PRIVATE and not for Publication B.R.31401/5 NOTICE No. L.X.O.132

# BRITISH RAILWAYS

**(WESTERN REGION)**

**(For the use of Employees Only)**

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## Notice to Enginemen, Guards, etc.

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## MULTIPLE ASPECT SIGNALLING

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# OXFORD

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# STAGE 2–OXFORD STATION TO KENNINGTON JUNCTION (OXFORD) inclusive

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# SATURDAY, 15th DECEMBER TO TUESDAY, 18th DECEMBER, 1973

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From Saturday, 15th December to Tuesday, 18th December or until completion of the work, the Divisional Civil and Signal and Telecommunications Engineers will be engaged in bringing into use Multiple Aspect Signalling and Continuous Track Circuiting between Oxford Station and Kennington Junction.

The following is a description of the work:

**1. Extension of Oxford Signal Control Area**

The multiple aspect signalling and continuous track circuiting will be extended from Oxford Station to the area at present controlled from Kennington Junction Signal Box.

**2. The undermentioned Signal Boxes will be taken out of use, together with all Associated Signalling Equipment:**

Hinksey North, Hinksey South and Kennington Junction.

**3. Signalling Alterations**

The following signals will be renamed:

KJ37 will be renamed DX59
KJ36 will be renamed OX14
UX60 will be renamed OX31.

**4. Morris Cowley Branch Alterations**

The Single line to Morris Cowley will remain controlled by Electric Token. At Kennington Junction, token instruments will be provided as follows:

*For movements to Morris Cowley*

1. Adjacent to Signal OX79 on Up side of Up Goods
2. Adjacent to Signal OX99 on Down side of Down Goods.

*For movements from Morris Cowley*

Adjacent to Signal OX12.
Control of these Electric Token instruments will be from Oxford and Morris Cowley Signal Boxes.

**5. Permanent Way Alterations**

New connections will be brought into use as shown on the attached diagram, with the exception that the facing crossover Down Main to No. 1 Reception at Hinksey South (61 m 55 ch) will be brought into use at a later date. (See weekly Speed and Engineering (K2 notice) for details).

**6. Ground Frames**

The following new Ground Frames will be brought into use:

(*a*) *South End Yard Ground Frame*

To control the entrance and exit from the N.C.L. Depot at 63 m 0 ch.

(*b*) *Reception Line Ground Frame*

To control the connection between the Through Sidings and No. 2 Reception Line at Hinksey South 62 m 8 ch approximately (in first instance provided as hand point connection).

Each of the above Ground Frames will be released by an Annetts Key held in an adjacent release instrument, controlled from Oxford Signal Box.

The following existing Ground Frame will be altered as under:

(*c*) *Radley Ground Frame*

The release instrument will in future be controlled from Oxford Signal Box.

**7. Track Circuit Block**

The existing track circuit block working from Aynho Junction and Ascott-under-Wychwood to Oxford Station will be extended to Kennington Junction and will link up with the existing track circuit block working to Reading (Radley).

**8. Emergency operation of power worked points**

With the exception of points worked by Ground Frames, all connections within the area from Hinksey North to Kennington Junction inclusive will be power operated by electric point machines of the G.E.C./G.S. Company's Type H W.

The relevant instructions for the emergency operations of these machines have been issued separately.

Hand cranks for the emergency operation of points will be kept in release instruments controlled from Oxford Signal Box and located on the Up Side of the line at Hinksey North adjacent to the connections, the Up Side of the line at Hinksey South adjacent to the connections, and the Up side of the line at Kennington Junction opposite the junction with the Morris Cowley Branch.

**9. Telephones**

Telephones giving exclusive communication with the Signalman at Oxford Signal Box will be provided as follows:

(*a*) At all controlled multiple aspect signals bearing the prefix "OX" on the identification plate.
(*b*) At automatic multiple aspect signals DX55, DX56, DX57, DX58, DX59, UX59.
(*c*) At South End Yard Ground Frame, Reception Line Ground Frame, Radley Ground Frame.
(*d*) At ground signals OX193, OX114.

Automatic telephones will be provided at the emergency hand crank release instruments and communications can be established with the Signalmen at Oxford by dialling 4271 or 4272.

A separate token telephone circuit giving communication with the Signalmen at Oxford and Morris Cowley will be provided, with telephones located at the three (3) token instruments at Kennington Junction.

**10. A.W.S. Equipment**

The running lines between Oxford Station and Kennington Junction will be equipped with B.R. A.W.S. inductors as shown on the track diagram.

**11. OCCUPATION ARRANGEMENTS**

**Saturday, 15th December 1973 until Tuesday, 18th December**

Between 2200 hours on Saturday, 15th December and 0600 hours on Tuesday, 18th December, or until completion, the Divisional Signal and Telecommunications Engineer will be engaged in installing and bringing into use new signalling as described in the foregoing paragraphs of this notice.

Additional occupations will be shown as necessary and further details of those shown above will be included in the appropriate K2 Engineering Notices.

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All arrangements for the safe working of the line together with the appointment of any Hand-signalmen required in accordance with Section "E" of the Rule Book will be made by the District Operating Inspector.

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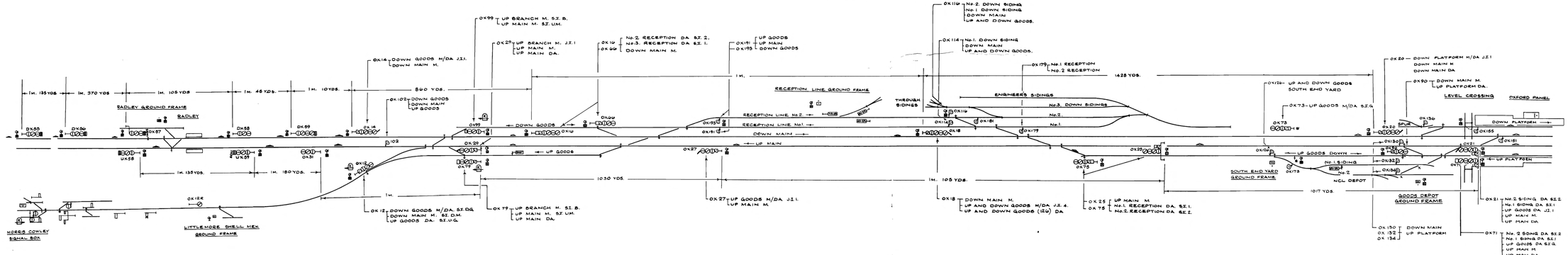
**H. N. TODD,**
Divisional Manager,
READING.
December, 1973.

**STATION and DEPOT SUPERVISORS please acknowledge receipt by wire immediately to:**

**Divman 1—XO/Reading—Arno L.X.O.132.**

# OXFORD




KEY TO SYMBOLS USED

- ROUTE INDICATOR: YELLOW, GREEN, YELLOW, RED
- JUNCTION INDICATOR: GREEN, YELLOW, RED, DIRECT AHEAD
- AUTOMATIC SIGNAL: GREEN, YELLOW, RED
- AUTOMATIC SIGNAL: YELLOW, GREEN, YELLOW, RED
- GROUND POSITION LIGHT
- ELECTRIC KEY TOKEN INSTRUMENT
- A.W.S. RAMP
- INDUCTOR

M. MAIN ASPECT
DA. DRAW AHEAD
J.I. JUNCTION INDICATOR
S.I. STENCIL INDICATOR.