

BRITISH RAILWAYS

(FORMER WESTERN REGION LINES)

(For the use of Employees only)

Notice to Traincrews, etc.

FURTHER RESIGNALLING AT PADDINGTON Combined Stages 1.8 and 1.10

**Dates of commencement to be advised
in the Weekly Operating Notice**

PADDINGTON AREA RESIGNALLING

(Combined Stages 1.8 and 1.10)

1. The dates for the commencement and completion of this combined stage will be published in the Weekly Operating Notice.

On completion, the following will apply:—

- (a) The track layout and signalling will be as shown on the two diagrams in this notice.
- (b) Further new signalling will be introduced, controlled from Slough New box, prefix SN. Telephones at new signals will communicate with this box.
- (c) Track circuit block working will apply throughout.
- (d) The connection at the ½ mile post between lines 3 and 4 (shown in Signalling Notice No. 57 but, in the event, not installed at that stage) will be introduced.
- (e) No. 2 line will be introduced between approx ½ m.p. and Ladbroke Grove.
- (f) The Down and Up Main lines will be reopened between Ladbroke Grove and Old Oak Common and new signalling will apply over these lines to/from Acton.
- (g) All connections in the main lines between Old Oak Common and Acton will be secured out of use pending removal.

- (h) The following flashing yellow sequences will be available:—

<i>Signal capable of showing flashing double yellow</i>	<i>Signal capable of showing flashing single yellow</i>	<i>When signal below has been cleared</i>	<i>For movement to line</i>
SN.47*	SN.67*	SN.91*	5*
SN.41 or SN.43*	SN.63*	SN.87*	3*
SN.61*	SN.85*	SN.109 (with Junction indicator 4)*	Down Relief*
SN.41	SN.59	SN.83	3
SN.160	SN.146	SN.120	3

*Included in previous notice (No. 58).

- (i) Junction indicators 4 and 5 at signal SN.109 both indicate a route to the Down Relief line. Indicator 4 is the route using the connection furthest from the signal.
- (j) Alternative routes are available over connections immediately outside Paddington station. Route indicators identify only the platform number for inward movements and the number of the line to be used by outward movements.
- (k) When a movement is signalled from SN.114 to lines 5, 4, 3 or 2, the route indicator will illuminate and the figure 5, 4, 3 or 2 respectively will appear in the theatre indicator.
- (l) Certain signals have a special sign, consisting of a black cross on a yellow diamond, beneath the signal head. Additionally, the SPT's associated with these signals are identified by a black diagonal cross on a white background, with a yellow roundel superimposed, affixed to the SPT cabinet.
This denotes a signal at which restrictions are imposed on the use of the signal post telephones—see Sectional Appendix for details.
- (m) 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. TRS and RA plungers will NOT be available for use with signals SN.122.
These restrictions will apply until a later stage of the resignalling.
- (n) A route will be provided (position light only) from signal 00 347 over the Engine and Carriage Line to signal SN.118.
- (o) AWS will be provided, as shown on the diagrams.


- (p) Banner repeating signals, Right Away indicators and Train Ready to Start plungers will be provided at Paddington, as shown. Close Door indicators are also shown, but these will be brought into use at a later date.
- (q) The 25 mph warning indicators at Om 68ch on lines 2, 3, 4, 5 and 6 apply only to trains proceeding to platforms 10-14. The 25 mph permanent speed restriction on these lines applies between Om 24ch and the buffer stops.
- (r) Signals SN.11, 13, 15, 17 and 19 will eventually be placed on a gantry. The temporary arrangements shown will apply until further notice.
- (s) When the above arrangements are introduced, the previous Signalling Notice (No. 58) should be destroyed.

Details are given of the signal routes that will be available at this stage.

DESTINATION		TYPE OF ASPECT	ROUTE IND. XI	
LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SIDING		PL		
LINE 6	SN 80	M		
LINE 5	SN 78	M	Jl	(4)
LINE 2	SN 72	M		
DOWN MAIN	SN 125	M		
DOWN MAIN	SN 125	M	Jl	(1)
CARRIAGE LINE I	SN 129	M/PL	TH Jl	1 (6)
DOWN RELIEF	SN 127	M	Jl	(5) (4)
DOWN MAIN	SN 125	M	Jl	(1)
CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
DOWN RELIEF	SN 127	M		
CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
DOWN RELIEF	SN 127	M	Jl	(1)
LINE 6	SN 96	M		
LINE 5	SN 94	M	TH Jl	5 (4)
LINE 4	SN 100	M	TH Jl	4 (4)
LINE 3	SN 98	M	TH Jl	3 (4)
LINE 2	SN 72	M	TH Jl	2 (4)
CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
CARRIAGE LINE I	SN 129	M/PL	ST	1
LINE 4	SN 100	M	Jl	(3)
LINE 3	SN 98	M	Jl	(2)
LINE 2	SN 104	M	Jl	(1)
LINE 1	SN 102	M		
LINE 4	SN 100	M	Jl	(2)
LINE 3	SN 98	M	Jl	(1)
LINE 2	SN 104	M		
CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
CARRIAGE RECEPTION LINE	SN 106	M/PL	ST	C
UP RELIEF	SN 114	M	ST	R
NORTH CARRIAGE LINE I	00 216	PL		
PLATFORM 12		PL		
PLATFORM 11		PL		
LINE 3	SN 30	PL		
CARRIAGE RECEPTION LINE	SN 117	PL		
UP RELIEF	SN 115	PL		
E & C LINE	SN 118	PL		

MAIN ASPECT
POSITION LIGHT

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

 British Rail	Signal Engineer (works) Reading.		No. S39/TNS/5/1	
	Director of S & T Engineering HEATHROW AIRPORT RAIL LINK PADDINGTON - ACTON STAGE 1.8 & 1.10 YELLOW NOTICE PLAN 1			
Status	Scales NOT TO SCALE		FEB '93	FEB '93
	Produced	JHI	ACF	RJF
	Checked	JHI	ACF	RJF
	Approved	JHI	ACF	RJF
Issued				

DESTINATION		TYPE OF ASPECT	ROUTE IND. *I	
LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
FORM 14	SN 6002	M/PL	TH	14
FORM 13		M/PL	TH	13
FORM 12		M/PL	TH	12
FORM 11		M/PL	TH	11
FORM 11		PL		
FORM 10		M/PL	TH	10
FORM 14	SN 6002	M/PL	TH	14
FORM 13		M/PL	TH	13
FORM 12		M/PL	TH	12
FORM 11		M/PL	TH	11
FORM 11		PL		
FORM 10		M/PL	TH	10
	SN 59	M	Jl	(1)
	SN 61	M		
	SN 63	M	Jl	(4)
	SN 61	M	Jl	(1)
	SN 63	M		
	SN 89	M	Jl	(4)
	SN 87	M		
	SN 30	M	Jl	(1)
	SN 32	M	Jl	(1)
	SN 30	M		
	SN 32	M		
	SN 30	M	Jl	(4)
	SN 34	M		
	SN 32	M	Jl	(4)
	SN 30	M	Jl	(5)
	SN 109	M	Jl	(4)
	SN 107	M		
	SN 111	M		
	SN 109	M	Jl	(1)
GE RECEPTION LINE	SN 117	M/PL	Jl	(5)
	SN 115	M	Jl	(4)
	SN 113	M		
GE RECEPTION LINE	SN 117	M/PL	Jl	(4)
	SN 115	M		
	SN 113	M	Jl	(1)
	SN 6041	PL		
	SN 113	M		

ASPECT
 IN LIGHT
 OF ROUTE INDICATOR :- JI = JUNCTION INDICATOR
 TH = THEATRE
 ST = STENCIL


SIGNAL No	LINE
SN 96	SIDING
	LINE 6
	LINE 5
SN 104	LINE 2
SN 105	DOWN MAIN
SN 107	DOWN MAIN
SN 109	CARRIAGE LINE
	DOWN RELIEF
	DOWN MAIN
SN 111	CARRIAGE LINE DOWN RELIEF
SN 113	CARRIAGE LINE DOWN RELIEF
SN 114	LINE 6
	LINE 5
	LINE 4
	LINE 3
SN 115	LINE 2
	CARRIAGE LINE
SN 117	CARRIAGE LINE
SN 118	LINE 4
	LINE 3
	LINE 2
	LINE 1
SN 120	LINE 4
	LINE 3
	LINE 2
SN 122	CARRIAGE RECB
SN 124	CARRIAGE RECB UP RELIEF
SN 129	NORTH CARRIAG
SN 6002	PLATFORM 12 PLATFORM 11
SN 6010	LINE 3
SN 6041	CARRIAGE RECB UP RELIEF
00 347	E & C LINE

(M) = MAIN ASPECT
 (PL) = POSITION LIGHT
 * I = TYPES OF ROU

S

 BANNER REPEATING SIGNAL

 RIGHT AWAY INDICATOR

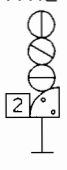
 GROUND MOUNTED POSITION LIGHT


 LIMIT OF SHUNT


(SEE RULE BOOK SECTION C)


