

BRITISH RAILWAYS

(FORMER WESTERN REGION LINES)

(For the use of Employees only)

Notice to Traincrews, etc.

OPENING OF NEW SIGNALLING CENTRE AT SLOUGH AND PARTIAL RESIGNALLING AT PADDINGTON

(Stages 1.2 and 1.3)

ON THURSDAY, 22 OCTOBER 1992

**ALSO SUBSEQUENT SIGNALLING
ALTERATIONS UP TO
MONDAY, 2 NOVEMBER 1992**

PADDINGTON AREA RESIGNALLING

(Stage 1.2)

1. Between 08.00 Tuesday 20 October and 2000 Thursday 22 October, staff of the S & T Department will be introducing Stage 1.2 of the resignalling scheme. On completion of this work the following will apply:—
 - (a) The track layout and signalling will be as shown on the first diagram in this notice (DRG NAME: S39__TNS__2.STG).
 - (b) The Up and Down Relief lines will be reopened from 2m 20ch into Paddington station. From approximately 1m 60ch into Paddington they will be renamed Nos. 6 and 5 lines respectively.
 - (c) At Paddington station platforms 10, 11, 12, 13 and 14 will be brought back into use. Platform 12 will be suitable for use by passenger trains.
 - (d) The new signalling will be controlled from a new integrated electronic control centre (IECC) at Slough (Slough New box, prefix SN). Telephones at new signals will communicate with this box.
 - (e) Signals on the Up and Down Main lines and on platforms 1, 2, 3, 4, 5, 6, 7 and 8 at Paddington will remain under the control of Old Oak Common panel signalbox.
 - (f) Track circuit block working will apply throughout.
 - (g) Between 2m 20 ch and the buffer stops at Paddington there will be no connections between the new and the existing signalling.
 - (h) The Carriage Reception line will also be reopened, as a bi-directional line signalled from Slough New box.
 - (i) At Kensal Green carriage cleaning platform, Carriage Line 2 will be available for Up direction movements only. Carriage Line 1 will be available for Down direction movements only, but a turn back facility will be provided towards Paddington from signal SN.122. These restrictions will apply until a further stage of the resignalling, in the New Year.
 - (j) Signal SN.67 will be capable of showing a flashing yellow aspect, and signal SN.47 double flashing yellow, when signal SN.91 has been cleared for a movement to No. 5 line.
 - (k) When a movement is signalled from signal SN.114 to No. 5 line, the route indicator will illuminate and a figure 5 will also appear in the theatre indicator.
 - (l) AWS will be provided at all new main-aspect passenger lines signals. Details are included on the diagram.
 - (m) Banner repeating signals, Right Away indicators and Train Ready to Start plungers will be provided on reopened platforms at Paddington, as shown. Close Door indicators are also shown, but these will be brought into use at a later date.

Details of the signal routes that will be available at this stage are given on pages A2 to A6.

(Stages 1.3A and 1.3B)

2. Stage 1.3A of the resignalling will take place between 2000 on Friday 23 October and 0600 on Monday 26 October.
 - (a) From 2000 on Friday 23 October, platforms 6, 7 and 8 at Paddington will be taken out of use, together with the associated signalling.
 - (b) The Up Main line will also be taken out of use from 0m 40ch into Paddington.Stage 1.3B of the resignalling will take place between 0025 on Saturday 24 October and 0600 on Monday 26 October.

- (c) The Up Engine and Carriage line will be joined to No. 1 Siding at approximately 0m 60ch and the Up E and C line will be removed between this site and the points ahead which will be remodelled. Signal 00.357 and GPLs 00.410 and 00.415 will be removed; other associated signal routes will be recovered.

(Stage 1.3C)

3. Stage 1.3c of the resignalling will take place between 2130 on Friday 30 October and 0930 on Saturday 31 October.
 - (a) The Down Main Line will be taken out of use between Signal 00.4 and 2m 40ch, together with the associated signalling.
 - (b) The Up/Up and Down Engine and Carriage line, including the flyover, and associated signalling will also be taken out of use. The Up/Up and Down E and C line will then be converted into a Temporary Down Main line, the points at signal 00.349 will be secured in the normal position and new track will be provided from the 2 mile post beneath the flyover until it joins the existing line at signal 00.16.
 - (c) On completion of this stage, Down Main line trains will proceed normally to signal 00.4 from where working by Pilotman will be in force over the Temporary Down Main line as far as signal 00.16, but proceeding via No. 3 Siding.

