

BRITISH RAILWAYS

(FORMER WESTERN REGION LINES)

(for the use of Employees only)

Notice to Traincrews, etc.

DIDCOT - SWINDON RE-SIGNALLING

Alterations between Steventon and Uffington

and

Opening of new signalling centre

at SWINDON 'B'

Between Friday 10th September and Monday 13th September

or until completion

DIDCOT - SWINDON RESIGNALLING

STAGE 1.

Between 22.30 on Friday 10th September and 05.45 on Monday 13th September, or until completion, S.& T. staff will introduce Stage 1 of this resignalling scheme.

1. On completion of this stage:-
 - a) A new Signalling Control Centre will be brought into use at Swindon, at 77m 60ch. It will be known as Swindon 'B' - prefix SB.
 - b) The areas of control of the existing Reading and Swindon signal boxes will be reduced and the new Centre will control the lines between Steventon (exclusive) and Uffington (exclusive).
 - c) A new Down Relief line will be brought into use between Wantage Road 60m 20ch and Challow 64 mp, available to all classes of train.
 - d) Track Circuit Block Working will apply.
2. As shown on the diagram, the following signalling alterations will take place:
 - a) Down Direction - Down Main Line
 - (i) Signal DM.57 will be re-plated SB.973.
 - (ii) Signal DM. 58 will be re-plated SB.977 and renewed as a 4-aspect at the same location.
 - (iii) Signal R.88 will be re-plated SB.981 and renewed as a 4-aspect at the same location. It will have position 1 and 4 junction indicators.
 - (iv) Existing signals DM.61, DM.63 and DM.64 will be recovered and replaced by new 4-aspect signals SB.989, SB.993, SB.999, SB.1003, SB.1007 and SB.1011.
 - (v) Swindon signal SN.10 will be renewed as a 4-aspect at the same location and with the same junction indicators and subsidiary signal.

MORE.....

CP95/JULY/MRN/2

b) Down Direction - Up Main (Reversible) Line

(i) New 2-aspect (red/green) signal SB.1005 will be provided at Challow (ultimately to protect a connection to a new Up Relief , to be introduced at a later date).

(ii) New 2-aspect (yellow/green) signal SB.1005R will be provided 1672 yards on the approach to SB.1005.

(iii) Existing signal SN.610 will be unaltered but signal SN.610R will be recovered and replaced by a new SN.610R (2-aspect, yellow/green) 985 yards from SN.610, and a new 3-aspect (yellow/green/yellow) signal SN.610RR 2975 yards on the approach to SN.610.

c) Down Relief

All new. Line will be uni-directional.

d) Up Direction - Up Main Line

(i) Swindon signal SN.89 will be renewed as a 4-aspect at the same location and with the same junction indicator and subsidiary signal. When signal SN.89 is displaying a green aspect, SN.93 may be displaying a yellow or green aspect.

(ii) Existing signals UM.65, UM.63 and UM.62 will be recovered and replaced by new 3-aspect signals SB.1014, SB.1010, SB.1000 and 4-aspect signal SB.992. When signal SB.992 is displaying green, SB.986 may be displaying a yellow or green aspect.

(iii) The following signals will be re-plated as shown:-

R.3 becomes SB.986 (until further notice the only available route will be to signal SB.980).

UM.59 becomes SB.980

UM.58 becomes SB.976

e) Up Direction - Down Main (Reversible) Line

(i) New 2-aspect (red/green) signal SB.1008 will be provided at 64m 40ch to protect the connection from the new Down Relief Line.

(ii) New 2-aspect (yellow/green) signal SB.1008R will be provided 2322 yards on the approach to SB.1008.

(iii) Existing signal R.703 will be re-plated SB.984. Until further notice the only available route will be to signal SB.980.

(iv) Existing signal R.703R will be recovered and replaced by new signal SB. 984R, 2440 yards on the approach to SB.984.

MORE.....

f) Flashing yellow sequences

(i) Signal SB.977 will be capable of showing a flashing single yellow when signal SB.981 has been cleared for a movement to signal SB.987 on the Down Relief Line.

(ii) Until further notice the flashing yellow facility at existing signal UM.58 will NOT be available at re-numbered signal SB.976.

3. Reversible Signalling

(i) Resignalling will continue to be available on the Down and Up Main Lines between Wantage Road and Uffington, and beyond Uffington.

(ii) Until further notice it will NOT be available on the Didcot side of Wantage Road.

4. Telephones

All signals with a red aspect will be provided with direct communication with the appropriate signal box.

5. A.W.S.

A.W.S. will be provided as shown on the diagram.