TYPE THEATRE TYPE


NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED



 RIGHT AWAY PLUNGER

 TRAIN READY TO START PLUNGER

 CLOSE DOOR PLUNGER

 RA/CD INDICATOR





IUS

N THUS


SIGNAL No	DESTINATION	
	LINE NAME	SIGNAL
SN 11	LINE 3	SN 41
SN 13	LINE 3	SN 41
	LINE 4	SN 43
SN 15	LINE 3	SN 41
	LINE 4	SN 43
SN 17	LINE 3	SN 41
	LINE 4	SN 43
SN 19	LINE 3	SN 41
	LINE 4	SN 43
	LINE 5	SN 45
	LINE 6	SN 47
SN 21	PLATFORM II	SN 25
SN 23	PLATFORM II	SN 25
SN 25	LINE 3	SN 41
	LINE 4	SN 43
	LINE 5	SN 45
	LINE 6	SN 47
SN 29	LINE 4	SN 43
	LINE 5	SN 45
	LINE 6	SN 47
SN 30	PLATFORM 12	SN 6002
	PLATFORM II	
	PLATFORM II	
	PLATFORM 10	
	PLATFORM 9	
	PLATFORM 8	
SN 31	LINE 4	SN 43
	LINE 5	SN 45
	LINE 6	SN 47
SN 32	PLATFORM 14	SN 6002
	PLATFORM 13	
	PLATFORM 12	
	PLATFORM II	
	PLATFORM II	
	PLATFORM 10	
	PLATFORM 9	
	PLATFORM 8	
PLATFORM 7		
※ I = TYPES OF ROUTE INDICATOR :- JI = (PL) = POSITION LIGHT TH = (M) = MAIN ASPECT ST =		

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

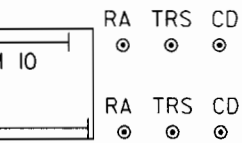
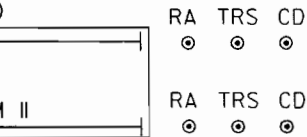
 LIMIT OF SHUNT
(SEE RULE BOOK SECTION ...)

ROUTE INDICATORS

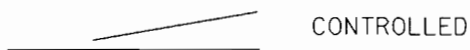
 JUNCTION TYPE
(SEE RULE BOOK SECTION C)

STENCIL TYPE
 NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED







... CONTROLLED
... I.E.C.C.







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
- CD
 CLOSE DOOR PLUNGER
-  RA/CD INDICATOR

#1 POINTS SECURED REVERSE.

#2 POINTS SECURED NORMAL.



SN 25 593YDS TO SN47
 SN 25 593YDS TO SN45
 SN 25 593YDS TO SN43
 SN 25 593YDS TO SN41

15/SN 17 584YDS TO SN41
 15/SN 17 584YDS TO SN43

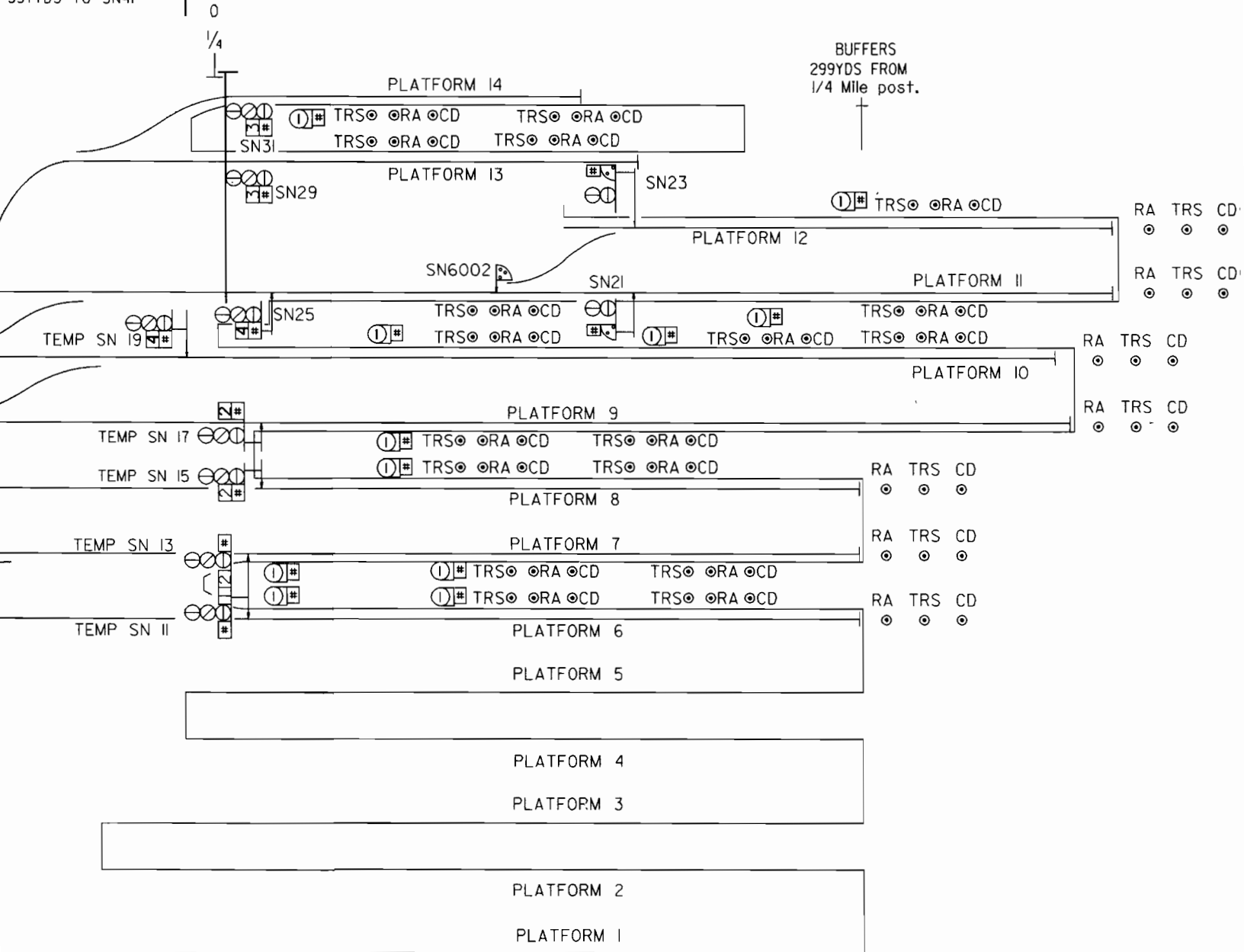
13/SN 11 578YDS TO SN41
 SN 13 578YDS TO SN43

29 562YDS TO SN47
 29 562YDS TO SN45
 29 562YDS TO SN43

537YDS TO SN47
 537YDS TO SN45
 537YDS TO SN43
 537YDS TO SN41

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

BUFFERS
 299YDS FROM
 1/4 Mile post.