(Stage 1.3D)

4. Stage 1.3D of the resignalling will take place between 2000 on Saturday 31 October and 0600 on Monday 2 November. On completion:—
 - (a) The first diagram and associated pages of signal routes should be disregarded. Track layout and signalling will now be as shown on the second diagram (DRG NAME: S39_TNS_3.STG).
 - (b) The Up Main line will be slewed into the former Down Main line at approximately 2m 40ch and the existing Up Main line will be taken out of use.
 - (c) The Temporary Down Main line will be diverted through the former No. 1 Siding.
 - (d) Track circuit block working will be introduced on the Temporary Up and Down Main lines.



N.B. There will be no signals on the Temporary Down Main line between 00.4 (the position of which is unchanged) and signal DM.2, at approximately 2m 20ch. On the Temporary Up Main line there will be no signals between 00.47 (repositioned alongside the Temporary line) and signal 00.55R (also repositioned to the line to which it refers).
 - (e) Signal 00.257 will be repositioned on a straight post, to the left of the line (the line will be slewed at this point).
 - (f) Signals 00.2 and 00.259 will also be renewed as straight post signals, *00.259 being on the right hand side of the line*. Signal post telephones will be on the respective signal posts.

Details of the signal routes that will be available at this stage are given on pages B2 and B3.

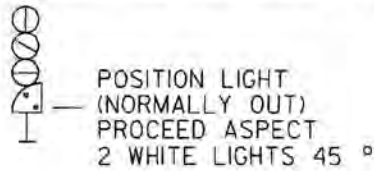
EXPLANATION OF SYMBOLS



MAIN LINE COLOUR LIGHT SIGNAL

- ⊙ GREEN ASPECT
- ⊖ YELLOW ASPECT
- ⊖ RED ASPECT
- ⊗ FLASHING YELLOW ASPECT

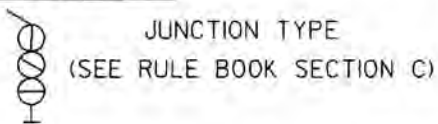
-  BANNER REPEATING SIGNAL
-  RIGHT AWAY INDICATOR

POSITION LIGHT/SHUNTING SIGNALS

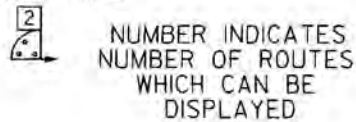


-  GROUND MOUNTED POSITION LIGHT
-  LIMIT OF SHUNT
(SEE RULE BOOK SECTION C)

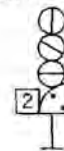
ROUTE INDICATORS



STENCIL TYPE









THEATRE TYPE



POINTS



MISCELLANEOUS

-  AUTOMATIC SIGNAL
-  SEMI-AUTOMATIC SIGNAL
-  AWS
-  AWS OPERATIONAL ONLY IN THE DIRECTION OF TRAVEL
-  AWS OPERATIONAL IN BOTH DIRECTIONS
-  MILE POST

- RA
⊙ RIGHT AWAY PLUNGER
- TRS
⊙ TRAIN READY TO START PLUNGER
- CD
⊙ CLOSE DOOR PLUNGER

- *1 POINTS SECURED REVERSE.
- *2 POINTS SECURED NORMAL.



SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. * I	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SN 19	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 25	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 29	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 31	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 34	PLATFORM 14		M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM II		M/PL	TH	II
	PLATFORM II	SN 6002	PL		
	PLATFORM 10		M/PL	TH	10
SN 36	PLATFORM 14		M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM II		M/PL	TH	II
	PLATFORM II	SN 6002	PL		
	PLATFORM 10		M/PL	TH	10
SN 89	CARRIAGE RECEPTION LINE	SN 117	M/PL	Jl	(5)
	LINE 6	SN 115	M	Jl	(4)
	LINE 5	SN 113	M		
SN 91	CARRIAGE RECEPTION LINE	SN 117	M/PL	Jl	(4)
	LINE 6	SN 115	M		
	LINE 5	SN 113	M	Jl	(1)
SN 93	LINE 6	SN 6041	PL		
	LINE 5	SN 113	M		
SN 96	SIDING		PL		
	LINE 6	SN 80	M		
	LINE 5	SN 78	M	Jl	(4)
SN 113	CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
	DOWN RELIEF	SN 127	M	Jl	(1)
SN 114	LINE 6	SN 96	M		
	LINE 5	SN 94	M	TH Jl	5(4)
SN 115	CARRIAGE LINE I	SN 129	M/PL		
SN 122	CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
SN 124	CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
	UP RELIEF	SN 114	M	ST	M

