

BRITISH RAILWAYS
(FORMER WESTERN REGION LINES)
(for the use of Employees only)

Notice to Traincrews, etc.

RE-SIGNALLING AT DIDCOT

Between Friday 1st April and Friday 8th April 1994
or until completion

RESIGNALLING AT DIDCOT

STAGE 2

Between 0130 on Friday 1st April and 0530 on Friday 8th April 1994, or until completion, S & T staff will introduce Stage 2 of the Didcot-Swindon resignalling scheme.

1. On completion of this stage:-
 - (a) Swindon 'B' Signalling Control Centre will control the whole of the Didcot area.
 - (b) Signals in the area will be prefixed SB.
 - (c) The area controlled by Reading signalbox will cease at approximately milepost 51.
 - (d) Track Circuit Block working will continue to apply.

2. Track and Layout Alterations
 - (a) Between Didcot station and Foxhall Junction:-
 - (i) the existing Up Relief line will become the Up Goods Loop, signalled for bi-directional working;
 - (ii) the existing Down Relief line will be signalled for bi-directional working.
 - (b) Bi-directional working on the Down Relief line will extend through Didcot station, with a signalled route from No.3 platform to the Up Main line.
 - (c) A new connection at the West end of Didcot station will allow movements between No.4 platform and the bi-directional Relief line to/from Foxhall Junction.
 - (d) The existing Up Goods line commencing at Steventon will become the Up Relief line.
 - (e) A new ladder connection will be introduced at Milton (milepost 55).
 - (f) All three lines between Foxhall Junction and Milton will be signalled for bi-directional working.
 - (g) Reversible working will be introduced on the Main lines between Milton and Wantage Road.

3. Signals

- (a) All signals are shown on the diagram. For new or altered signals with more than one route, a list of routes is shown.
- (b) In many cases existing signals will remain, replated with new numbers. If this is the only alteration, details of routes are NOT shown.
- (c) A new splitting banner repeater will be provided for signal SB.904 (R.19, renumbered).

Operation of the right hand banner will indicate that SB.904 has cleared for movement along the Up Main line, operation of the left hand banner will indicate that it has cleared for movement to the Up Relief line.

- (d) New signal SB.914 will allow Up direction movements from platform No.3 to the Up Main line.
- (e) Run-round facilities will be provided for trains standing in the Up Goods Loop.
- (f) Alternative routes exist between the following signals. Clearance of the signal could mean that either route is being used:-

<u>From Signal No.</u>	<u>To Signal No.</u>
SB.916} SB.918} at Didcot SB.920}	SB.904 on Up Main line
SB.933 at Foxhall Junction	SB.949 at Milton
SB.938 at Foxhall Junction	SB.924 on Relief line

4. Flashing Yellow Sequences

- (a) Existing flashing yellow arrangements will continue.
- (b) In addition:-
 - (i) Signal SB.941 will be capable of showing a flashing yellow, and signal SB.931 a flashing double yellow, when signal SB.947 has been cleared for a movement to the Down Goods Loop.
 - (ii) Signal SB.976 will be capable of showing a flashing yellow when signal SB.966 has been cleared for a movement to the Up Relief line.
 - (iii) Signal SB.2214 will be capable of showing a flashing yellow when signal SB.2210 has been cleared for a movement to the Up Oxford line (to SB.2208).

5. Telephones

- (a) All signals with a red aspect will be provided with direct communication with the appropriate signalbox as shown on the diagram.
- (b) Point telephones are shown separately.

6. AWS

- (a) AWS will be provided as shown.
- (b) Included on the diagram is the AWS inductor for the warning indicator for Down trains approaching Didcot station on the Down Relief line. This warning indicator relates to the 50 mph permanent speed restriction on the bi-directional Relief line at Foxhall Junction.

7. Level Crossings

Supervision of Causeway, Stocks Lane and Appleford level crossings will transfer from Reading signalbox to Swindon 'B'. There will be no change in the arrangements at the level crossings.

8. RA indicators

RA indicators will be provided at Didcot for Up trains on platform Nos. 3 and 5, and Down trains on platform No.4.

9. Didcot Power Station

Arrangements on Power Station lines are unchanged. As indicated on the diagram, distances on these lines are measured in kilometres.

