

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

**(For the use of employees only)**

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**Notice to Enginemen, Guards, etc.**

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**SIGNAL ALTERATIONS**

**PRINCES  
RISBOROUGH**

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**SUNDAY 15 SEPTEMBER  
to  
MONDAY 23 SEPTEMBER  
1968**

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Between 08 00 hours on Sunday, 15th September, and 17 00 hours on Monday, 23rd September (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.103.**

# SIGNALLING RECORD SOCIETY

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

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### AT PRINCES RISBOROUGH SOUTH

Princes Risborough South Signal Box will be closed and all associated signalling apparatus recovered with the exception of the Up, Platform Home Signal and Down Main Distant signal which will be operated from Princes Risborough North signal box.

The facing connection from Down Main to Down Platform will be recovered. The facing connection Up Platform to Up Main, together with the new facing connection Down Main to Up Main at the London end will be motor operated by a Westinghouse Brake and Signal Co's style machine with hand generator from Princes Risborough Signal box. An emergency hand crank will be retained in the Signal Box.

Thame signal box will be closed, and all associated signalling apparatus recovered. The facing connection and facing point lock at the Princes Risborough end, will be connected to a new two lever ground frame released by a key retained in Princes Risborough Signal Box. The token locks will be recovered from the Shell Mex and B.P. ground frames, and all other points will be hand operated.

The Thame Branch will be reduced to Sidings working. Telephone communication will be maintained between Princes Risborough and Thame.

The Chinnor Branch will be reduced to Sidings working, the Wooden Train Staff and the Annetts locks on the Chinnor Ground Frames will be recovered.

### AT PRINCES RISBOROUGH NORTH

The Signal box will be renamed Princes Risborough signal box. The Up Platform Line will be renamed Up and Down Platform Line. The Up Main Line, through the station will become a Temporary Middle Line. The Down Bay Line, the Down Platform Line and the Loop Line will be renamed Down Sidings.

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

- A**—Down Main starting—249 yards.
- B**—Ground Signal Down Main to Platform or Temporary Middle Line or Down Sidings.
- G**—Disc to Temporary Middle Line or Down Sidings.
- H**—Disc to Thame Siding or along Down Siding.
- J**—Down Platform Startings to Down Main or Aylesbury Branch—130 yards.
- K**—Down Main Homes to Thame Siding or Down Main or Platform—873 yards.
- L**—Up Main Starting—1089 yards.

The Distances are measured from the Signal Box.

The Signal arms of the following signals will be reduced to 3 feet.

- C**—Thame Distant.
- D**—Chinnor Distant.
- E**—Thame Siding Starting.
- F**—Down Sidings Starting to Down Main.

The following existing signals and discs will be recovered:—

- All Up Main and Up Platform signals with the exception of the Up Main Home and Distant Signals.
- All Down Main and Down Platform signals with the exception of the Down Platform Starting Signal
- Up Chinnor Home.
- Up Thame Homes Bracket.
- Down Chinnor Starting.
- Down Thame Advanced Starting.
- Down Bay Starting.
- All Discs in Main and Platform Lines.
- Disc Loop Line to Chinnor Branch.
- Disc along loop line.
- Disc Up Sidings to Up Main.

New connections will be provided as shown on the attached diagram. Facing Point Locks will be provided as shown on the attached diagram.

The following existing connections will be taken out of use:—

- Mains Crossover.
- Down Main Facing to Aylesbury Branch.
- Up Main Trailing from Thame.
- Scissors Connection between Down Main and Down Platform.

The following existing connections will be disconnected from the signal box and spiked, clipped and padlocked in the reverse position pending relaying in plain line:—

- Up Main Facing to Up Platform.
- Up Thame Branch Facing to Down Platform.
- Facing Catch Point in Chinnor Branch.

The Facing connection between Thame and Chinnor Branch will be reset as shown on the attached diagram.

The following existing connections will be hand operated:—

- Down Bay to Loop Line facing.
- Ground Frame operated connection Down Bay to Loop line. The Ground frame will be recovered.
- The connection from Up Main to Up Sidings will be disconnected from the signal box clipped and padlocked normal and worked by hand when required.

Telephones will be provided as shown on the attached diagram.

