

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

- (1) Bringing into use new Electric Train Token Instruments, at Kineton, Burton Dassett and Fenny Compton.**
 - (2) Bringing into use new Signal Box and alterations to Signalling, at Fenny Compton.**
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(1) NEW ELECTRIC TRAIN TOKEN INSTRUMENTS AT KINETON, BURTON DASSETT AND FENNY COMPTON.

Commencing at 7.0 a.m. on **SUNDAY, 28th FEBRUARY, 1960**, until 6.0 p.m., or until completion, the Signal Engineer will be engaged in recovering the existing Electric Train Staff Instruments and replacing them with Electric Train Token Instruments, in accordance with the following details.

(a) Block Sections—Fenny Compton, Burton Dassett and Kineton.

The single line Block Section, Kineton to Burton Dassett, at present worked by Miniature Electric Train Staff (ex L.M.R.) "C" Pattern, will now be worked by Electric Train Token (W.R.) "D" Pattern, engraved Kineton—Burton Dassett and coloured Yellow.

The single line Block Section Burton Dassett to Fenny Compton at present worked by Miniature Electric Train Staff (ex L.M.R.) "D" Pattern, will now be worked by Electric Train Token (W.R.) "C" Pattern, engraved Burton Dassett—Fenny Compton and coloured Green.

The single line Block Section, Kineton to Fenny Compton (i.e., when Burton Dassett switched out) at present worked by a large type Electric Train Staff (ex L.M.R.) "A" Pattern, will be worked by Electric Train Token (W.R.) "A" Pattern, engraved Kineton—Fenny Compton and coloured Red.

All Gangers' Occupation Key Boxes and telephones which exist between Kineton and Fenny Compton will be recovered.

(b) Burton Dassett.

Switching out facilities which exist at Burton Dassett will remain. The Three-Slide Switching Out apparatus at present operated by the Electric Train Staff will be adapted for operation by Electric Train Token, the sequence of operation remaining the same.

The facing connection from the Down Single Line to the Wharf at Burton Dassett will be temporarily taken out of use. This connection is worked by a Ground Frame released by Electric Train Staffs (ex L.M.R.) and also by Interlocking Lever in Burton Dassett Signal Box.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The connection will be spiked, clipped and padlocked, and set for the Single Line until the new layout at Burton Dassett is brought into use.

The Up Home Signal, Down Goods Loop to Up Single Line Starting Signal, and Exchange Sidings to Up Single Line Starting Signal for Burton Dassett, at present released by the Miniature Electric Train Staff will now be released by Electric Train Token "C" Pattern (One Pull Only).

The Down Home Signal and the East Siding to Down Single Line Starting Signal for Burton Dassett at present released by the Miniature Electric Train Staff, will now be released by Electric Train Token "D" Pattern (One Pull Only).

Occupation of the Locking Frame at Burton Dassett will be required for the purpose of bolting a lever.

(c) **Kineton.**

The Up Starting Signal for Kineton, at present released by the Miniature Electric Train Staff or by large Type Electric Train Staff, will now be released by Electric Train Token "D" Pattern or by Electric Train Token "A" Pattern (One Pull Only).

Inspectors MARSHALL and HARPER to make all arrangements for the safe working of the line, including the appointment of any handsignalmen, in accordance with Rule 77.

(2) **NEW SIGNAL BOX AT FENNY COMPTON**

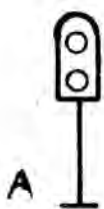
Commencing at 7.0 a.m. on **SUNDAY, 6th MARCH, 1960**, until 6.0 p.m. on **MONDAY, 7th MARCH, 1960**, or until completion, the Signal Engineer will be engaged in carrying out the following work in connection with bringing into use of the new Signal Box, and new Loops and Junctions, at Fenny Compton.

The new Signal Box to be known as Fenny Compton, is situated between the Down Main and the Up Reception Loop, immediately on the London side of the Level Crossing at 94m. 76ch. The adjacent Signal Boxes on the Main Line will be Greaves Siding and Claydon Crossing, and on the Branch Line Burton Dassett and Byfield.