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 913	PLATFORM 3	SB 921	M		
	PLATFORM 3	SB 921	PL	ST	3
	PLATFORM 4	SB 923	M	JI	4
	PLATFORM 4	SB 923	PL	JI	4
	PLATFORM 5	SB 925	M	JI	5
	PLATFORM 5	SB 925	PL	JI	5
	UP RELIEF	SB 6407	PL	ST	UR
	DOWN AVOIDING	SB 2209	M	JI	6
SB 914	DOWN RELIEF	SB 6404	PL		
	UP MAIN	SB 904	M	JI	4
SB 916	UP RELIEF	SB 906	M		
	UP RELIEF	SB 906	PL	ST	UR
	DOWN RELIEF	SB 6404	PL	ST	DR
	UP MAIN	SB 904	M	JI	4
SB 918	UP RELIEF	SB 906	M		
	UP RELIEF	SB 906	PL	ST	UR
	DOWN RELIEF	SB 6404	PL	ST	DR
	UP MAIN	SB 904	M	JI	4
SB 920	UP RELIEF	SB 906	M	ST	UR
	UP RELIEF	SB 906	PL	ST	UR
	DOWN RELIEF	SB 6404	PL	ST	DR
	UP MAIN	SB 904	M	ST	UM

(M) = MAIN ASPECT
 (PL) = POSITION LIGHT
 XI = TYPES OF ROUTE INDICATOR :- JI = JUNCTION INDICATOR
 TH = THEATRE
 ST = STENCIL

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 928	No. 2 SIDING		PL	ST	S
	No. 1 SIDING		PL	ST	S
	PLATFORM 5	SB 918	M	Jl	I
	PLATFORM 5	SB 918	PL	Jl	I
	PLATFORM 4	SB 916	M		
	PLATFORM 4	SB 916	PL	ST	4
SB 931	DOWN MAIN	SB 941	M		
	UP MAIN	SB 949	M	Jl	4
SB 933	DOWN MAIN	SB 941	M	Jl	2
	UP MAIN	SB 949	M	Jl	I
	RELIEF	SB 951	M		
	MILTON SIDINGS		PL	ST	MS
	RECEPTION No. 1		M	Jl	4
	RECEPTION No. 1		PL	Jl	4
	RECEPTION No. 2		M	Jl	5
	RECEPTION No. 2		PL	Jl	5
SB 935	UP MAIN	SB 949	M	Jl	I
	RELIEF	SB 951	M		
	MILTON SIDINGS		PL	ST	MS
	RECEPTION No. 1		M	Jl	4
	RECEPTION No. 1		PL	Jl	4
	RECEPTION No. 2		M	Jl	5
	RECEPTION No. 2		PL	Jl	5

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SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 936	RELIEF	SB 924	M	JI	2
	UP MAIN	SB 912	M	JI	1
SB 937	DOWN MAIN	SB 941	M	JI	2
	UP MAIN	SB 949	M	JI	1
	RELIEF	SB 951	M		
	MILTON SIDING		PL	ST	MS
	RECEPTION No. 1		M	JI	4
	RECEPTION No. 1		PL	JI	4
	RECEPTION No. 1		M	JI	5
SB 938	UP WEST CURVE	SB 2201	M	JI	3
	UP GOODS LOOP	SB 926	M	JI	2
	UP GOODS LOOP	SB 926	PL	JI	2
	RELIEF	SB 924	M	JI	1
	RELIEF	SB 924	PL	JI	1
	UP MAIN	SB 912	M		
SB 940	UP WEST CURVE	SB 2201	M	JI	2
	UP GOODS LOOP	SB 926	M	JI	1
	UP GOODS LOOP	SB 926	PL	JI	1
	RELIEF	SB 924	M		
	RELIEF	SB 924	PL	ST	R