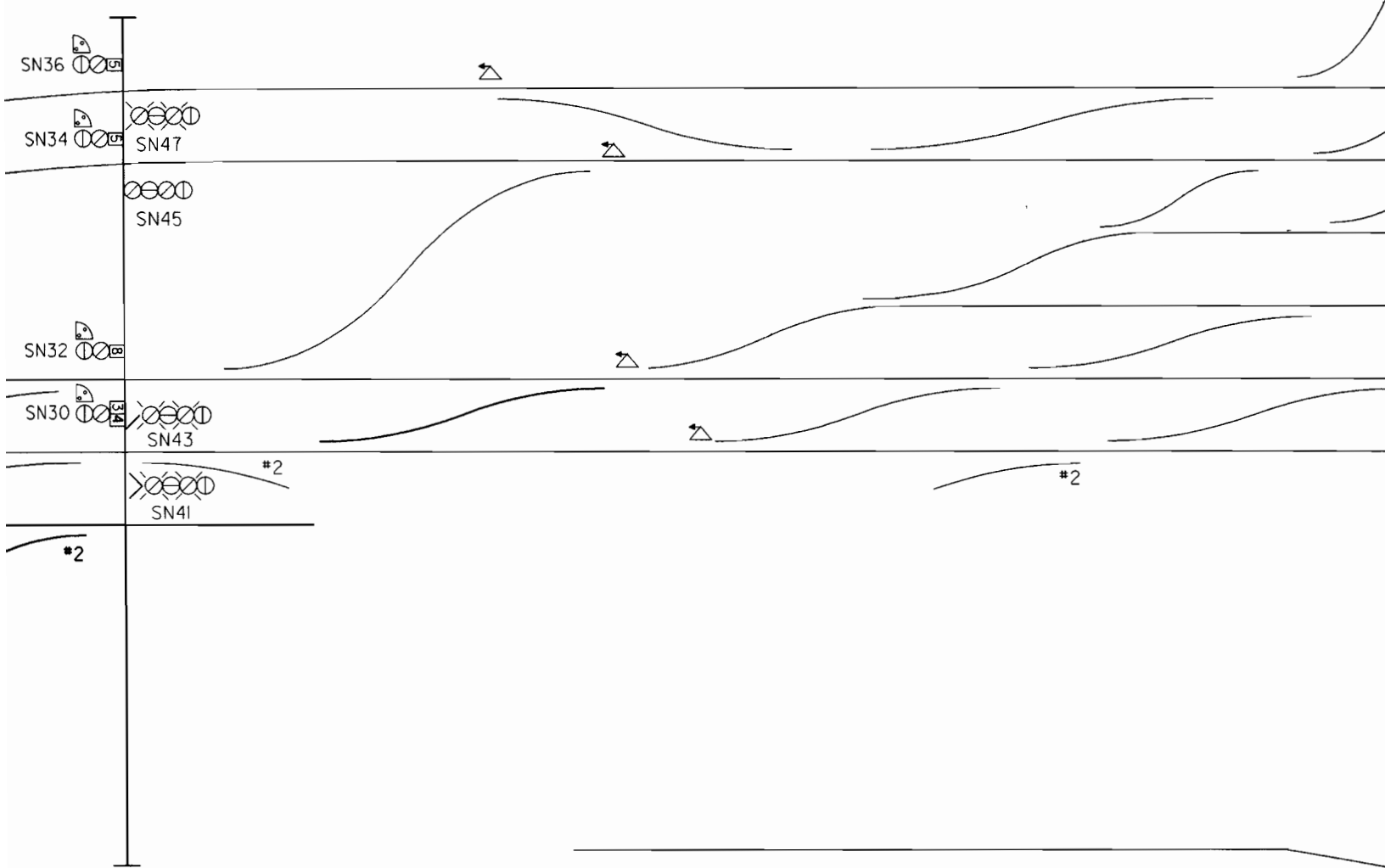
PADDINGTON STATION

0
1/2
|

SN
SN
SN 31/SN
SN 31/SN
SN 31/SN

SN 19
SN 19
SN 19
SN 19

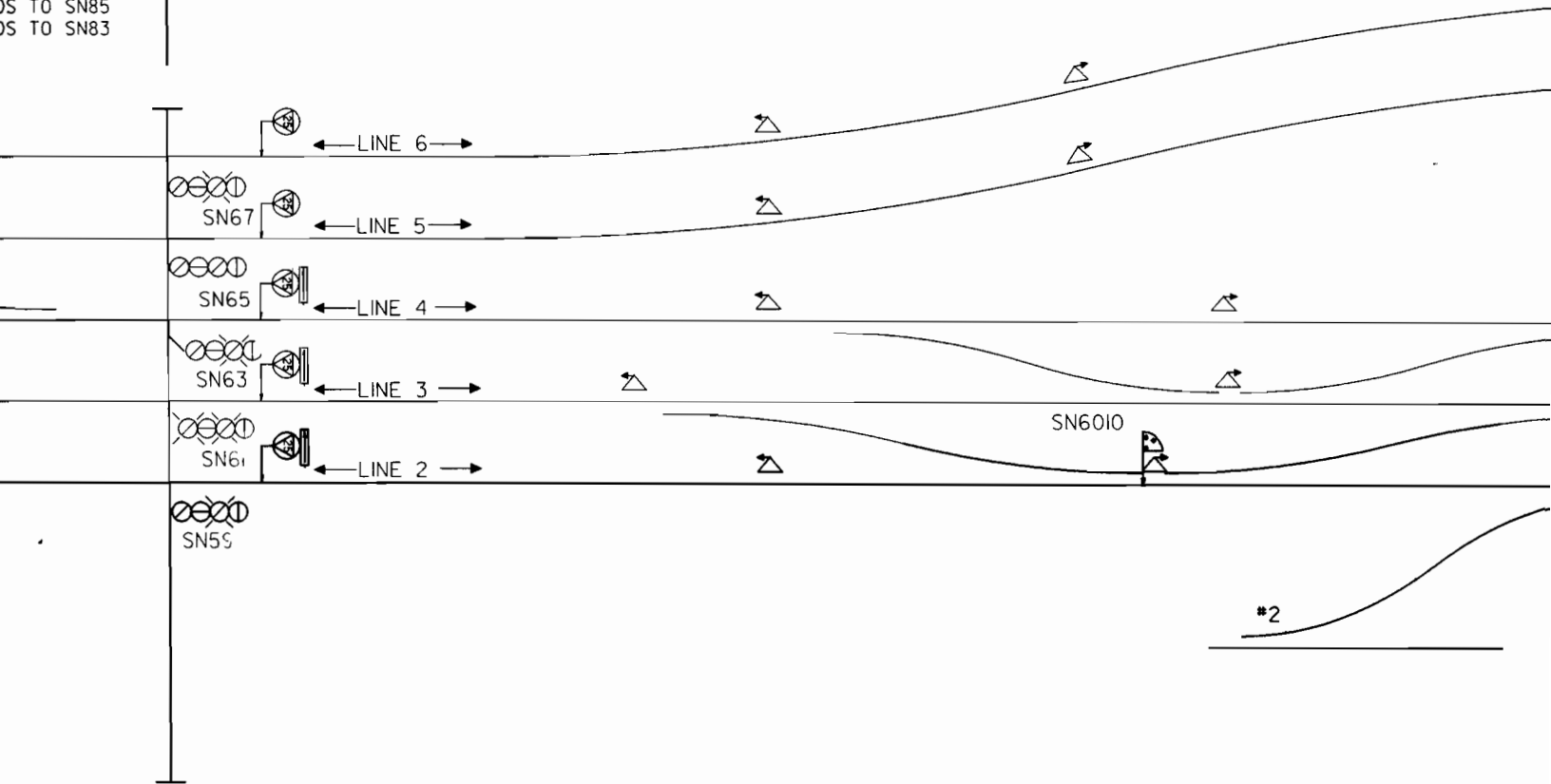
TO SN67 72YDS TO BUFFERS (PLAT 13 & 14)
TO SN65 883YDS TO BUFFERS (PLAT 11 & 12)
TO SN63 857YDS TO BUFFERS (PLAT 10)
TO SN61 857YDS TO BUFFERS (PLAT 9)
TO SN59 814YDS TO BUFFERS (PLAT 8 7 6 & 5)