6. Signal Routes

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

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. * I	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SB 981	DOWN RELIEF	SB 987	M	Jl	1
	DOWN MAIN	SB 989	M		
	UP MAIN	SB 1005	M	Jl	4
SB 983	DOWN MAIN	SB 989	M	Jl	1
	UP MAIN	SB 1005	M		
SB 984	UP MAIN	SB 980	M	Jl	1
SB 986	UP MAIN	SB 980	M		
SN 91	UP MAIN	SB 1014	M	ST	UM
	DOWN MAIN	SB 1008	M	ST	DM
SN 93	UP MAIN	SB 1014	M		
	DOWN MAIN	SB 1008	M	Jl	4
SN 693	UP MAIN	SB 1014	DY	Jl	1
	DOWN MAIN	SB 1008	M		

(M) = MAIN ASPECT

(PL) = POSITION LIGHT

* I = TYPES OF ROUTE INDICATOR :-





Jl = JUNCTION INDICATOR



TH = THEATRE

ST = STENCIL

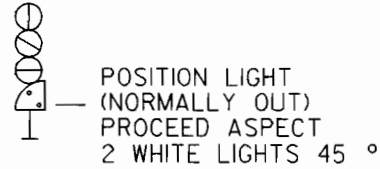
EXPLANATION OF SYMBOLS



MAIN LINE COLOUR LIGHT SIGNAL

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

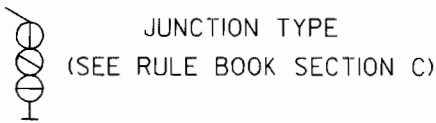
-  BANNER REPEATING SIGNAL
-  RIGHT AWAY INDICATOR

POSITION LIGHT/SHUNTING SIGNALS

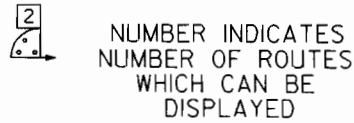


-  GROUND MOUNTED POSITION LIGHT
 -  LIMIT OF SHUNT
- (SEE RULE BOOK SECTION C)

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
-  RA/CD INDICATOR

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



125 House
SWINDON
July 1993

A.P. HANCOCK
Operations Manager
InterCity Great Western
ref. 95/TS/

CP95/YELNOPAD/MRN/12



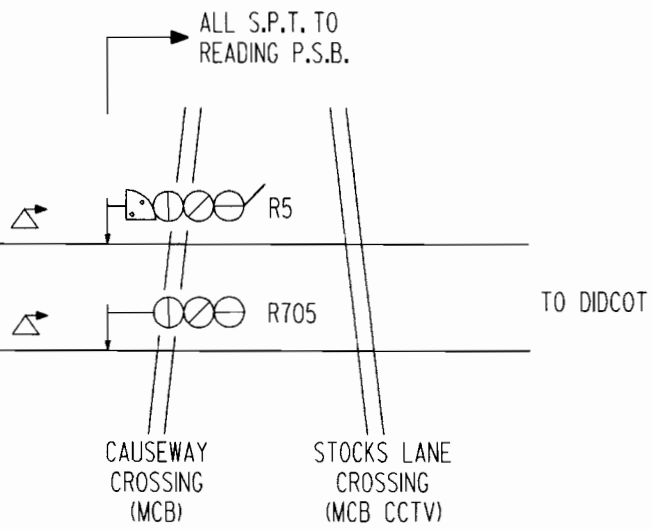
SIGNALS PREFIXED R ARE CONTROLLED FROM READING.

SPT'S AT SIGNALS PREFIXED R COMMUNICATE WITH READING P.S.B.

SIGNALS PREFIXED SB ARE CONTROLLED FROM SWINDON S.C.C.

SPT'S AT SIGNALS PREFIXED SB COMMUNICATE WITH SWINDON S.C.C.

8 RENUMBERED)



59
1/4
⊥

59
◇
⊥

58
3/4
⊥

58
1/2
⊥

58
1/4
⊥

58
◇
⊥

57
3/4
⊥

SIGNALS PREFIXED SB ARE (C
FROM SWINDON S.C.C.

SPT's AT SIGNALS PREFIXED
COMMUNICATE WITH SWINDON

2400YDS TO R5

ENUMBERED)

(R788R RENUMBERED) SB983R



SB976 (UM58 RENUMBERED)



(UM58 RENUMBERED)

R705R



SB977 (DM58 RENUMBERED)



2187YDS TO SB981

SB973 (DM57 RENUMBERED)



2237YDS TO SB977

NG BETWEEN WANTAGE ROAD
ION OUT OF USE UNTIL FURTHER NOTICE.