(M) = MAIN ASPECT

(PL) = POSITION LIGHT

* I = TYPES OF ROUTE INDICATOR :- Jl = JUNCTION INDICATOR
 TH = THEATRE
 ST = STENCIL

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. * I	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SN 6002	PLATFORM 12 PLATFORM II		PL PL		
SN 6041	CARRIAGE RECEPTION LINE UP RELIEF	SN II7 SN II5	PL PL		
002	DOWN MAIN UP MAIN	004 UM LOS	M/PL PL		
004	SIDING 3 SIDING 2 SIDING I UP E & C LINE DOWN MAIN	00422 00424 UP E & C LOS 006	PL PL PL PL M/PL	ST ST ST	S3 S2 SI
0010	UP & DOWN E & C LINE DOWN MAIN	00362 0012	M/PL M	Jl	I
0055	UP MAIN DOWN MAIN	0057 00257	M M	Jl	4
0057	UP MAIN DOWN MAIN	0059 00259	M M	Jl	4
0059	PLATFORM 8 PLATFORM 7 PLATFORM 6 PLATFORM 5 PLATFORM 4 PLATFORM 3 UP MAIN	00441	M/PL M/PL M/PL M/PL M/PL M/PL PL	TH TH TH TH TH TH	8 7 6 5 4 3
0070	DOWN MAIN LINK LINE	006 00404	M PL		
0071	PARCELS PLATFORM UP E & C LINE DOWN MAIN	0070 00408 002	PL PL M	ST ST	P DM
0072	UP E & C LINE DOWN MAIN	00408 002	PL M		
0073	UP E & C LINE DOWN MAIN UP MAIN	00408 002 0092	PL M M	ST ST	DM UM

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	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
0074	UP E & C LINE	00408	PL		
	DOWN MAIN	002	M	ST	DM
	UP MAIN	0092	M	ST	UM
0075	DOWN MAIN	002	M	ST	DM
	UP MAIN	0092	M	ST	UM
0076	DOWN MAIN	002	M	ST	DM
	UP MAIN	0092	M	ST	UM
0077	DOWN MAIN	002	M	ST	DM
	UP MAIN	0092	M	ST	UM
0078	DOWN MAIN	002	M	ST	DM
	UP MAIN	0092	M	ST	UM
0092	DOWN MAIN	004	M	ST	M
	UP MAIN	UM LOS	PL		
00257	DOWN MAIN	00259	M		
	DOWN MAIN	00419	PL		
	UP E & C LINE	00359	M/PL	JI	4
	PARCELS PLATFORM	00447	M/PL	JI	5
00259	PLATFORM 8	00441	M/PL	TH	8
	PLATFORM 7		M/PL	TH	7
	UP MAIN		PL		
	PLATFORM 6		M/PL	TH	6
	PLATFORM 5		M/PL	TH	5
	PLATFORM 4		M/PL	TH	4
	PLATFORM 3		M/PL	TH	3
	PLATFORM 2		M/PL	TH	2
	DOWN MAIN		00443	PL	
PLATFORM 1	00445	PL	TH	1	
00351	UP MAIN	UMI	M	ST	M
	UP E & C LINE	00355	M/PL	ST	EC
00355	UP E & C LINE	00357	M/PL	ST	EC
	SIDING 2	00413	PL	ST	S2
	SIDING 3	00411	PL	ST	S3
	UP E & C LINE	00403	PL	ST	

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	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
00357	UP MAIN	0059	M	ST	UM
	DOWN MAIN	00259	M	ST	DM
	UP E & C LINE	00359	M/PL	ST	EC
	PARCELS PLATFORM	00447	M/PL	ST	P
00359	PLATFORM 4		M/PL	TH	4
	PLATFORM 3		M/PL	TH	3
	PLATFORM 2		M/PL	TH	2
	PLATFORM 1		M/PL	TH	1
00401	SIDING 2	00413	PL		
	SIDING 3	00411	PL		
00403	UP E & C LINE	00357	PL		
	SIDING 2	00413	PL		
	SIDING 3	00411	PL		
00404	LINK LINE	00412	PL		
	UP E & C LINE	00410	PL		
00410	SIDING 3	00422	PL		
	SIDING 2	00424	PL		
	SIDING 1		PL		
	UP E & C LINE	UP E & C LOS	PL		
	DOWN MAIN	006	PL		
00411	DOWN MAIN	00419	PL		
	UP E & C LINE	00359	PL		
	PARCELS PLATFORM	00447	PL		
	LINK LINE	00429	PL		
00412	SIDING 3	00422	PL		
	SIDING 2	00424	PL		
00413	DOWN MAIN	00419	PL		
	UP E & C LINE	00359	PL		
	PARCELS PLATFORM	00447	PL		
	LINK LINE	00429	PL		
00415	DOWN MAIN	00419	PL		
	UP E & C LINE	00359	PL		
	PARCELS PLATFORM	00447	PL		