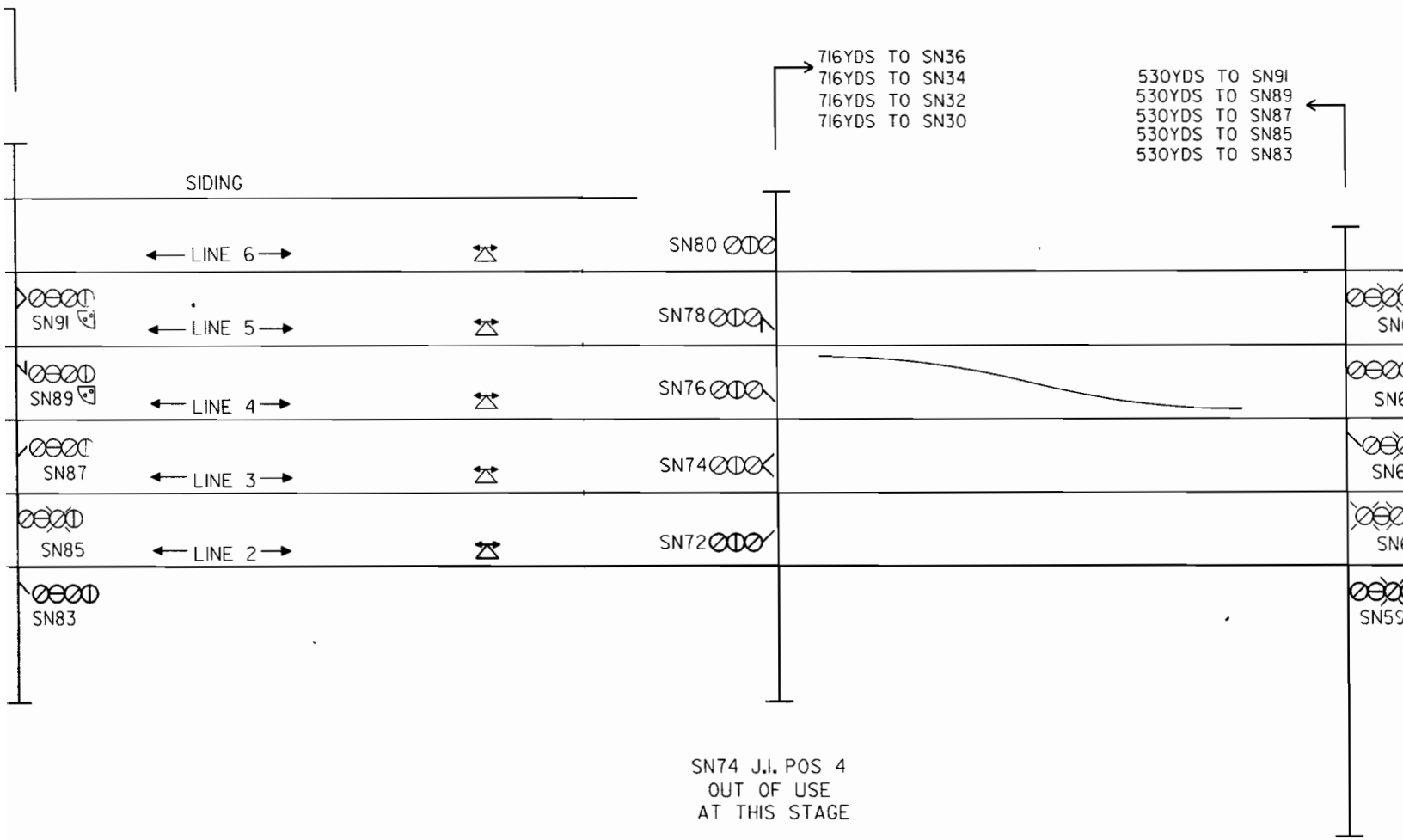


500YDS TC
500YDS TC
500YDS TC
500YDS TC
500YDS TC

0
3/4
|

OS TO SN91
OS TO SN89
OS TO SN87
OS TO SN85
OS TO SN83





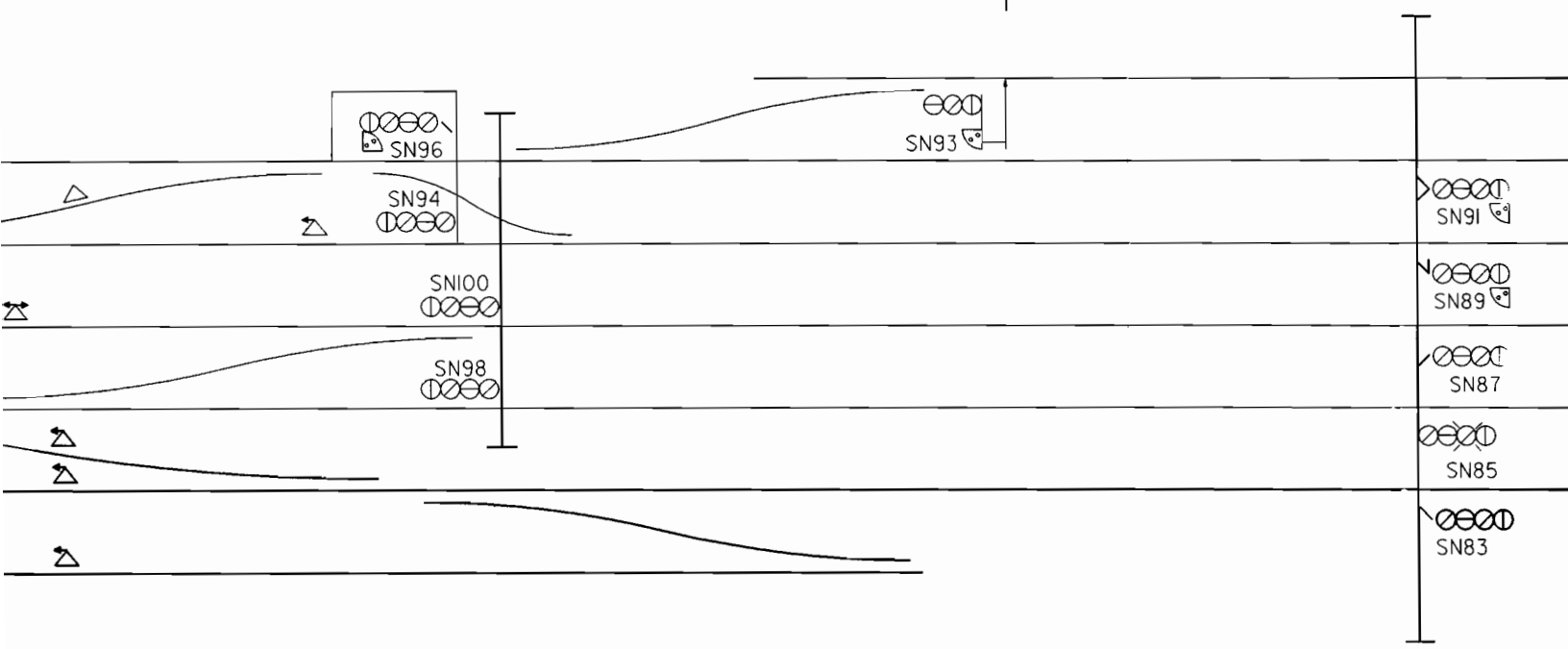
1
1/4
┆

703YDS TO SN80
703YDS TO SN78

652YDS TO SN76
652YDS TO SN74

510YDS TO SN113

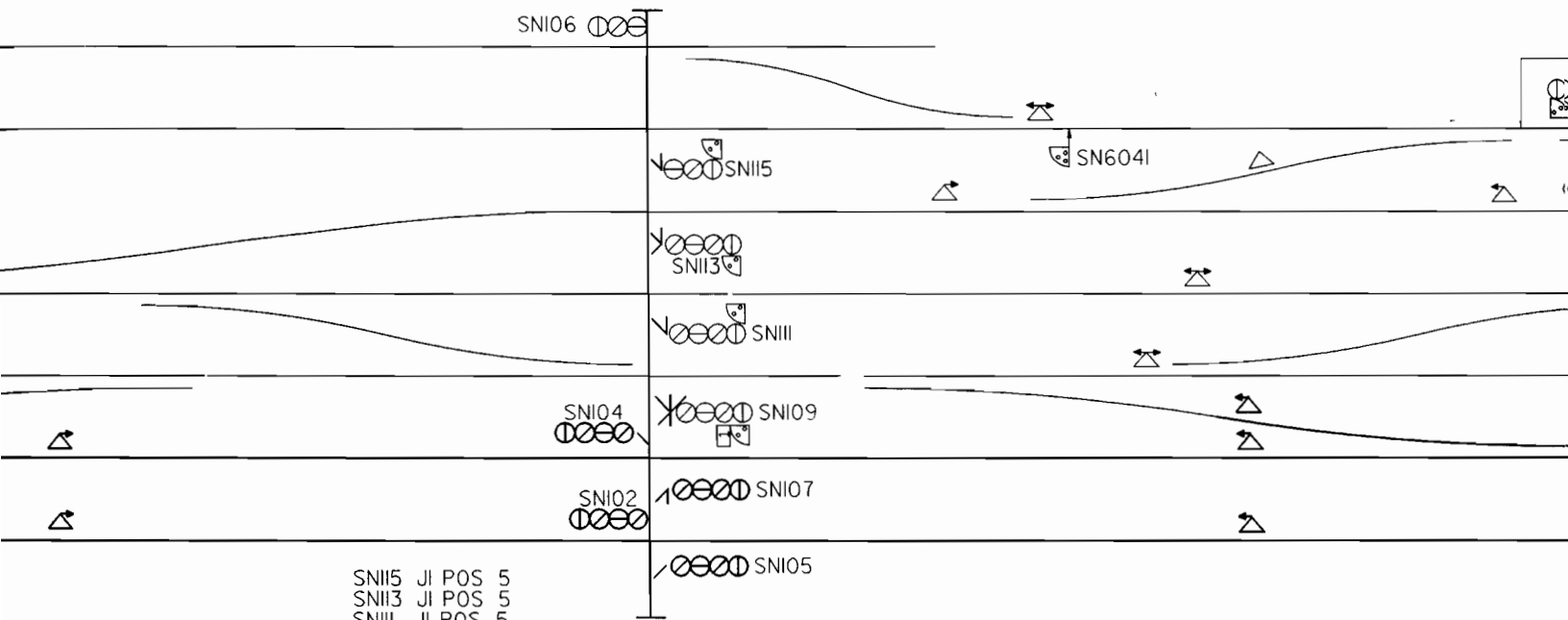
697YDS TO SN109
697YDS TO SN107
697YDS TO SN111
697YDS TO SN113
697YDS TO SN115
1353YDS TO SN117