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SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 942	UP WEST CURVE	SB 220I	M	ST	WC
	UP GOODS LOOP	SB 926	M	ST	UL
	UP GOODS LOOP	SB 926	PL	ST	UL
	RELIEF	SB 924	M	ST	R
	RELIEF	SB 924	PL	ST	R
SB 944	UP WEST CURVE	SB 220I	M	Jl	I
	UP GOODS LOOP	SB 926	M		
	UP GOODS LOOP	SB 926	PL	ST	UL
SB 947	DOWN GOODS LOOP	SB 96I	M	Jl	I
	DOWN GOODS LOOP	SB 96I	PL	Jl	I
	DOWN MAIN	SB 963	M		
SB 949	DOWN GOODS LOOP	SB 96I	M	Jl	2
	DOWN GOODS LOOP	SB 96I	PL	Jl	2
	DOWN MAIN	SB 963	M	Jl	I
	UP MAIN	SB 965	M		
SB 950	RELIEF	SB 940	M	Jl	2
	UP MAIN	SB 938	M	Jl	I
	DOWN MAIN	SB 936	M		
SB 95I	DOWN GOODS LOOP	SB 96I	M	Jl	3
	DOWN GOODS LOOP	SB 96I	PL	Jl	3
	DOWN MAIN	SB 963	M	Jl	2
	UP MAIN	SB 965	M	Jl	I
SB 952	RELIEF	SB 940	M	Jl	I
	UP MAIN	SB 938	M		

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SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 984	UP MAIN	SB 980	M	Jl	1
	DOWN MAIN	SB 964	M		
SB 986	UP MAIN	SB 980	M		
	DOWN MAIN	SB 964	M	Jl	4
6414	No. 2 SIDING		PL		
	No. 1 SIDING		PL		
	PLATFORM 5	SB 918	PL		
	PLATFORM 4	SB 916	PL		
6416	PLATFORM 3	SB 914	PL		
	No. 2 SIDING		PL		
	No. 1 SIDING		PL		
	PLATFORM 5	SB 918	PL		
	PLATFORM 4	SB 916	PL		
6420	PLATFORM 3	SB 914	PL		
	TAMPER SIDING		PL		
	UP WEST CURVE	SB 2201	PL		
	UP GOODS LOOP	SB 926	PL		
	RELIEF	SB 924	PL		

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XI = TYPES OF ROUTE INDICATOR :-





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EXPLANATION OF SYMBOLS


MAIN LINE COLOUR LIGHT SIGNAL


-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  FLASHING YELLOW ASPECT

 BANNER REPEATING SIGNAL

 RIGHT AWAY INDICATOR

POSITION LIGHT/SHUNTING SIGNALS


 POSITION LIGHT
(NORMALLY OUT)
PROCEED ASPECT
2 WHITE LIGHTS 45 °

 GROUND MOUNTED
POSITION LIGHT


 LIMIT OF SHUNT

(SEE RULE BOOK SECTION C)

ROUTE INDICATORS

 JUNCTION TYPE
(SEE RULE BOOK SECTION C)

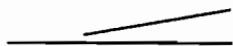
STENCIL TYPE

 NUMBER INDICATES
NUMBER OF ROUTES
WHICH CAN BE
DISPLAYED

THEATRE TYPE



POINTS

 CONTROLLED

MISCELLANEOUS

 AUTOMATIC SIGNAL

 SEMI-AUTOMATIC SIGNAL

 AWS

 AWS OPERATIONAL ONLY IN THE
DIRECTION OF TRAVEL

 AWS OPERATIONAL IN
BOTH DIRECTIONS

 MILE POST


*1 POINTS SECURED REVERSE.

*2 POINTS SECURED NORMAL.