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	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
00419	UP MAIN	00425	PL		
	DOWN MAIN	00259	PL		
00422	YARD	UP E & C LOS C	PL		
	UP E & C LINE		PL		
00424	YARD	UP E & C LOS C	PL		
	UP E & C LINE		PL		
00425	UP MAIN	00431	PL		
	DOWN MAIN	00259	PL		
00441	PLATFORM 8		PL		
	PLATFORM 7		PL		
	PLATFORM 6		PL		
	PLATFORM 5		PL		
	PLATFORM 4		PL		
	PLATFORM 3		PL		
00443	PLATFORM 6		PL		
	PLATFORM 5		PL		
	PLATFORM 4		PL		
	PLATFORM 3		PL		
	PLATFORM 2		PL		
00445	PLATFORM 4		PL		
	PLATFORM 3		PL		
	PLATFORM 2		PL		
	PLATFORM 1		PL		

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TH = THEATRE

ST = STENCIL

EXPLANATION OF SYMBOLS


MAIN LINE COLOUR LIGHT SIGNAL


- ⊙ GREEN ASPECT
- ⊖ YELLOW ASPECT
- ⊖ RED ASPECT
- ⊖ FLASHING YELLOW ASPECT


 BANNER REPEATING SIGNAL

 RIGHT AWAY INDICATOR

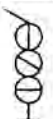
POSITION LIGHT/SHUNTING SIGNALS

 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

RA
 RIGHT AWAY PLUNGER

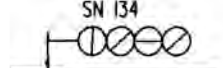
TRS
 TRAIN READY TO START PLUNGER

CD
 CLOSE DOOR PLUNGER

#1 POINTS SECURED REVERSE.

#2 POINTS SECURED NORMAL.

SN 134
 NEW SIGNALLING SHOWN THUS

SN 134
 EXISTING SIGNALLING SHOWN THUS

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. *1	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SN 19	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 25	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 29	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 31	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 34	PLATFORM 14		M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM II		M/PL	TH	II
	PLATFORM II	SN 6002	PL		
	PLATFORM 10		M/PL	TH	10
SN 36	PLATFORM 14		M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM II		M/PL	TH	II
	PLATFORM II	SN 6002	PL		
	PLATFORM 10		M/PL	TH	10
SN 89	CARRIAGE RECEPTION LINE	SN 117	M/PL	J1	(5)
	LINE 6	SN 115	M	J1	(4)
	LINE 5	SN 113	M		
SN 91	CARRIAGE RECEPTION LINE	SN 117	M/PL	J1	(4)
	LINE 6	SN 115	M		
	LINE 5	SN 113	M	J1	(1)
SN 93	LINE 6	SN 6041	PL		
	LINE 5	SN 113	M		
SN 96	SIDING		PL		
	LINE 6	SN 80	M		
	LINE 5	SN 78	M	J1	(4)
SN 113	CARRIAGE LINE I	SN 129	M/PL	J1	(4)
	DOWN RELIEF	SN 127	M	J1	(1)
SN 114	LINE 6	SN 96	M		
	LINE 5	SN 94	M	TH J1	5(4)
SN 115	CARRIAGE LINE I	SN 129	M/PL		
SN 122	CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
SN 124	CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
	UP RELIEF	SN 114	M	ST	M