1
1/2
↓

908YDS TO SNI25
867YDS TO SNI27
1132YDS TO SNI29

← SNI06 291YDS TO SN96
SNI04 998YDS TO SN72



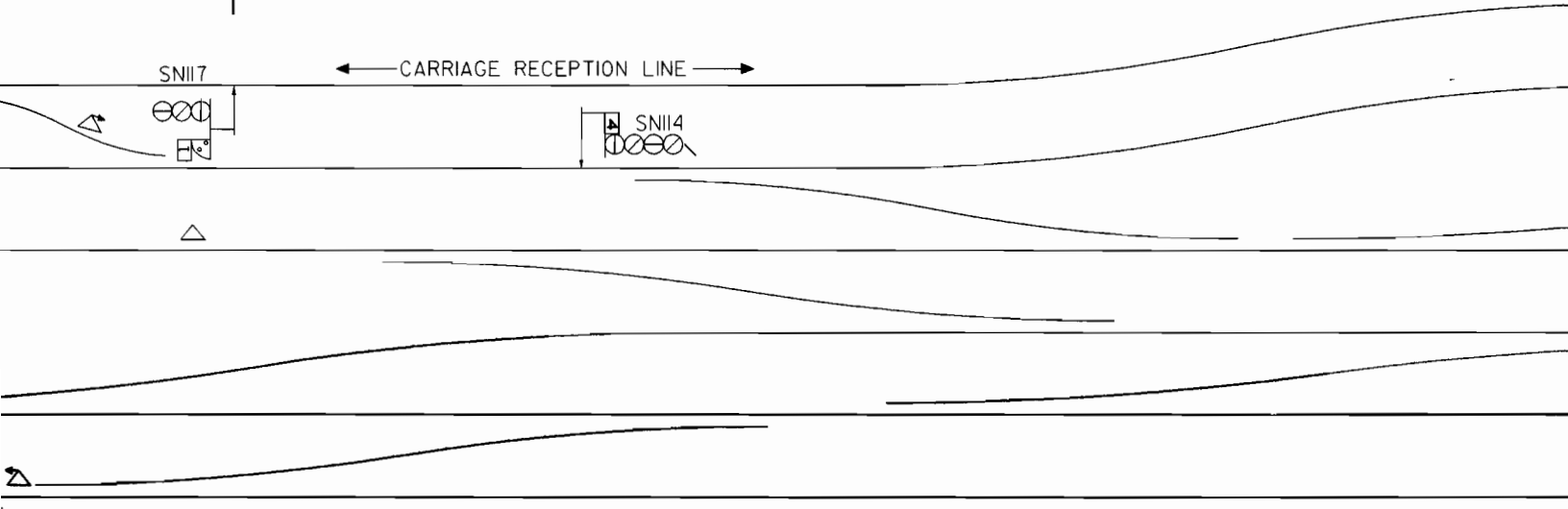
SNI15 JI POS 5
SNI13 JI POS 5
SNI11 JI POS 5
SNI09 JI POS 2
SNI07 JI POS 2
SNI05 JI POS 1
SNI04 JI POS 4
OUT OF USE AT THIS STAGE

SNI02 FIXED AT DANGER

1
3/4
|

893YDS TO SN98
893YDS TO SN100
803YDS TO SN96
803YDS TO SN94
1543YDS TO SN72

511YDS TO SN129 ←



104
100
98

2
1/4

NO ROUTE PROVIDED
FROM SNI22 TO SNI14
AT THIS STAGE

0247 463YDS TO SNI24
NI34 750YDS TO SNI14

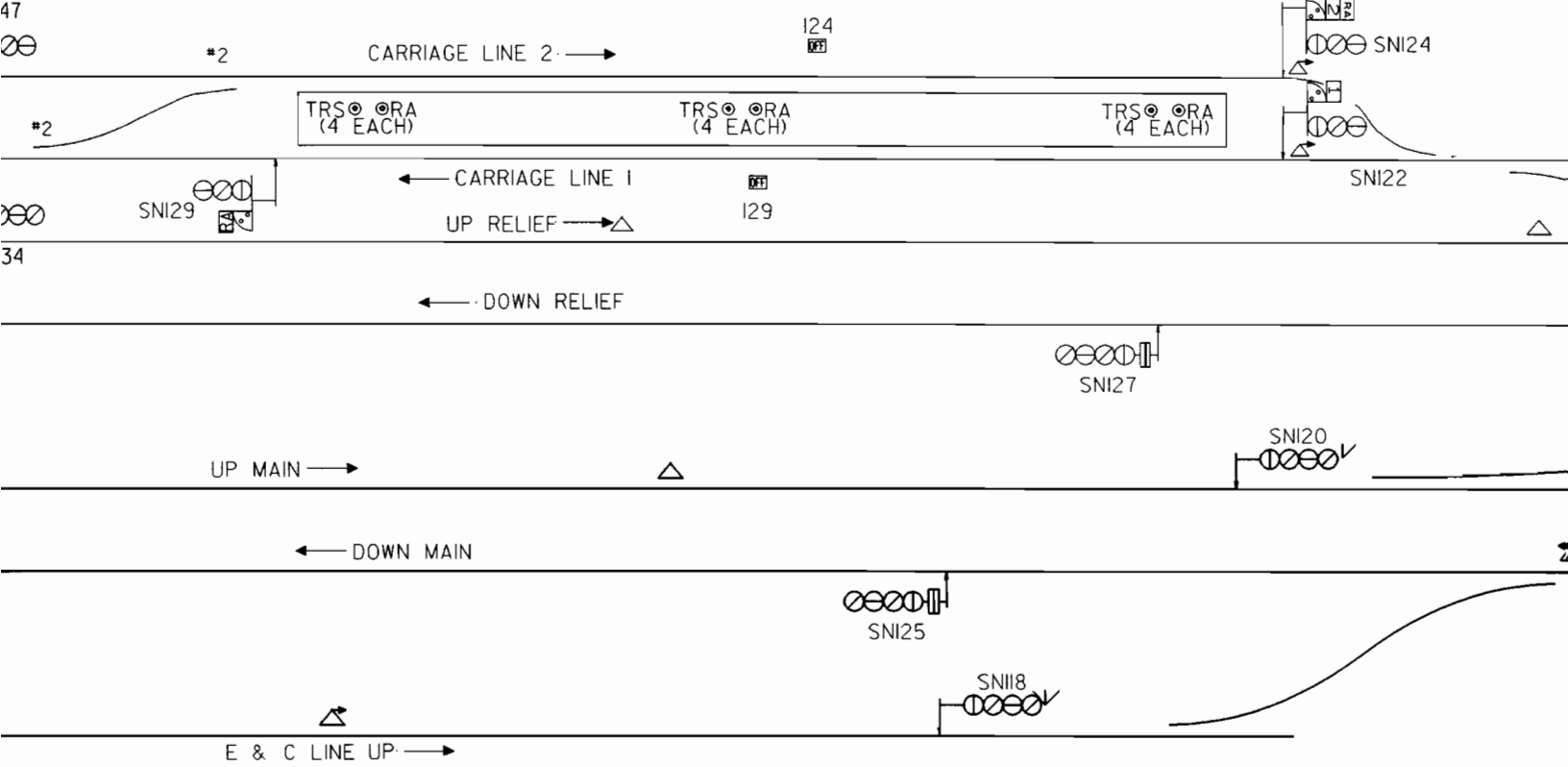


285YDS TO SNI14
831YDS TO SNI06

47

CARRIAGE CLEANING PLATFORM

34



SN 118 948YDS TO SN 102
 SN 118 948YDS TO SN 104
 SN 118 1296YDS TO SN 100
 SN 118 1296YDS TO SN 98

SN 120 848YDS TO SN
 SN 120 1196YDS TO SN
 SN 120 1196YDS TO SN

age will be published in

ams in this notice.

n New box, prefix SN.

n Signalling Notice No.

e Grove.

e Grove and Old Oak

ton will be secured out

*For movement
to line*

5*

3*

Down Relief*

3

3

the Down Relief line.

Paddington station.
ments and the number

the route indicator will
theatre indicator.

n a yellow diamond,
signals are identified
undel superimposed,

e of the signal post

ilable for Up direction
movements only, but
SN.122. TRS and RA

over the Engine and

2

1/4

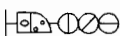
↓

00247 463YDS TO SNI24
SNI34 750YDS TO SNI14



CARRIAGE CLEANING

00 247



#2

CARRIAGE LINE 2 →

#2

TRS ⊙ ⊙ RA
(4 EACH)

TRS ⊙ ⊙ RA
(4 EACH)

SNI29



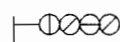
← CARRIAGE LINE 1

⊙

UP RELIEF → ⊙

129

SN 134



← DOWN RELIEF

TO PLAN 2

UP MAIN →

⊙





← DOWN MAIN



⊙

E & C LINE UP →


EXPLANATION OF SYMBOLS



NE COLOUR LIGHT SIGNAL

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


-  BANNER REPEATING SIGNAL
-  RIGHT AWAY INDICATOR

N 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)

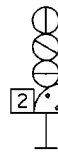
INDICATORS

-  JUNCTION TYPE (SEE RULE BOOK SECTION C)

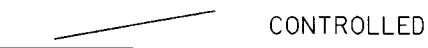
STENCIL TYPE

-  NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED







THEATRE TYPE







POINTS




ELLANEOUS

-  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



 British Rail	Signal Engineer (works) Reading.			No. S39/TNS/5/2								
	Director of S & T Engineering HEATHROW AIRPORT RAIL LINK PADDINGTON - ACTON STAGE 1.8 & 1.10 YELLOW NOTICE PLAN 2											
Status	Scales		NOT TO SCALE									
	Produced	JHI	FEB '93	Checked	ACF	FEB '93	Approved	RJF	FEB '93			
										Issued		

2
◇
|

67YDS TO 0016 ←

SIGNALS PREFIXED SN CONTROLLED
FROM SLOUGH I.E.C.C.
SIGNALS PREFIXED OO CONTROLLED
FROM OLD OAK COMMON P.S.B.

