

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

DIDCOT EAST JUNCTION

SATURDAY, 19th OCTOBER

to

MONDAY, 28th OCTOBER, 1974

Commencing at 22.00 on Saturday, 19th October, 1974, the Divisional S. & T. Engineer will be engaged in alterations to signalling in connection with remodelling of the layout at Didcot East Junction.

The new permanent way and signalling will be brought into use progressively during the period up to 06.00 on Monday, 28th October, 1974. Priority will be given to selected routes.

IMPORTANT

STATION AND DEPOT SUPERVISORS must acknowledge receipt of this Notice by the return of the attached slip.

Received Notice I.X.O.135 re Multiple Aspect Signalling alterations at Didcot East Junction.

.....DateDepartment

.....StationSignature

Divisional Manager (London),
Western Tower,
Reading

Ref. 1/XO/193/25/27.
Ext. 2552

Erratum

Paragraph 1
1st Line

Signal Alteration

Reference to Signal R 27
Should read Signal R 72

Diagram

Signal R 174 refers to
Down Relief Line and
not Up Main Line as shewn

DIDCOT EAST JUNCTION

1. SIGNAL ALTERATION

Down Main automatic signal DM51 will become a controlled signal R27 with routes to the Down Main (main aspect) and to the Down Relief (main aspect with junction indicator position 4).
Down Relief signal R174 will have an additional draw ahead route to the down relief.

The route indicator associated with Up Relief platform starting signal R117 will be recovered and a junction indicator position 4 added for movements Up Relief to Up Main (routed via first crossover in relief line).

Signal R111 on the Up Oxford line reading to platform 4 or 5 will in future display a draw ahead aspect with route indicator when signalled into an occupied platform.

The Limit of Shunt signal on the Down Relief will be moved 880 yards towards Reading and positioned between the Up and Down Relief lines.

Ground position light signals R422, R424 and R455 will be repositioned as shown on the sketch.

2. PERMANENT WAY ALTERATIONS

The track layout will be remodelled and new connections brought into use as shown in heavy type on the attached sketch.

The existing Double Junctions will be replaced by new High Speed Crossovers.

3. POWER OPERATED POINTS

All new connections will be motor worked from Reading Panel by WB & S type M3 machines. Emergency operating instructions for these machines have been issued separately.

A new hand crank and release instrument will be provided on the Up Side of the Up Relief line opposite the trailing connection in the Up Main for emergency operation of the points in that vicinity. This hand crank can only be withdrawn when the appropriate release has been given from Reading Panel and an automatic telephone is provided for communicating with the Signaller at Reading by dialling 2272.

4. OCCUPATION ARRANGEMENTS

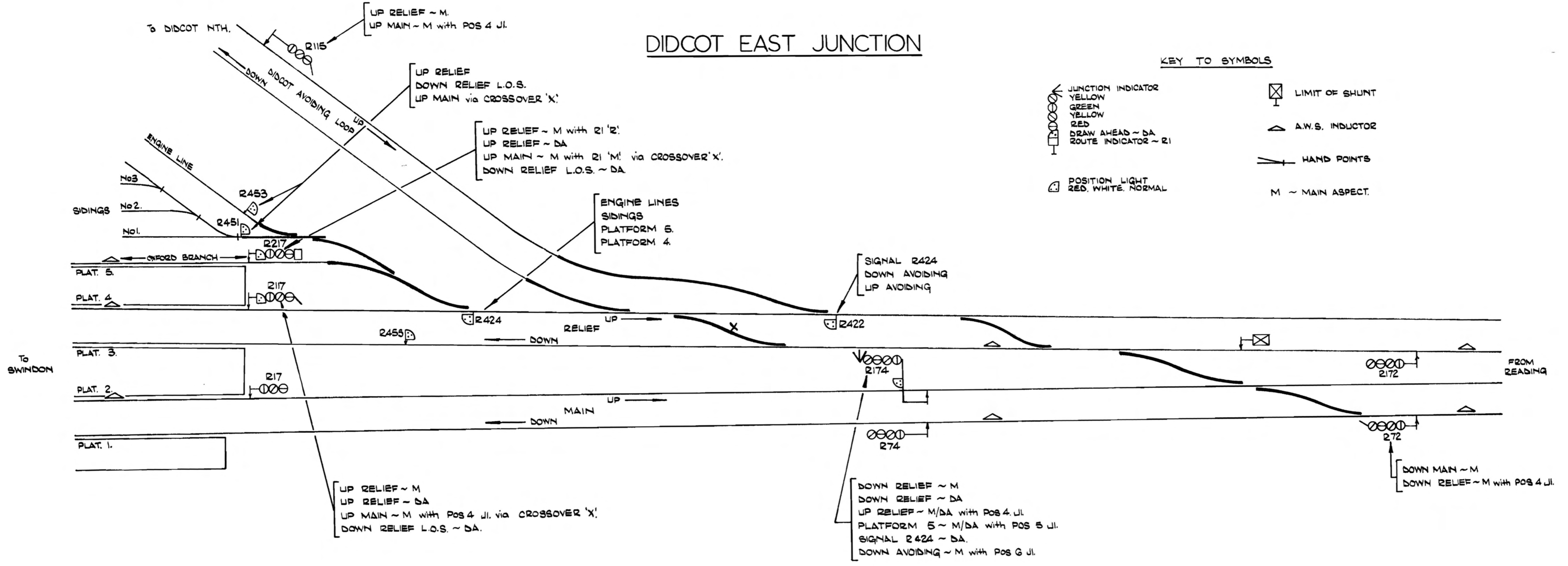
Occupation of the Reading Panel will be required for the purpose of testing the interlocking. During the occupation Signals Nos. R72, R172, R174, R117, R217, R115, R111, R113, R276, R278, and Ground Position Light Signals R422, R455, R424, R451, R453, R430, R432, R443, R445, R447, R441 will be disconnected and maintained at danger.

All arrangements for the safe working of the line will be made by the nominated person in charge of the possession in accordance with Section 'T'III of the Rule Book. Any Handsignalman required in accordance with Section 'E' of the Rule Book will be appointed by the District Operating Inspector. The new signalling will be brought into use progressively during the period of the occupation.

H. N. TODD,
Divisional Manager,
READING.

October, 1974

DIDCOT EAST JUNCTION



KEY TO SYMBOLS

- JUNCTION INDICATOR
- YELLOW
- GREEN
- YELLOW
- RED
- DRAW AHEAD ~ DA
- ROUTE INDICATOR ~ R1
- POSITION LIGHT
- RED, WHITE, NORMAL
- LIMIT OF SHUNT
- A.W.S. INDUCTOR
- HAND POINTS
- M ~ MAIN ASPECT.