iii) Ardley Ground Frame.
- (iv) New facing point, adjacent to Signal A.J.36.

SPECIAL NOTES

Will all concerned please note that the work shown in this notice completes this Scheme, and the Diagram attached shows the Track Layout at Princes Risborough, Bicester, and Aynho Junction as it will be on completion of the work on Monday, 4th November 1968.

This notice should also be read in conjunction with items appearing in the Western Region weekly K.2 speed and engineering notice, and the London Midland Region M.E. weekly notice, which give details of track occupations and altered train working during the period Saturday, 26th October to Monday, 4th November 1968 inclusive.

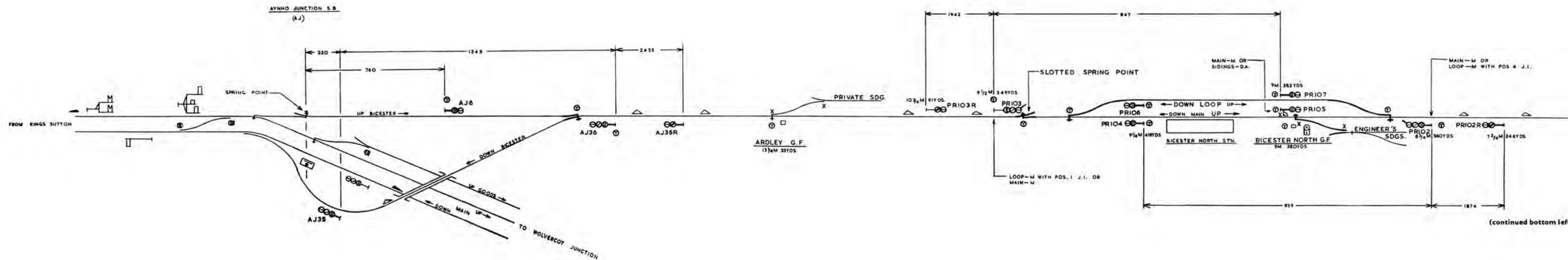
All arrangements for the safe working of the line (including the appointment of Handsignalmen) must be made by the District Inspector in accordance with Rule 77.

F. D. PATTISSON,
Divisonal Manager,
READING,
OCTOBER 1968

L. LLOYD,
Movements Manager,
PADDINGTON
STATION.

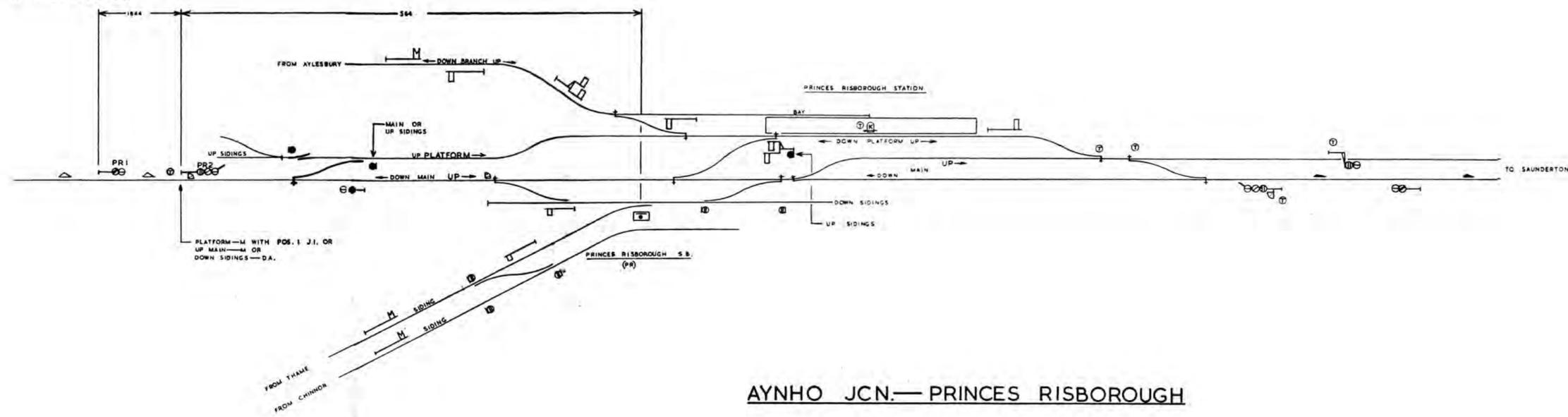
R. ARNOTT,
Movements Manager,
CREWE.

BR 31401/5



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- KEY**
- ⊙ GREEN
 - ⊙ YELLOW
 - ⊙ RED
 - ⊙ GREEN
 - ⊙ RED
 - ⊙ GREEN
 - ⊙ YELLOW
 - DOUBLE LINE INDICATES NORMAL ASPECT
 - ⊙ POSITION LIGHT
 - ⊙ GROUND DISC
 - ⊙ TELEPHONE
 - ⊙ KEY RELEASE INSTRUMENT
 - ⊙ AUXILIARY TOKEN INSTRUMENT
 - ▲ A.W.S. RAMP
 - ▲ A.W.S. INDUCTOR
 - ⊙ THESE WILL BE PROVIDED AT A LATER DATE WHICH WILL BE NOTIFIED IN THE K2 SPEED AND ENGINEERING NOTICE
 - X LOCAL GROUND FRAME OPERATOR
 - J.I. JUNCTION INDICATOR
 - M MAIN ASPECT
 - DA. DRAW AHEAD
 - ALL DISTANCES SHOWN IN YARDS

AYNHO JCN.—PRINCES RISBOROUGH