TO PLAN I

○○○○
SN 127

SN 120
○○○○

○○○○
SN 125

SN 118
○○○○

←
35

MAIN LINE COLOUR LIGHT

- GREEN ASPECT
- YELLOW
- RED ASPECT
- /○ FLASHING

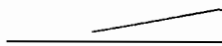
POSITION LIGHT/SHUNT

- ○
○
| POSITION LIGHT
(NORMAL PROCEEDING)
2 WHITE

ROUTE INDICATORS

- ○
○
| JUNCTION
(SEE RULES)

POINTS



MISCELLANEOUS

- ⊞ AUTOMATIC
- ⊞ SEMI-AUTOMATIC
- △ AWS
- △ AWS OPERATIONAL DIRECTION
- △ AWS OPERATIONAL BOTH DIRECTIONS
- ◇ MILE POST
- | #1 POINTS SIGNAL
- | #2 POINTS SIGNAL

SN 134
○○○○

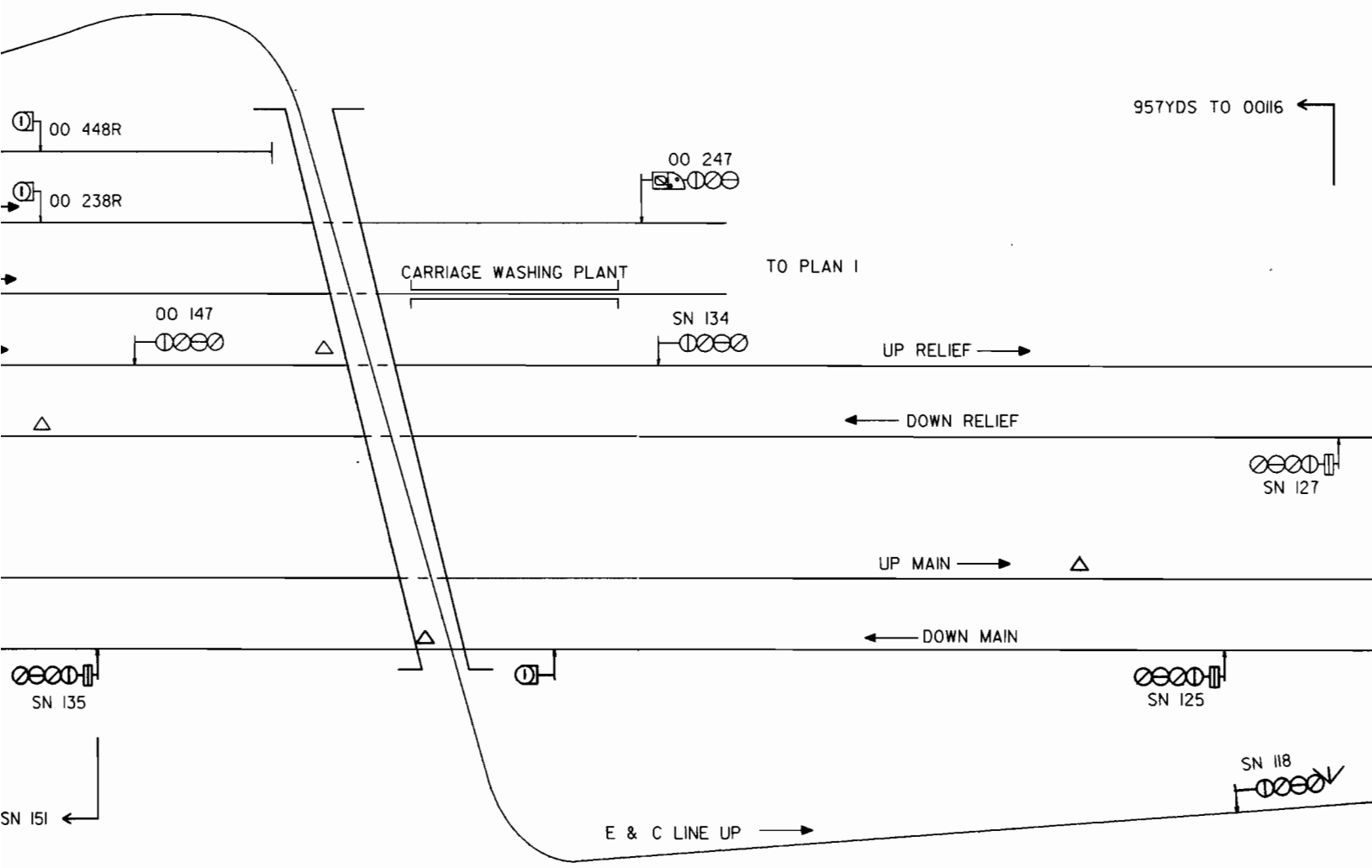
SN 134
○○○○

2
1/2
|

2
1/4
|

→ 00 147 330YDS TO SN 134