RA

 RIGHT AWAY PLUNGER


TRS

 TRAIN READY TO START PLUNGER

CD

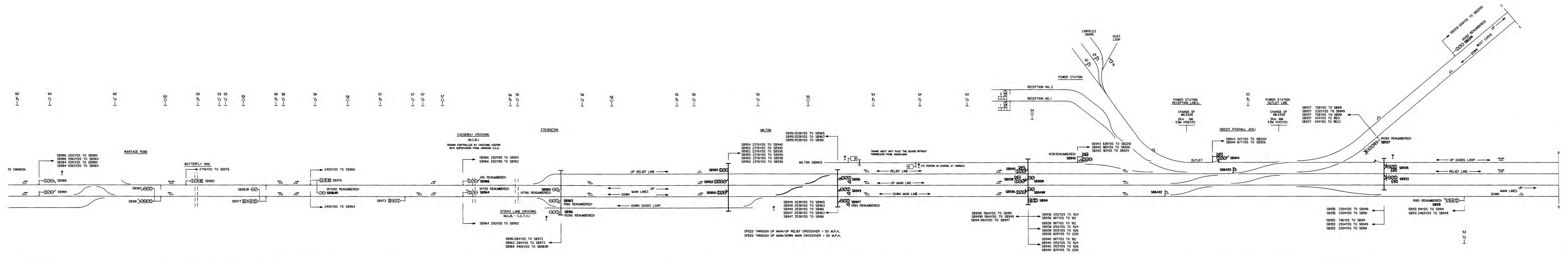
 CLOSE DOOR PLUNGER

 RA/CD INDICATOR

 POINT ZONE PHONE

SB 134
 NEW SIGNALLING SHOWN THUS

SN 134
 EXISTING SIGNALLING SHOWN THUS



POWER STATION
RECEPTION LINES.
CHANGE OF MILEAGE
0km 0M
53M 1456YDS

POWER STATION
OUTLET LINE.
CHANGE OF MILEAGE
3km 4M
53M 1245YDS

SB937 758YDS TO SB941
SB937 232YDS TO SB949
SB937 758YDS TO SB951
SB937 134YDS TO REC1
SB937 134YDS TO REC2

SB944 347YDS TO SB2201
SB944 877YDS TO SB926

SB935 2304YDS TO SB949
SB935 2304YDS TO SB951

SB933 746YDS TO SB941
SB933 2304YDS TO SB949
SB933 2304YDS TO SB951

SB931 941YDS TO SB941
SB931 2465YDS TO SB949

53
1/2
1

SPEED THROUGH UP MAIN/UP RELIEF CROSSOVER = 50 M.P.H.,
SPEED THROUGH UP MAIN/DOWN MAIN CROSSOVER = 50 M.P.H.

TRAIN MUST NOT PASS THE BOARD WITHOUT PERMISSION FROM SIGNALMAN

(TO PERSON IN CHARGE AT SIDINGS)