The Aylesbury Branch Auxiliary token instrument will be repositioned as shown on the attached diagram.

An A.W.S. Ramp will be provided 200 yards to the rear of the new Down Main Homes signal.

The existing Block Sections:—

- Princes Risborough North—Princes Risborough South,
- Princes Risborough South—Saunderton, will be superseded by the new block section:
- Princes Risborough—Saunderton

Occupation of the Locking Frame at Princes Risborough North will be required for the purpose of altering and testing the Locking.

During the occupation the Distant signals affected, viz. Up and Down Main will be disconnected from the Signal Box and maintained at Caution.

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### SPECIAL NOTES

Will all concerned please note that the Diagram supplied with this notice shows the Track Layout at Princes Risborough as it will be on completion of the work on Monday 23rd September 1968.

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This notice should also be read in conjunction with items appearing in the weekly K.2. speed and engineering notice, which gives details of track occupations and altered train working, during the period Saturday 14th September to Sunday 22nd September 1968 inclusive.

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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.

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




**F. D. PATTISSON,**  
Divisional Manager,  
READING,  
SEPTEMBER 1968

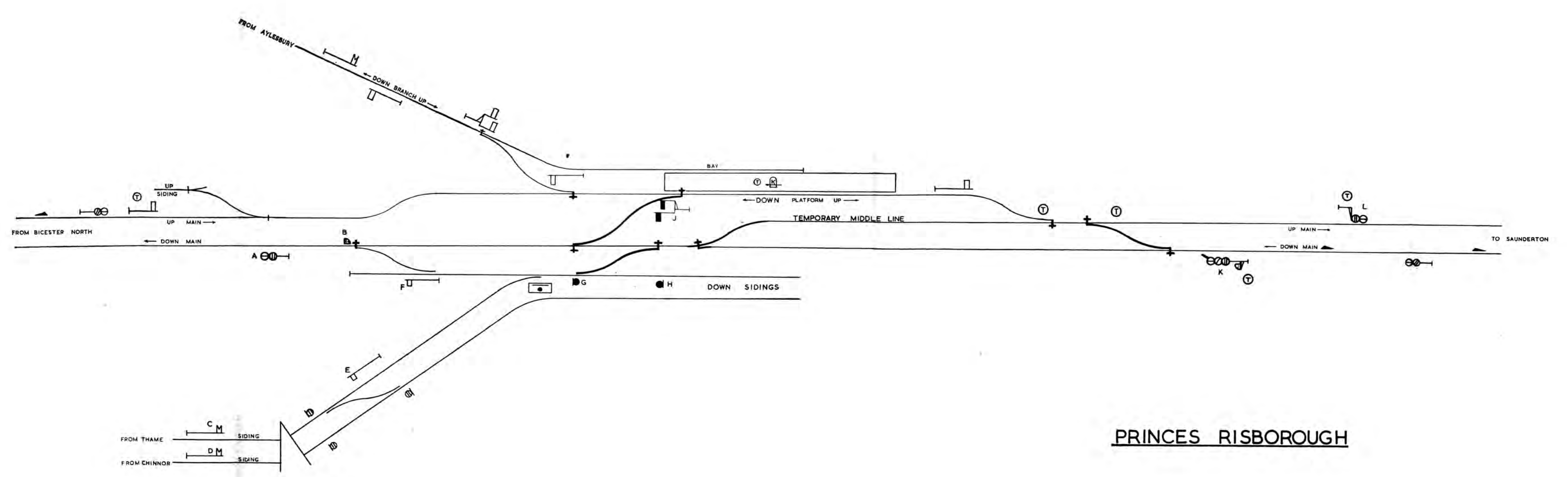
**L. LLOYD,**  
Movements Manager,  
PADDINGTON STATION.

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**BR 31401/5**

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- KEY
-  GREEN YELLOW
  -  GREEN RED
  -  GREEN YELLOW RED
  - DOUBLE LINE INDICATES NORMAL ASPECT OF THE SIGNAL
  -  POSITION LIGHT
  -  TELEPHONE
  -  AUXILIARY TOKEN INSTRUMENT
  -  A.W.S. RAMP



PRINCES RISBOROUGH