

SERIAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			ARMS & LAMPS CHANGED TO YELLOW PROVISION OF A.T.C.	
			LOCKING FRAME CONVERTED TO V.T. 5 BAR LOCKING.	28.11.1935
	4.1.49?		PROVISION OF I.D.S	(NOTICE W888) 5-10.2.1950
			LEVERS 15.17 MADE SPARE	(P1049)
A	19.1954		COOMBE MILL SIDING & G.F. RECOVERED. KEY LEVER 27 MADE SPARE O.No. 55/1674 DOWN MAIN STARTING RENEWED, INCREASED IN HEIGHT TO 18 FT.	23.1.1955 25.1955
B	8.1955		UP MAIN DISTANT RENEWED AS C/LIGHT AT 1888 YDS	(NOTICE W1066) 6.5.1956
C	10.1960		BLOCK RELEASE PROVIDED FOR SIGNALS 4 & 39	
D	30.9.1961		RECOVERIES: LEVERS 10.11.12.16.17. 31.32.33. MADE SPARE. DOWN MAIN SHUNT No.38 RECOVERED	9.11.?? 21.10.1962
E	10.1962		39 ARM & LAMP REPEATERS RECOVERED (!)	
F			UP MAIN STARTING RENEWED 80' FURTHER OUT & REDUCED TO 18FT. SHUNT ARM NOT REPRODUCED	12.3.1964
G			DOWN MAIN DISTANT RENEWED AS C/LIGHT 200' FURTHER OUT	<del>15.10.1964</del> 1.1965 *
H/J			ALL REMAINING CONNECTIONS EXCEPT DOWN SIDINGS RECOVERED. UP MAIN INNER HOME RECOVERED	28.9.1965
			DOWN SIDINGS TOP & SB FABRICATED	22.6.1966

R282+K2+XW  
RAC

## HANDBOROUGH

UP DATED MRLI 5.2012

RECORD OF AMENDMENTS

S 2571 / 1

\* DEFERRED

*Spur  
1 Co  
The*

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

## SIGNAL ALTERATIONS

### Handborough Signal Box

From 8.0 a.m. SUNDAY, FEBRUARY 5th, to 2.0 p.m. FRIDAY, FEBRUARY 10th, or until the work is completed, the Signal and Telegraph Department will be engaged at HANDBOROUGH SIGNAL BOX in bringing into use the following **New Independent Discs**.

Position	Route
Up side of Up Siding at Worcester end of connection Up Siding—Up Main, Points No. 8.	Up Siding to Up Main.
Down Side of Up Main at Oxford end of the connection Up Siding—Up Main, Points No. 8.	Up Main to Up Siding.
Up side of Down Main at Worcester end of the connection Down Siding—Down Main, Points No. 11.	Down Main to Down Siding.
Down side of Down Siding at Oxford end of the connection Down Siding—Down Main, Points No. 11.	Down Siding to Down Main.
Up side of Down Main at Worcester end of the connection Down Main—Up Main, Points No. 14.	(a) Down Main to Up Main. (b) Backing up Down Main to Disc at Points No. 20.
Up side of Up Siding at Worcester end of the connection Up Siding—Up Main, Points No. 17.	(a) Up Siding to Spur. (b) Up Siding to Up Main
Down side of Up Main at Oxford end of the connection Up Siding—Up Main, Points No. 17.	(a) Up Main to Down Main. (b) Backing down Up Main to Disc at Points No. 8. (c) Up Main to Up Siding.
Up side of Down Main at Worcester end of the connection Down Main—Up Main, Points No. 20.	(a) Down Main to Up Siding. (b) Down Main to Up Main. (c) Down Main to Down Siding.
Down side of Up Main at Oxford end of the connection Down Main—Up Main, Points No. 20.	(a) Up Main to Down Main. (b) Backing down Up Main to Disc at Points No. 17.
Down side of Up Siding at Oxford end of the connection Down Main—Up Siding, Points No. 22.	(a) Up Siding to Down Main. (b) Up Siding to Spur.
Down side of Down Sidings at Oxford end of the connection Down Main—Down Sidings, Points No. 29.	Down Sidings to Down Main.
Down side of Up Siding at Worcester end of the connection Up Main—Up Siding, Points No. 32.	(a) Up Siding to Disc at Points No. 35. (b) Up Siding to Up Main.
Down side of Up Main at Oxford end of the connection Up Main—Up Siding, Points No. 32.	(a) Backing down Up Main to Disc at Points No. 20. (b) Up Main to Up Siding.
Up side of Up Siding at Worcester end of the connection Up Main—Up Siding, Points No. 35.	Up Siding to Up Main.
Down side of Up Main at Oxford end of the connection Up Main—Up Siding, Points No. 35.	(a) Backing down Up Main to Disc at Points No. 32. (b) Up Main to Up Siding.