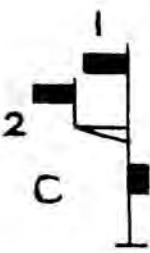

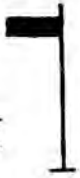
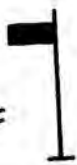
The existing Signal Box at Fenny Compton will be taken out of use and certain signals and connections at present worked from this Signal Box, will be worked from the new Signal Box.

(a) **Signals.**

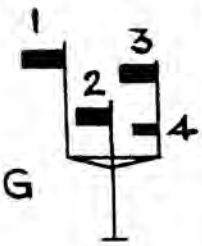
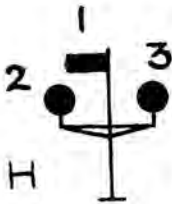
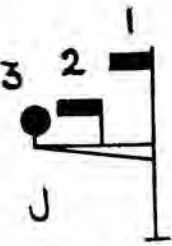


The following new Signals will be brought into use :

<i>Form</i>	<i>Description</i>	<i>Position</i>	<i>Yards from Signal Box</i>
	<p>Up Main Distant.</p> <p>This Signal will be 12-ft. 0-in. to the rear of the A.T.C. Ramp will be positioned 200 yards to the rear of this Signal.</p>	<p>Up Side of Up Main.</p> <p>Yellow aspect.</p> <p>200 yards to the rear of this Signal.</p>	2,532






(a) SIGNALS—continued.

Form	Description	Position	Yards from Signal Box
 <p>B</p>	<p>Up Branch Distant.</p> <p>This Signal will be 18-ft. 0-in. in height.</p>	<p>Up Side of Up Branch.</p>	<p>1,198</p>
 <p>C</p>	<p>(1) Up Branch Home to Up Crossing Loop. (2) Up Branch Home to Up Reception Loop.</p> <p>This Signal will be 18-ft. 0-in. to the top arm.</p>	<p>Up Side of Up Branch.</p>	<p>590</p>
 <p>D</p>	<p>Down Crossing Loop Starting to Down Branch.</p> <p>This Signal will be 16-ft. 0-in. in height.</p>	<p>Down Side of Down Crossing Loop.</p>	<p>408</p>
 <p>E</p>	<p>Up and Down Reception Loop Inner Home to Down Main.</p> <p>This Signal will be 14-ft. 0-in. in height.</p>	<p>Down Side of Up and Down Reception Loop.</p>	<p>57</p>
 <p>F</p>	<p>Up Reception Loop Starting to Up Main.</p> <p>This Signal will be 26-ft. 0-in. in height.</p>	<p>Up Side of Up Reception Loop.</p>	<p>72</p>

(a) SIGNALS continued.



Form	Description	Position	Yards from Signal Box
	<p>(1) Up Crossing Loop Starting to Up Main. (2) Up Crossing Loop Starting to Up and Down Reception Loop. (3) Up Crossing Loop Starting to Up Branch. (4) Up Crossing Loop Shunt Ahead to Up Branch. This Signal will be 26-ft. 0-in. in height to the top arm</p>	Between Up Crossing Loop and Up Reception Loop.	72
	<p>(1) Down Branch Home to Down Crossing Loop. (2) Down Branch Home to Mileage Yard. (3) Down Branch Home to Up Crossing Loop. This Signal will be 22-ft. 0-in. in height, to the top arm.</p>	Down Side of Down Branch.	359
	<p>(1) Up and Down Reception Loop Intermediate Home. (2) Up and Down Reception Loop Intermediate Home to Down Crossing Loop. (3) Up and Down Reception Loop Intermediate Home to Mileage Yard. This Signal will be 22-ft. 6-in. in height, to the top arm.</p>	Between Up and Down Branch and Up and Down Reception Loop.	359
	<p>Down Main Intermediate Home. This Signal will be 22-ft. 0-in. in height.</p>	Down Side of Down Main.	359
	<p>Up and Down Reception Loop Starting to Up Main. This Signal will be 14-ft. 0-in. in height.</p>	Between Down Main and Up and Down Reception Loop.	690

(a) SIGNALS—continued.

