

Divisional Manager's Office,
(West of England)
New Works Section,
BRISTOL.

8th September, 1971

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.

SECTION 'C' of the K2/38/71 SPEED AND ENGINEERING NOTICE

SATURDAY 18TH TO MONDAY 20TH SEPTEMBER, 1971

MORETON-IN-MARSH TO NORTON JUNCTION SINGLING OF LINE.

STAGE 1. (MORETON-IN-MARSH TO EVESHAM)

AT EVESHAM

The existing UP GOODS LOOP STARTING signal arm will be replaced by a shunt disc routed to UP SPUR. The following signals will be recovered :-

UP MAIN OUTER ADVANCED STARTING
UP GOODS LOOP ADVANCED STARTING
GROUND SHUNT IN UP MAIN FOR MAIN CROSSOVER (Nearest Oxford)

The portion of the existing UP GOODS LOOP beyond the UP GOODS LOOP to UP MAIN crossover will be reduced to a spur and the associated motor worked exit points to UP MAIN will be recovered. The MAIN crossover (motor worked) nearest Oxford will become a single connection with facing point lock, RESET as shown on the attached sketch, the end nearest Evesham being RESET clipped and padlocked out of use pending recovery. The existing DOWN MAIN beyond this crossover towards Oxford will be out of use and the existing DOWN MAIN HOME and DISTANT signals will apply to the remaining single line.

The existing double line block working to Littleton and Badsey and all associated instruments will be recovered and the single line section to Moreton-in-Marsh worked by the ELECTRIC TRAIN TOKEN BLOCK. Platform auxiliary token instruments will be provided.

AT LITTLETON & BADSEY

The box will be re-named LITTLETON & BADSEY CROSSING. It will cease to be a BLOCK POST but will continue to work the level crossing gates and associated protecting signals.

The existing UP MAIN STARTING signal will be recovered.

The existing DOWN MAIN through Littleton & Badsey will be out of use and the existing DOWN MAIN HOME and DISTANT signals will apply to the remaining single line.

UP and DOWN MAIN train approaching indications will be provided in the box.

AT CLAYFIELD OCCUPATION CROSSING.

Block repeating instruments will be recovered.

continued...

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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AT HONEYBOURNE STATION SOUTH

The existing Up Main Distant signal will be repositioned 405 yards nearer the box.

A new ground shunt signal will be provided as shown on the attached sketch.

The following signals will be recovered :-

DOWN MAIN DISTANT
DOWN MAIN HOME & DOWN MAIN HOME TO BRANCH SIDINGS
DOWN MAIN STARTING & DOWN MAIN CALLING ON
UP BRANCH SIDING STARTING TO DOWN BRANCH & UP BRANCH SIDING STARTING
TO UP MAIN.
GROUND SHUNT FROM DOWN MAIN TO UP MAIN
GROUND SHUNT FROM UP MAIN TO DOWN MAIN
GROUND SHUNT FROM DOWN BRANCH TO BRANCH SIDINGS

New connections will be brought into use in accordance with the attached sketch.

The existing UP MAIN through Honeybourne will be out of use. All connections (including associated slips) from the existing MAIN to BRANCH lines will be clipped and padlocked normal pending recovery with the exception of the UP BRANCH to existing DOWN MAIN. This connection will be retained but the slips in the existing UP MAIN will be clipped and padlocked (set for running from BRANCH to existing DOWN MAIN) pending replacement by plain line. A special lever RELEASED BY ELECTRIC TRAIN TOKEN will be provided in the box to enable this connection to be reversed for BRANCH to MAIN or MAIN to BRANCH movements.

The existing DOWN BRANCH will be recovered from the exit to the UP and DOWN BRANCH SIDINGS to the new DOWN to UP BRANCH single connection. The existing HONEYBOURNE DOWN YARD GROUND FRAME and associated connections will be recovered.

The box will cease to be a BLOCK POST for the MAIN line but an INTERMEDIATE type ELECTRIC TRAIN TOKEN INSTRUMENT will be provided controlled by Evesham and Moreton-in-Marsh for movements between the MAIN single line and BRANCH.

AT CAMPDEN

The box will be re-named CAMPDEN CROSSING. It will cease to be a BLOCK POST but will remain to work the level crossing gates and associated protecting signals. The existing DOWN MAIN through Campden will be out of use and the existing DOWN MAIN HOME and DISTANT signals will apply to the remaining single line. UP and DOWN MAIN train approaching indications will be provided in the box.

AT BLOCKLEY

The box will be re-named BLOCKLEY CROSSING. It will cease to be a BLOCK POST but will remain to work the level crossing gates and associated protecting signals. The existing DOWN MAIN from approximately the box towards EVESHAM and the existing UP MAIN towards Moreton-in-Marsh will be out of use. UP and DOWN MAIN train approaching indications will be provided in the box.

continued

AT MORETON-IN-MARSH

A new ground shunt signal will be provided as shown on the attached sketch.

The following signals will be recovered :-

UP MAIN OUTER HOME
DOWN MAIN ADVANCED STARTING
GROUND SHUNT IN UP MAIN FOR MAIN CROSSOVER (nearest Oxford)
GROUND SHUNT IN DOWN MAIN FOR DOWN REFUGE SIDING
GROUND SHUNT IN EXISTING DOWN MAIN FOR DOWN SIDE SIDINGS

The MAIN CROSSOVER nearest Worcester will become a SINGLE CONNECTION, RESET as shown on the attached sketch, the end nearest Oxford being RESET, clipped and padlocked out of use pending recovery. The existing UP MAIN beyond this crossover (towards Worcester) will be out of use, and the existing DOWN MAIN HOME and DISTANT SIGNALS will apply to the remaining single line.

The existing double line block working to Blockley and all associated instruments will be recovered and the single line section to Evesham worked by the ELECTRIC TRAIN TOKEN BLOCK.

TELEPHONES

Telephone circuits will be re-arranged or new circuits provided to give communication between :-

Evesham Signal Box
Littleton & Badsey Crossing
Clayfield Crossing
Honeybourne Station South Box
Camden Crossing
Blockley Crossing and Moreton in Marsh Signal Box

A new telephone circuit will be provided between :-

Evesham Box and the Up and Down Evesham Platform Auxiliary Token Huts.

AUTOMATIC WARNING SYSTEM

The line will be converted from WESTERN REGION type to standard BRITISH RAILWAYS inductor type and recovery of the Western Region type will commence as from 0900 Friday, 17 September 1971. The new B.R. type will NOT BE OPERATIONAL UNTIL MONDAY 25 OCTOBER 1971.

A copy of this notice to be issued to all trainmen on the section of line concerned.

for J. Palette
J. Palette

MORETON IN MARSH TO NORTON JCN. SINGLING.
STAGE I. MORETON IN MARSH TO EVESHAM.