At the same time all existing Discs will be taken out of use.

Occupation of the locking frame will be required for altering and testing locking. During the time the work is being carried out, the Up and Down Distant Signals Nos. 1 and 42 will be disconnected and placed at "caution."

DISTRICT INSPECTOR WATTON to make all necessary arrangements for safe working of the line, including the appointment of Handsignalmen, in accordance with Rule 77.

See diagram on back, marked "Appendix A" depicting the positions of the Discs.

**PLEASE ADVISE ALL CONCERNED AND ACKNOWLEDGE RECEIPT IMMEDIATELY**

SER-IAL	DRGS DATE	PLAN No.	DETAILS	OCC'N
			LOCKING FRAME RENEWED.	1935
			BECKS SIDING (H.C.F.) ADDED	1942
	1.1.49?		INDEPENDENT DISCS PROVIDED FOR ALL CONNECTIONS. (W888)	5-10.2.1950
			"LINE CLEAR" RELEASE (ONE PULL) PROVIDED FOR UP & DOWN MAIN DOWN MAIN STARTING RENEWED, INCREASED IN HEIGHT TO 18 FT.	5.1955
			COOMBE MILL SIDING & G.F. RECOVERED. LEVER 27 RECOVERED.	23.1.1955
			UP MAIN DISTANT RENEWED AS 2-ASPECT C-LIGHT AT 1888 YDS (MW 1066) ADDITIONAL UP SIDING FOR H.C.F.	6.5.1956 1958
D	30.9.61		RECOVERY OF VARIOUS SIDINGS. LEVERS 10.11.12.16.17.31.32.33.38 MADE SPARE	21.10.1962
			UP MAIN STARTING RENEWED 80 YDS FURTHER FROM S.B. WITHOUTS-A ARM, REDUCED IN HEIGHT TO 18 FT	12.3.1964
			DOWN MAIN DISTANT RENEWED AS 2-ASPECT COLOUR-LIGHT. (deferred from 15.10.1964 K2/38/64)	1.1965
			UP SIDINGS, WITH CONNECTIONS TO UP & DOWN MAIN & MAIN-MAIN CROSSOVER RECOVERED. UP REFUGE SIDING RECOVERED. UP MAIN INNER HOME SIGNAL ABOLISHED.	28.9.1965

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SERIAL	DATE	PLAIN No.	DETAILS	OCC'N
			NEW LOCKING FRAME	e 9.1935
			PROVISION OF I.D.S	
A			COOMBE MILL SIDING & G.F. RECOVERED. KEY LEVER MADE SPARE	23.1.1955
B	8.1955		UP MAIN DISTANT RENEWED AS C/LIGHT	
C	10.1960		BLOCK RELEASE PROVIDED FOR SIGNALS A & 39	
D			RECOVERIES: LEVERS 10.11.12.16.17. 31.32.33. MADE SPARE. DOWN MAIN SHUNT No.38 RECOVERED	9.11.?? 21.10.1962
E	10.1962		39 ARM & LAMP REPEATERS RECOVERED (!)	
F			UP MAIN STARTING RENEWED 80' FURTHER OUT & REDUCED TO 18FT. SHUNT ARM NOT REPRODUCED	12.3.1964
G			DOWN MAIN DISTANT RENEWED AS C/LIGHT 200' FURTHER OUT	15.10.1964
H/J			ALL REMAINING CONNECTIONS EXCEPT DOWN SIDINGS RECOVERED. UP MAIN INNER HOME RECOVERED	28.9.1965
			DOWN SIDINGS TOU & SB ABOLISHED	22.6.1966

R282+K2  
RAC

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