Form	Description	Position	Yards from Signal Box
 <p>M</p>	<p>Up Main Starting.</p> <p>This Signal will be 18-ft. 0-in. in height.</p>	<p>Up Side of Up Main.</p>	<p>800</p>
 <p>Z</p>	<p>(1) Down Main Home. (2) Down Main Home to Up and Down Reception Loop.</p> <p>This Signal will be 24-ft. 0-in. in height to top arm.</p>	<p>Down Side of Down Main.</p>	<p>961</p>
 <p>O</p>	<p>Up Main Advanced Starting.</p> <p>This Signal will be 18-ft. 0-in. in height.</p>	<p>Up Side of Up Main.</p>	<p>1,404</p>
 <p>P</p>	<p>Down Branch Distant.</p> <p>This Signal will be 22-ft. 0-in. in height.</p>	<p>Down Side of Down Branch.</p>	<p>1,759</p>
 <p>Q</p>	<p>Down Main Distant (also controlled by Wormleighton Crossing).</p> <p>This Signal will be 12-ft. 0-in. to the yellow aspect. An A.T.C. Ramp will be positioned 200 yards to the rear of this Signal.</p>	<p>Down Side of Down Main.</p>	<p>2,937</p>

(b) Stop Lamps.

The following new Stop Lamps will be brought into use :

<i>Form</i>	<i>Description</i>	<i>Position</i>	<i>Yards from Signal Box</i>
R 	Backing Down Up Goods Loop. This Stop Lamp will be 6-ft. 0-in. in	Up Side of Up Goods Loop. height.	625
S 	Backing Down Up Crossing Loop or Up Reception Loop. This Stop Lamp will be 3-ft. 0-in. in	Between Up Crossing Loop and Up Reception Loop. height.	398

The following existing Signals will be worked from the new Signal Box.

- Down Main I.B.S. Home and Distant.
- Down Main Starting.
- Down Main Inner Home.
- Up Main Home.
- Up Main to Up Goods Loop Home.
- Up Main Inner Home.
- Up Goods Loop Inner Home to Up Main.

(c) Ground Signals.

New Ground Signals will be brought into use in accordance with attached sketch.

The following existing Ground Signals at present worked from the Old Signal Box, will be worked from the New Signal Box, and re-routed as detailed hereunder.

Existing Route.

Down Main to Down Siding.

Down Main to Up Main.

Up Main to Down Main.

New Route.