957YDS TO 00116 ←



← SN 151

E & C LINE UP →

← SNI25 698 YDS TO SN 135

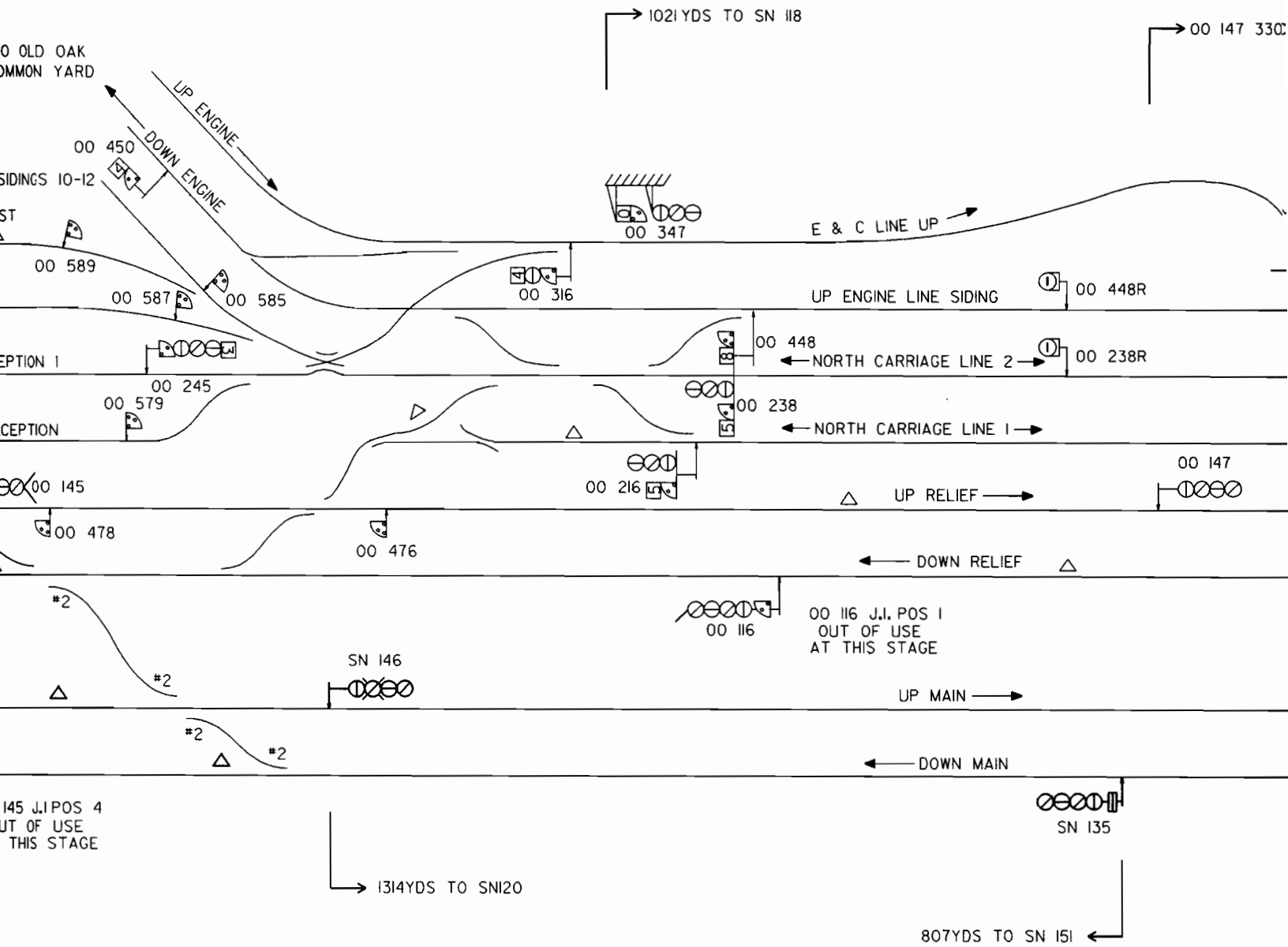
2

3/4



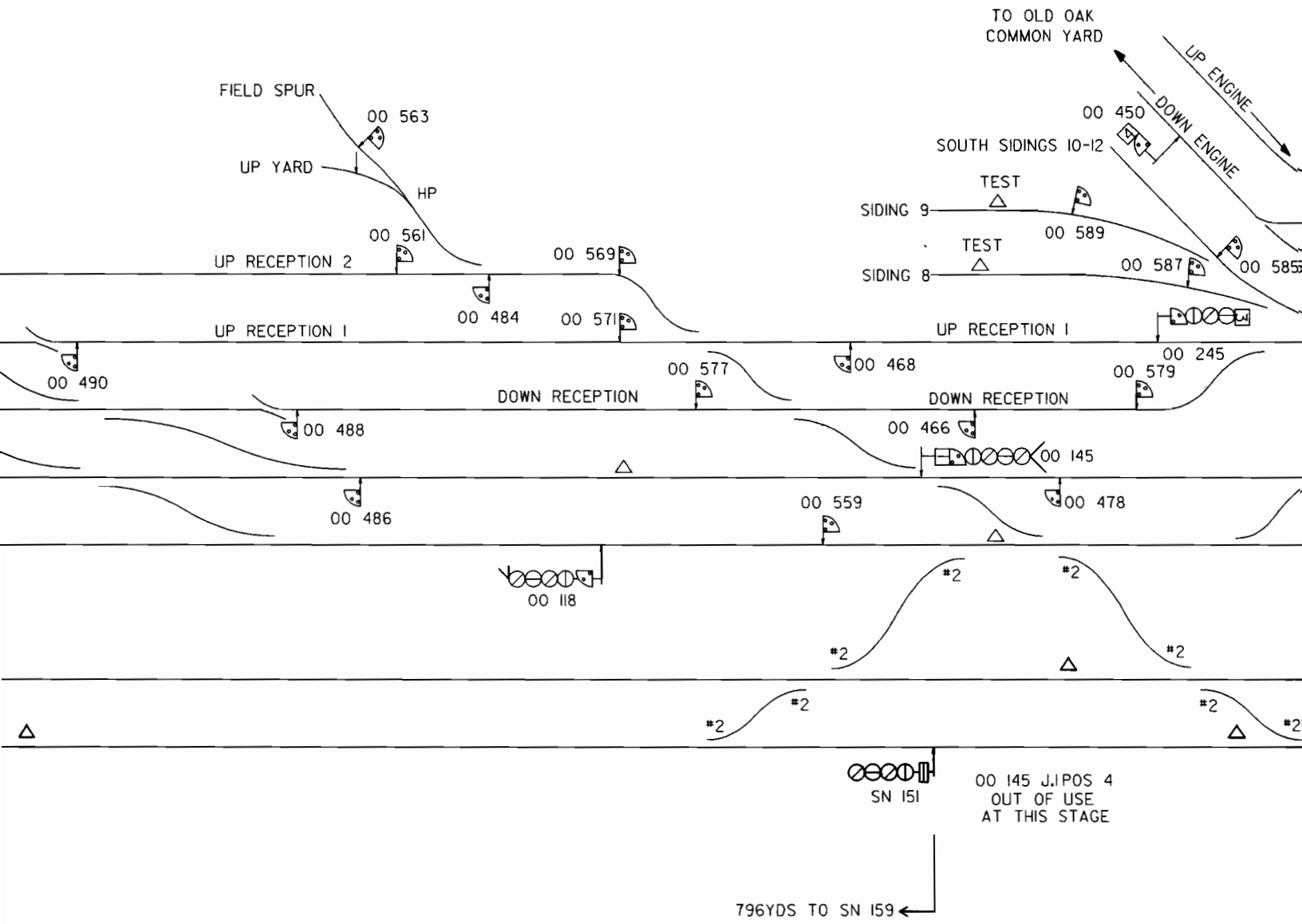
2

1/2



3
1/4
|

3
|



3

1/2



3

1/4



TO GREENFORD

UP WYCOMBE

DOWN WYCOMBE

OLD OAK COMMON
SUBSTATION GROUND FRAME

00 241

00 541

00 490

00 220

00 498

UP RELIEF

00 141

DOWN RELIEF

00 120 J.I.POS 1
OUT OF USE
AT THIS STAGE

00 120

SN 160

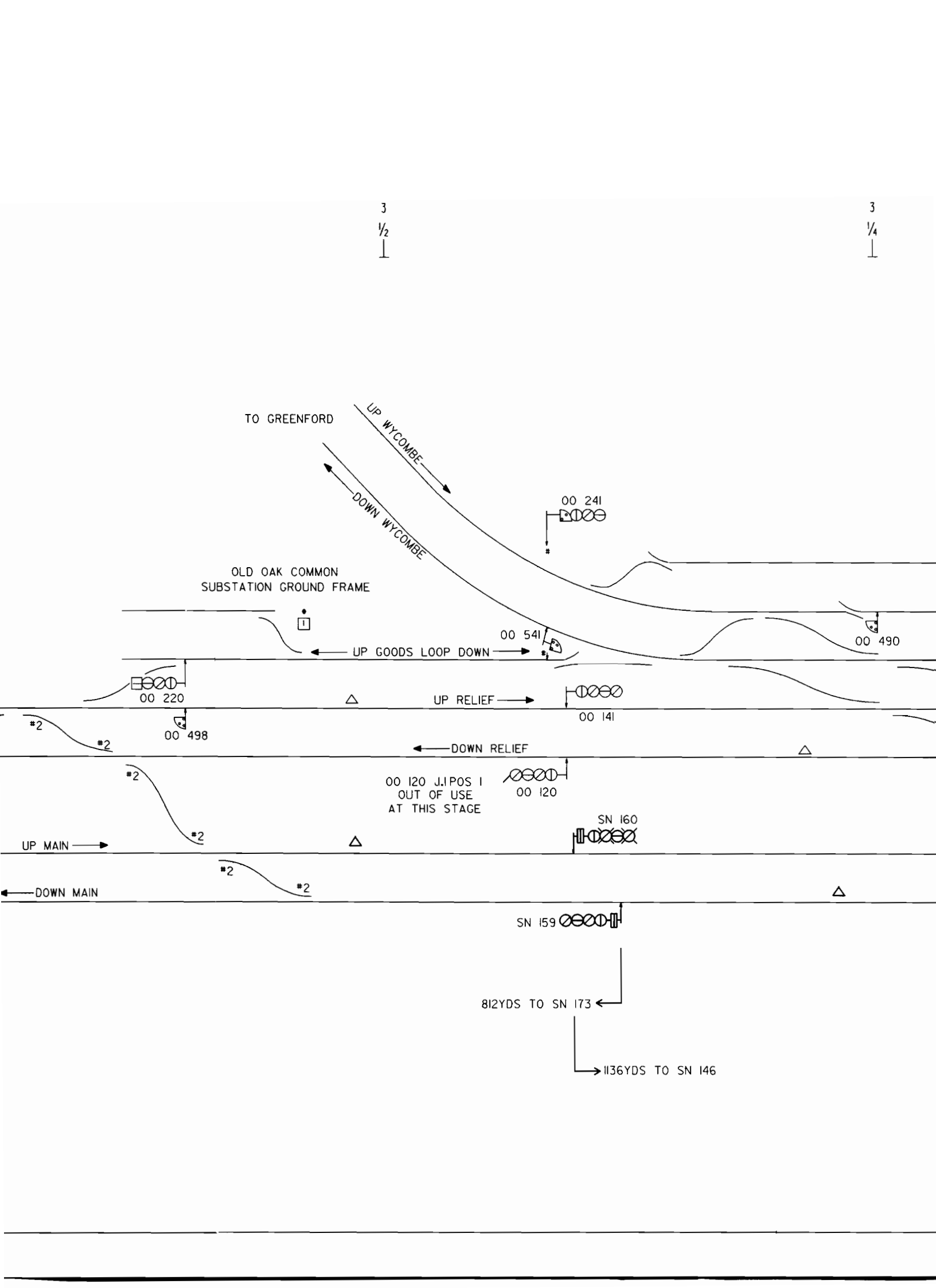
UP MAIN

DOWN MAIN

SN 159

812YDS TO SN 173

1136YDS TO SN 146



4



TO ACTON WELLS

00 510

00 510R

00 222

00 139 J.I.POS 4
OUT OF USE
AT THIS STAGE

