

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

19th October, 1971

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS, ETC.

SECTION 'C' of the K2/43/71 SPEED AND ENGINEERING NOTICE
SATURDAY 23RD TO MONDAY 25TH OCTOBER, 1971.

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

STAGE 2. (EVESHAM TO NORTON JUNCTION)

AT EVESHAM

A new Disc will be provided as shown on the attached sketch, and the following existing signals will be recovered :-

UP MAIN HOME
UP MAIN INNER HOME TO UP GOODS LOOP
UP GOODS LOOP STARTING TO UP MAIN
ELEVATED DISC FROM UP GOODS LOOP TO UP SPUR
DOWN MAIN ADVANCED STARTING
DOWN MAIN STARTING
DISC IN DOWN MAIN FOR MAIN CROSSOVER (NEAREST WORCESTER)
DISC IN DOWN MAIN FOR MAIN TO DOWN SIDING CONNECTION
DISC FROM DOWN SIDING
DISC FROM UP MAIN TO DOWN MAIN
DISC FROM UP GOODS LOOP TO DOWN MAIN
DISC FROM UP SIDINGS TO UP SPUR
DISC FROM UP SIDINGS TO UP MAIN
DISC BACKING DOWN MAIN
DISC IN UP GOODS LOOP FOR UP SIDINGS CONNECTION

The Main Crossover (Nearest Worcester) will be clipped and padlocked normal pending recovery. The existing UP GOODS LOOP will be reduced to a siding known as the UP SIDING and the connection from UP MAIN to UP GOODS LOOP will be clipped, spiked, and padlocked normal pending recovery. The existing DOWN SIDINGS and associated connection to the DOWN MAIN will be recovered.

A new connection with facing point lock will be provided as shown on the attached sketch.

The existing double line block working to Norton Junction and all associated instruments will be recovered and the single line section worked by the ELECTRIC TOKEN BLOCK. The DOWN MAIN STARTING and DISC in the UP MAIN (when routed to single line) will be released (with a "one train" feature) by withdrawal of a token.

continued....

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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AT NORTON JUNCTION

The following existing signals will be recovered :-

DOWN MAIN INNER HOME
UP MAIN STARTING

The existing DOWN MAIN will be out of use and the existing DOWN MAIN HOME and DISTANT signals will apply to the remaining single line. The MAIN/BRANCH trailing connection will be left clipped and padlocked, set for BRANCH pending recovery. The MAIN CROSSOVER will be RESET as shown on the attached sketch and a FACING POINT LOCK provided on the end nearest Oxford.

The existing double line block working to Evesham and all associated instruments will be recovered and the single line section to Evesham worked by the ELECTRIC TOKEN BLOCK. Auxiliary type token instruments will be provided at Worcester Shrub Hill Station on the UP and DOWN platforms. The UP MAIN HOME and DISC in the DOWN MAIN (when routed to single line) will be released (with a "one train" feature) by withdrawal of a token.

TRACK CIRCUITS

Track circuits at Evesham and Norton Junction will be re-arranged as necessary.

AUTOMATIC WARNING SYSTEM

This will be converted from WESTERN REGION to standard BRITISH RAILWAYS inductor type. The BRITISH RAILWAYS type on the section of line singled under STAGE 1 of the scheme (Moreton-in-Marsh to Evesham) will also be brought into use.

TELEPHONES

New telephones will be provided giving communication between :-

NORTON JUNCTION and the AUXILIARY TOKEN INSTRUMENT HUTS on WORCESTER SHRUB HILL STATION UP and DOWN platforms.

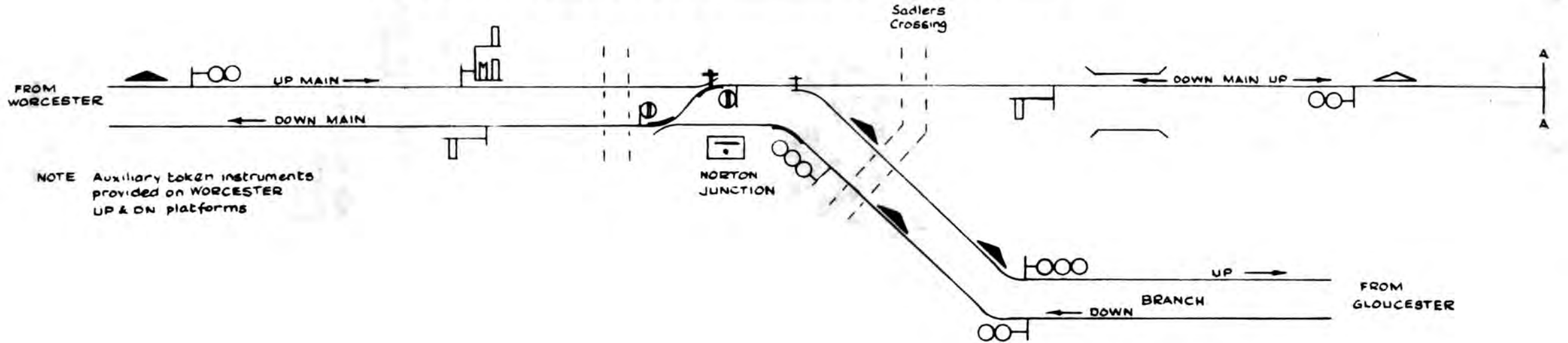
NORTON JUNCTION and the UP MAIN side of SADLERS OCCUPATION CROSSING.

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

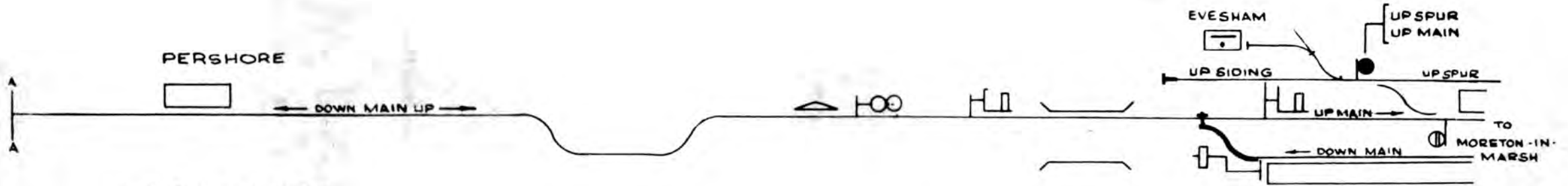
for J. Palette

J. Palette

MORETON IN MARSH TO NORTON JCN SINGLING
STAGE 2. EVESHAM TO NORTON JCN



NOTE Auxiliary token instruments provided on WORCESTER UP & DN platforms



N.B. TRACK WILL BE SLEWED TO USE DOWN PLATFORM AT A FUTURE DATE.

Key

- W.R. A.W.S. RAMP
- B.R. A.W.S. INDUCTOR