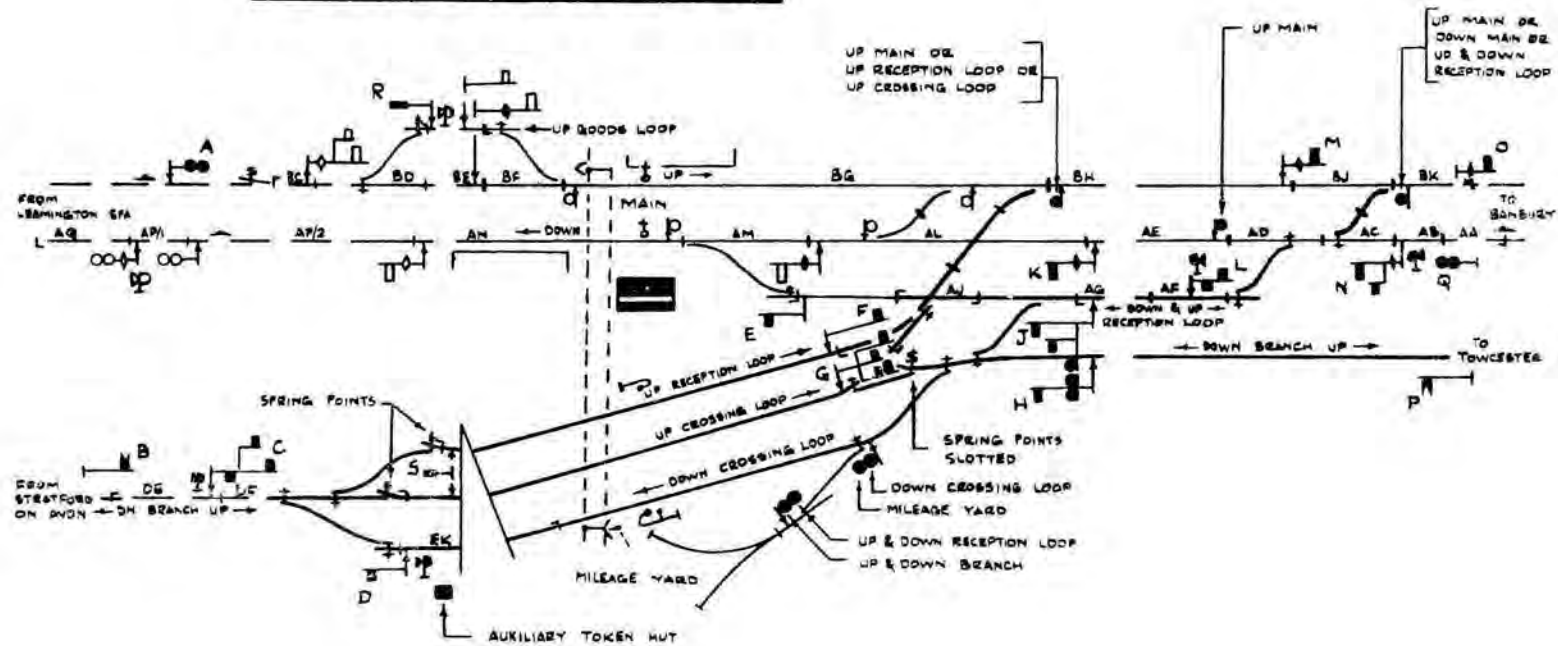
Down Main to Up and Down Reception Loop or Backing Up Down Main. To be fitted with red light.

Down Main to Up Main or Backing Up Down Main.

Up Main to Down Main or Backing Down Up Main. To be fitted with red light.

The Ground Signal reading from Up Main to Up Goods Loop at present worked, from the Old Signal Box, will be worked from the New Signal Box.

FENNY COMPTON



(d) Redundant Signals.

The following Signals will be recovered :

- Up Main Distant.
- Up Main Starting.
- Up Main Advanced Starting.
- Down Main Distant
- Down Main Home.
- Up Branch Distant.
- Up Branch Home.
- Down Branch Distant.

The Ground Signal reading from Down Siding to Down Main, will be recovered.

(e) Detonator Machines.

The Up and Down Main Emergency Detonator Machines at present worked from the Old Signal Box, will be worked from the New Signal Box.

(f) Permanent Way Layout.

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

The following existing connections at present worked from the Old Signal Box, will be worked from the New Signal Box.

- Up Main Facing to Up Goods Loop.
- Up Goods Loop Facing to Up Main.
- Down Reception Loop Facing to Down Main.
- Up Main to Down Main (near Signal Box).

The following new connections will be worked by power with Hand Generator Standby.

- Up Branch Facing to Up Reception Loop.
- Down Crossing Loop Facing to Down Branch.
- Down Main Facing to Up and Down Reception Loop.
- Down Main to Up Main (Banbury end).

(g) Level Crossing.

The Level Crossing at present protected by four gates, will be re-arranged as shown on attached sketch, the two inner gates having been removed. The two gates remaining will be bolted from the new Signal Box. The wicket gates will not be controlled.

(h) Track Circuits.

New Track Circuits will be brought into use as follows :

Line	Track Circuit in rear of	Length in Yards	Position of Diamond Sign	Function locked electrically when Track Circuit is occupied	Controls Block	V.O.L. switch	Name
Down Main.	Between a point 200 yards to the rear of the Down Main Homes and the Down Main Distant A.T.C. Ramp.	1976	—	Down Main Starting for Banbury Jct. Down Main Advanced Starting for Banbury North. Down Main Inner Home for Banbury South. (Dependent on Signal Box Switching).	Yes.	No.	AA
Down Main.	Down Main Homes.	200	On Signal.	Down Main Starting for Banbury Junction. Down Main Advanced Starting for Banbury North. Down Main Inner Home for Banbury South. (Dependent on Signal Box Switching.)	Yes.	No.	AB