00 139

3
3/4

00 122

00 533

#2

#2

#2

UP MAIN

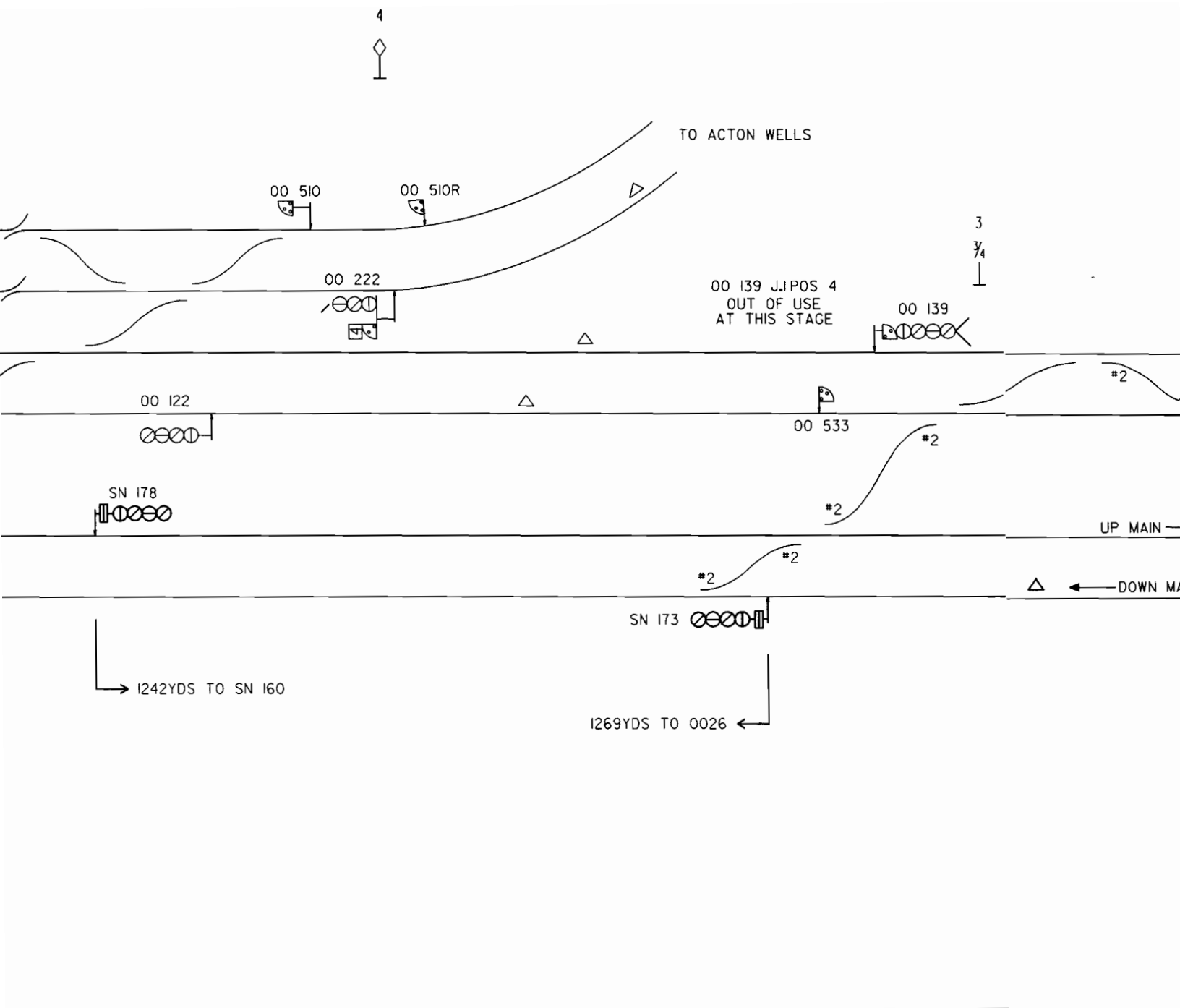
DOWN MA

SN 178

SN 173

1242YDS TO SN 160

1269YDS TO 0026



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1/2
|

4
1/4
|

YARD

SPUR

UP GOODS → Δ

00 237

00 337

00 520

← DOWN GOODS

00 135

UP RELIEF →

00 137

L.O.S. ⊠

← DOWN RELIEF

00 523

UM 4

UP MAIN →

ACTON MAIN LINE

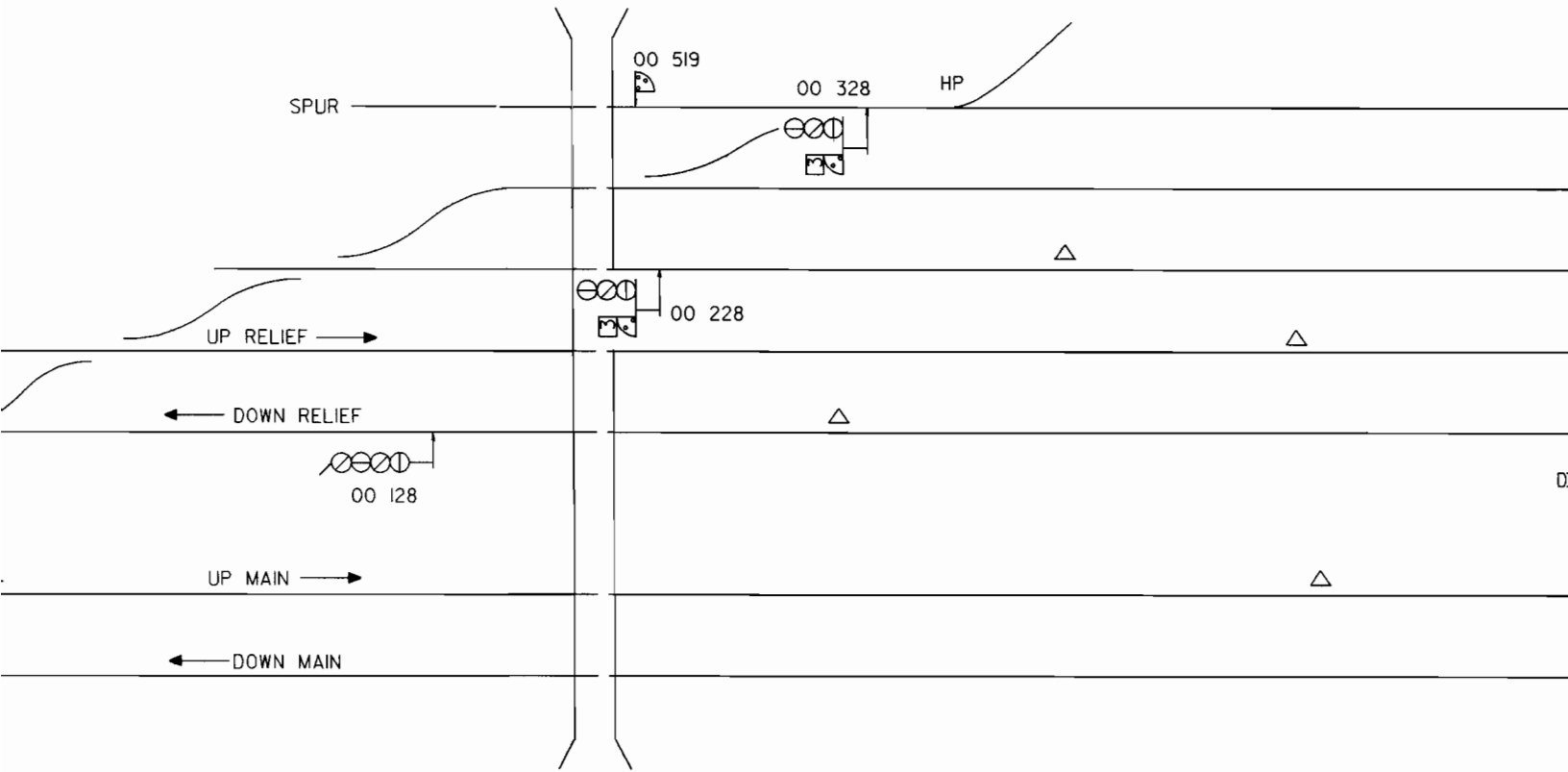
← DOWN MAIN

00 26

→ UM 4 802YDS TO SN 178

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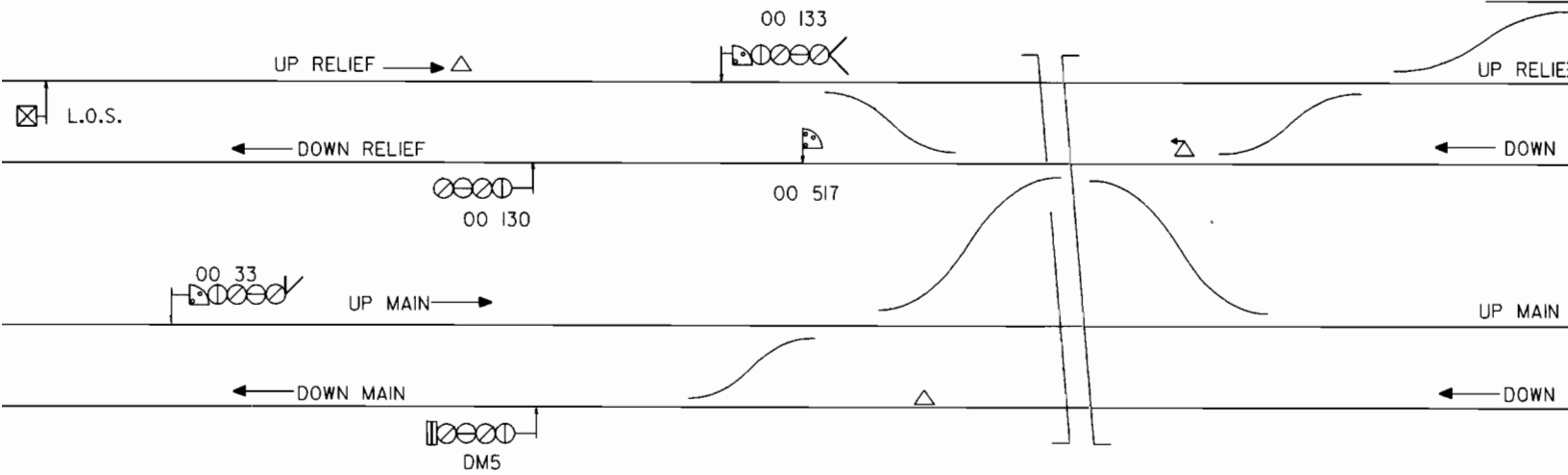
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