SB951R 1564YDS TO SB951
SB949R 1564YDS TO SB949
SB941 1564YDS TO SB947

SB936 1252YDS TO 924
SB936 1817YDS TO 912

SB938 1817YDS TO 912
SB938 1252YDS TO 924
SB938 1303YDS TO 926
SB938 829YDS TO 2201

SB940 1817YDS TO 912
SB940 1252YDS TO 924
SB940 1303YDS TO 926
SB940 829YDS TO 2201

SB954 2376YDS TO SB940
SB952 2376YDS TO SB940
SB950 2376YDS TO SB940
SB950 2376YDS TO SB938
SB950 2376YDS TO SB936

SB951 2538YDS TO SB965
SB951 2538YDS TO SB963
SB951 2538YDS TO SB961

SB949 2538YDS TO SB965
SB949 2538YDS TO SB963
SB949 2538YDS TO SB961
SB947 2538YDS TO SB963
SB947 2538YDS TO SB961

SB961 2184YDS TO SB973
SB963 2184YDS TO SB973
SB965 4405YDS TO SB983R

SB964 2921YDS TO SB950

(R705 RENUMBERED)
SB964

(R5 RENUMBERED)
SB966

SB966 2921YDS TO SB954
SB966 2921YDS TO SB952

SB986 1300YDS TO SB980
SB986 5963YDS TO SB964
SB984 1300YDS TO SB980
SB984 5963YDS TO SB964

SB986

SB984

SB983R

SB981

SB977

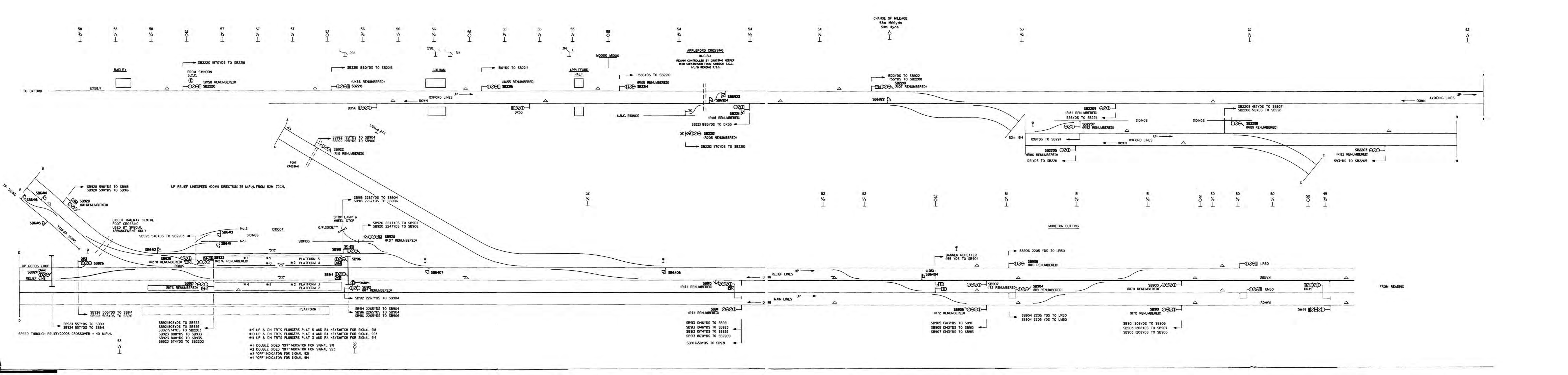
SB976

SB973

SB973

SB973

SB973



TO OXFORD
LX58/1

SB928 598YDS TO SB918
SB928 598YDS TO SB916

UP GOODS LOOP
RELIEF LINE

SPEED THROUGH RELIEF/GOODS CROSSOVER = 40 M.P.H.

FROM SWINDON S.C.C.
(LX58 RENUMBERED) SB2220

SB922 1951YDS TO SB904
SB922 1951YDS TO SB906

UP RELIEF LINESPEED (DOWN DIRECTION) 35 M.P.H. FROM 52M T2CH.

PLATFORM 5
PLATFORM 4
PLATFORM 3
PLATFORM 2
PLATFORM 1

*9 UP & DN TRTS PLUNGERS PLAT 5 AND RA KEYSWITCH FOR SIGNAL 918
*10 UP & DN TRTS PLUNGERS PLAT 4 AND RA KEYSWITCH FOR SIGNAL 923
*11 UP & DN TRTS PLUNGERS PLAT 3 AND RA KEYSWITCH FOR SIGNAL 914
*1 DOUBLE SIDED 'OFF' INDICATOR FOR SIGNAL 918
*2 DOUBLE SIDED 'OFF' INDICATOR FOR SIGNAL 923
*3 'OFF' INDICATOR FOR SIGNAL 921
*4 'OFF' INDICATOR FOR SIGNAL 914

CULHAM
APPLEFORD HALT

A.R.C. SIDINGS

STOP LAMP & WHEEL STOP
G.W. SOCIETY

RELIEF LINES
MAIN LINES

SB913 1046YDS TO SB921
SB913 1046YDS TO SB923
SB913 1074YDS TO SB925
SB913 1870YDS TO SB2209
SB911 658YDS TO SB931

APPLEFORD CROSSING (M.C.B.)
REMAIN CONTROLLED BY CROSSING KEEPER WITH SUPERVISION FROM SWINDON S.C.C. V/L/O READING P.S.B.

SB2218 1860YDS TO SB2216
SB2218 1885YDS TO DX55
SB2218 170YDS TO SB2214

CHANGE OF MILEAGE
53m 1566yds
54m 4yds

BANNER REPEATER
455 YDS TO SB904

SB905 1343YDS TO SB911
SB905 1343YDS TO SB913
SB907 1343YDS TO SB913

TO OXFORD
OXFORD LINES
UP
DOWN
AVOIDING LINES

SB2209 1336YDS TO SB2211
SB2207 1336YDS TO SB2211
SB2205 1231YDS TO SB2211
SB2208 487YDS TO SB937
SB2208 519YDS TO SB928

MORETON CUTTING

RELIEF LINES
MAIN LINES

SB906 2205 YDS TO UR50
SB906 (R19 RENUMBERED)
SB904 2205 YDS TO UR50
SB904 2205 YDS TO UM50
SB903 1208YDS TO SB905
SB903 1208YDS TO SB907
SB903 1208YDS TO SB905

FROM READING

SB2203 593YDS TO SB2205

UR50
UM50
DM49

RELIEF LINES
MAIN LINES

SB904 2205 YDS TO UR50
SB904 2205 YDS TO UM50
SB903 1208YDS TO SB905
SB903 1208YDS TO SB907
SB903 1208YDS TO SB905