Line	Track Circuit in rear of	Length in Yards	Position of Diamond Sign	Function locked electrically when Track Circuit is occupied	Con- trols Block	V.O.L. switch	Name
Down Main.	Immediately in advance of the Down Main Homes through the Trailing Crossover from Up Main.	85	—	Down Main Home. Facing Connection Down Main to Up and Down Reception Loop and Up and Down Main Crossover in Normal and Reverse Positions. Up and Down Reception Loop Starting to Up Main. Down Main Starting for Ban- bury Junction. Down Main Advanced Start- ing for Banbury North. Down Main Inner Home for Banbury South. (Dependent on Signal Box Switching).	Yes.	No.	AC.
Down Main.	Through Facing Con- nection Down Main to Up and Down Re- ception Loop.	205	—	Down Main Home. Up and Down Reception Loop Starting to Up Main. Facing Connection Down Main to Up and Down Re- ception Loop in Normal and Reverse Position. Up and Down Main Crossover in Reverse Position. (Con- ditionally.) Down Main Starting for Ban- bury Junction. Down Main Advanced Start- ing for Banbury North. Down Main Inner Home for Banbury South. (Dependent on Signal Box switching.)	Yes.	No.	AD.
Down Main.	Down Main Intermed- iate Home.	335	On Signal.	Down Main Home.	No.	No.	AE.
Up and Down Re- ception Loop.	Up and Down Recep- tion Loop Starting to Up Main.	100	—	—	No.	No.	AF.
Up and Down Re- ception Loop.	Up and Down Recep- tion Loop Intermed- iate Homes.	235	—	—	No.	No.	AG.
Up Cross- ing Loop and Up and Down Reception Loop.	Through Facing Con- nection Up Crossing Loop to Up Main.	125	—	F.P.L. on Facing Connection Up Crossing Loop to Up Main in Reverse Position. (Emergency Release Plunger provided.)	No.	No.	AJ.
Down Main.	Down Main Inner Home.	291	On Signal.	Down Main Intermediate Home.	No.	No.	AL.

Line	Track Circuit in rear of	Length in Yards	Position of Diamond Sign	Function locked electrically when Track Circuit is occupied	Controls Block	V.O.L. switch	Name
Down Main.	Immediately in advance of the Down Main Inner Home Through Facing and Trailing Connection from Up and Down Reception Loop.	63	—	Up and Down Reception Loop Inner Home to Down Main. Down Main Inner Home. F.P.L. on Facing Connection Up and Down Reception Loop to Down Main in Reverse Position. (Emergency Release Plunger provided.)	No.	No.	AM.
Up Main.	Up Main Inner Home.	550	On Signal.	Up Main Home.	No.	No.	BE.
Up Main.	Immediately in advance of Up Main Inner Home Through Facing and Trailing Connection from Up Goods Loop to Up Main.	50	—	Up Main Inner Home. F.P.L. on Facing Connection Up Goods Loop to Up Main in Reverse Position. (Emergency Release Plunger provided). Up Crossing Loop Starting to Up Main. Up Reception Loop Starting to Up Main. Up Goods Loop to Up Main Inner Home.	No.	No.	BF.
Up Main.	Between BF and BH through Trailing Connections, Up Main to Up Crossing Loop and Up Main to Down Main.	300	—	Up Main Inner Home. Up Goods Loop Inner Home to Up Main. Up Crossing Loop Starting to Up Main and Up Reception Loop Starting to Up Main.	No.	No.	BG.
Up Main.	Up Main Starting.	530	On Signal.	Up Main Inner Home. Up Goods Loop Inner Home to Up Main. Up Crossing Loop Starting to Up Main. Up Reception Loop Starting to Up Main.	No.	No.	BH.
Up Main.	Immediately in advance of the Up Main Starting Through Crossover from Down Main.	120	—	Up Main Starting. Up and Down Main Crossover in Normal and Reverse Position. Facing Connection Down Main to Up and Down Reception Loop in normal and Reverse Position. (Conditionally).	No.	No.	BJ.
Up Main.	Up Main Advanced Starting.	476	On Signal.	Up Main Starting. Up and Down Reception Loop to Up Main Starting.	No.	No.	BK.
Down Crossing Loop.	Down Crossing Loop Starting to Down Branch.	200	—	—	No.	No.	EK.