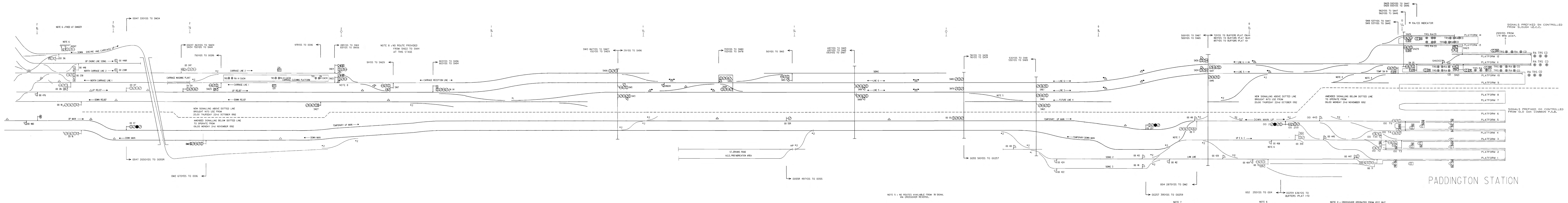
(M) = MAIN ASPECT

(PL) = POSITION LIGHT

* 1 = TYPES OF ROUTE INDICATOR : - J1 = JUNCTION INDICATOR

TH = THEATRE

ST = STENCIL

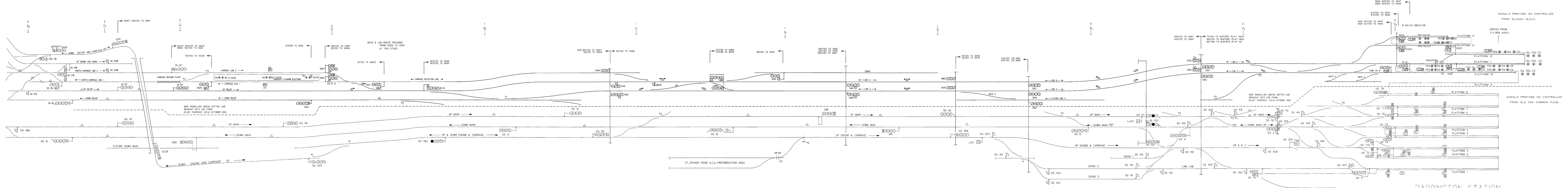


PADDINGTON STATION

SIGNALS PREFIXED SN CONTROLLED FROM SLOUGH I.E.C.C.

SIGNALS PREFIXED OO CONTROLLED FROM OLD OAK COMMON P.S.B.

USERNAME: F:\ADWORK\13591\13591_SECTION.LC
DPC NAME: 13591_13591_SECTION.LC



NOTE : REFER TO ACCOMPANYING TEXT FOR DETAIL ALTERATIONS ASSOCIATED WITH RESIGNALLING STAGES I.3A, I.3B AND I.3C.

NOTE : REFER TO ACCOMPANYING TEXT FOR DETAIL ALTERATIONS ASSOCIATED WITH RESIGNALLING STAGES I.3A, I.3B AND I.3C.

NOTE 4 : CROSSOVER OPERATED FROM I.E.C.C. BUT SIGNALLED ROUTES NOT AVAILABLE.

NOTE 5 : NO ROUTES AVAILABLE FROM T8 SIGNAL VIA CROSSOVER REVERSE.

PADDINGTON STATION

SIGNALS PREFIXED OO CONTROLLED FROM OLD OAK COMMON P.S.B.

SIGNALS PREFIXED SN CONTROLLED FROM SLOUGH I.E.C.C.

299YDS FROM 1/4 Mile post.

SN25 593YDS TO SN47
SN25 593YDS TO SN45

570YDS TO SN47
570YDS TO SN45

SN19 537YDS TO SN47
SN19 537YDS TO SN45

RA/CD INDICATOR

500YDS TO SN67
500YDS TO SN65

721YDS TO BUFFERS (PLAT 13814)
883YDS TO BUFFERS (PLAT 1812)
857YDS TO BUFFERS (PLAT 101)

530YDS TO SN81
530YDS TO SN83

716YDS TO SN36
716YDS TO SN34

697YDS TO SN83
697YDS TO SN15
1353YDS TO SN17

510YDS TO SN13

703YDS TO SN80
703YDS TO SN78

SN13 867YDS TO SN27
827YDS TO SN25

291YDS TO SN96

803YDS TO SN96
803YDS TO SN94

310YDS TO SN13

975YDS TO 0016

285YDS TO SN14
83YDS TO SN16

314YDS TO SN29

NOTE 8 : NO ROUTE PROVIDED FROM SN22 TO SN14 AT THIS STAGE

803YDS TO SN96
803YDS TO SN94

716YDS TO SN36
716YDS TO SN34

530YDS TO SN81
530YDS TO SN83

716YDS TO SN36
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697YDS TO SN83
697YDS TO SN15
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716YDS TO SN34

697YDS TO SN83
697YDS TO SN15
1353YDS TO SN17

510YDS TO SN13

703YDS TO SN80
703YDS TO SN78

SN13 867YDS TO SN27
827YDS TO SN25

291YDS TO SN96

803YDS TO SN96
803YDS TO SN94

310YDS TO SN13

975YDS TO 0016

285YDS TO SN14
83YDS TO SN16

314YDS TO SN29

NOTE 8 : NO ROUTE PROVIDED FROM SN22 TO SN14 AT THIS STAGE

803YDS TO SN96
803YDS TO SN94

716YDS TO SN36
716YDS TO SN34

530YDS TO SN81
530YDS TO SN83

716YDS TO SN36
716YDS TO SN34

697YDS TO SN83
697YDS TO SN15
1353YDS TO SN17

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