Line	Track Circuit in rear of	Length in Yards	Position of Diamond Sign	Function locked electrically when Track Circuit is occupied	Controls Block	V.O.L. switch	Name
Up and Down Branch.	Through Facing Connection from Down Crossing Loop and Facing Connection to Up Reception Loop.	270	—	Down Crossing Loop Starting to Down Branch. Facing Connections Down Crossing Loop to Down Branch and Up Branch to Up Reception Loop in Normal and Reverse Positions.	No.	No.	DF.
Up and Down Branch.	Up Branch Homes.	500	—	—	No.	No.	DE.

The following Track Circuits at present indicated in the Old Signal Box, will be renamed and indicated in the New Signal Box.

Existing	Proposed
3AT	BCT
8T	BDT
27T	ANT
A26T	APT
B26T	AQT

Functions locked by the above-mentioned Track Circuits will remain as existing with the exception that ANT will lock the Up and Down Reception Loop Inner Home to Down Main.

(i) **Miscellaneous.**

Auxiliary Token Instruments for the Fenny Compton—Burton Dassett and the Fenny Compton—Kineton (when Burton Dassett is switched out) Single Line sections, will be provided near the Down Crossing Loop to Down Branch Starting Signal.

The Up Main Advanced Starting Signal will be released by Line Clear (one pull after berth track occupied.).

The Down Main I.B.S. Home Signal will be released by Line Clear (One Train only).

The Up Branch Starting Signal will be released by Electric Train Staff (Long or Short Section) One pull only.

The Down Crossing Loop to Down Branch Starting Signal will be released by Electric Train Token (Long or Short Section) One train only.

All single line apparatus will be transferred from the old Signal Box to the new Signal Box.

Electric Train Staff and Token picking up and setting down posts will be provided as shown on attached sketch.

One Acceptance Block (Absolute) with compulsory T.O.L. will be brought into use on the Up and Down Main Lines.

(j) Telephones.

All existing telephones in the Old Signal Box will be transferred to the new Signal Box.

The existing telephone in the Down Siding on the Fenny Compton Local Circuit will be recovered.

The following new telephone circuits will be brought into use.

Down Main Home	...	...	...	...	Signal Box.
Up and Down Reception Loop Starting to					} Signal Box.
Up Main	...	...	...	...
Auxiliary Token Hut	...	...	...	...	Signal Box.
Up Branch Home	...	...	...	...	Signal Box.

OCCUPATION

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

During the time the work is in progress, the Up and Down Main Distant Signals will be disconnected and maintained at Caution.

Inspectors MARSHALL and HARPER to make all arrangements for the safe working of the line, including the appointment of any Handsignalmen, in accordance with Rule 77. (P.4268/16.)

**INSTRUCTIONS FOR SIGNALLING TRAINS DURING FOG OR
FALLING SNOW AND ARRANGEMENTS IN PERIODS OF FROST
DATED OCTOBER, 1951**

DISTANT SIGNALS AT WHICH FOGSIGNALMEN ARE NOT PROVIDED

Page 41—The following to be added :

Section of Line	Signal Box	Distant Signals Not Fogged.	
		Up Line	Down Line
Old Oak Common and Chester via Bicester.	Fenny Compton.	Main (Colour Light).	Main (Colour Light).

ACKNOWLEDGE RECEIPT

BIRMINGHAM (S.H.).
25th February, 1960.

D. L. PRIDE,
District Traffic Superintendent.

RECEIVED copy of Mr. D. L. Pride's Notice No. N.W.4178, dated 25th February, 1960.

.....Signature
Date.....1960.....Department
.....Station

D. L. Pride, Esq.,
Birmingham (S.H.).