60
1/4
⊥

60
◇
|

59
3/4
⊥

59
1/2
⊥

59
1/4
⊥

59
◇
|

WANTAGE ROAD

2746YDS TO SB976
BUTTERFLY XING

980

980

SB983 6588YDS TO SBI005
SB983 1560YDS TO SB989
(R788 RENUMBERED)



SB980 (UM59 RENUMBERED)



(R788R RENUMBERED) SB983R

SB983

SB981

(R88 RENUMBERED)

SB977

(DM58 RENUMBERED)

SB981 1560YDS TO SB987
SB981 1560YDS TO SB989
SB981 6588YDS TO SBI005

2187YDS TO SB981

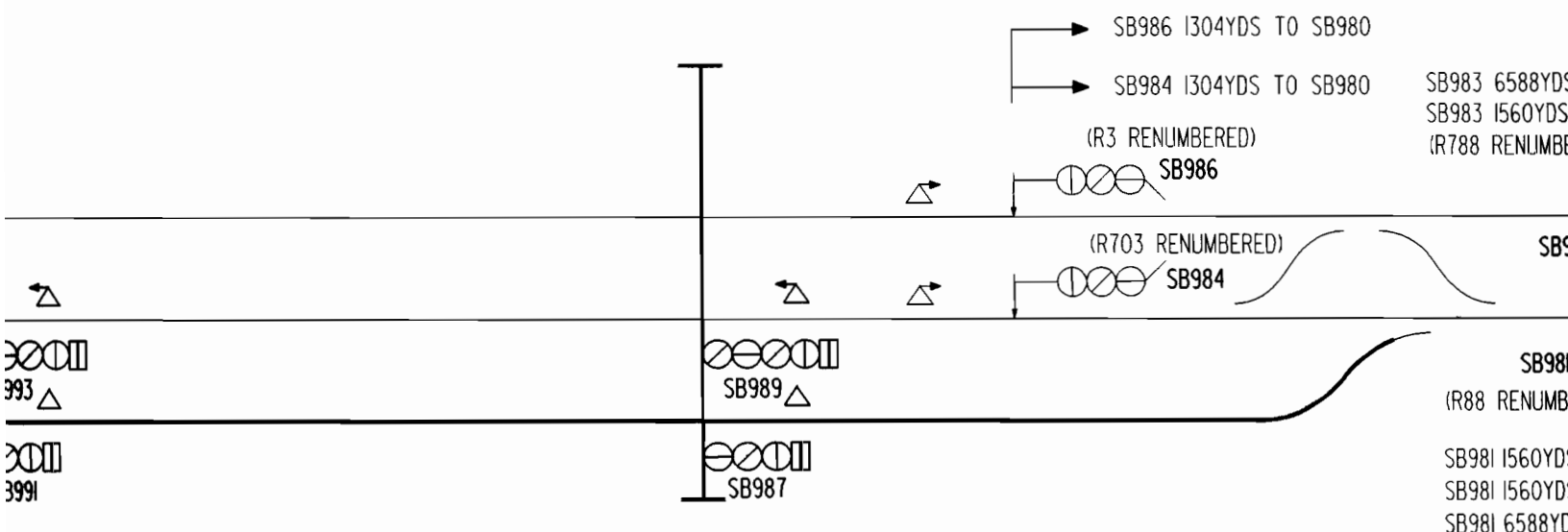
NOTE : REVERSIBLE WORKING BETWEEN WANTAGE ROAD
& FOXHALL JUNCTION OUT OF USE UNTIL FURTHER NOTICE.

ROUGH UP & DOWN MAIN CROSS-OVERS : 40 MPH
ROUGH POINTS FROM DOWN MAIN TO DOWN RELIEF : 60 MPH

61	61	61	61	60	60	60
$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{4}$	$\frac{1}{4}$	$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{4}$
⊥	⊥	⊥	◇	⊥	⊥	⊥

92 2440YDS TO SB986
 84R 2440YDS TO SB984

SB986 JUNCTION INDICATOR
 POSITION 4 COVERED OUT OF USE
 UNTIL FURTHER NOTICE



SB989 1610YDS TO SB993
 SB987 1610YDS TO SB991

SPEED THROUGH UP & DOWN MAIN
 SPEED THROUGH POINTS FROM DO

63
1/4
┆

63
◇

62
3/4
┆

62
1/2
┆

62
1/4
┆

62
◇

61
3/4
┆

2240YDS TO SB992

SB992 2440YDS TO SB986
SB984R 2440YDS TO SB984

SB1000
▣▣▣▣

SB992
▣▣▣▣

△

△

SB1005R
⊗⊗

← UP →

SB984R
⊗⊗

← MAIN LINES →

← DOWN →

SB999
⊗⊗⊗⊗▣▣

SB993
⊗⊗⊗⊗▣▣

△

△

← DOWN RELIEF →

SB997
⊗⊗⊗⊗▣▣

SB991
⊗⊗⊗⊗▣▣

△

△

SB1005R 1672YDS TO SB1005
SB999 1672YDS TO SB1003
SB997 1672YDS TO SB1001

SB993 1746YDS TO SB999
SB991 1746YDS TO SB997

← RELIEF LINE SPEED : 60 MPH →

← MAIN LINE SPEED : 125 MPH →

← REVERSIBLE LINE SPEED : 85 MPH →

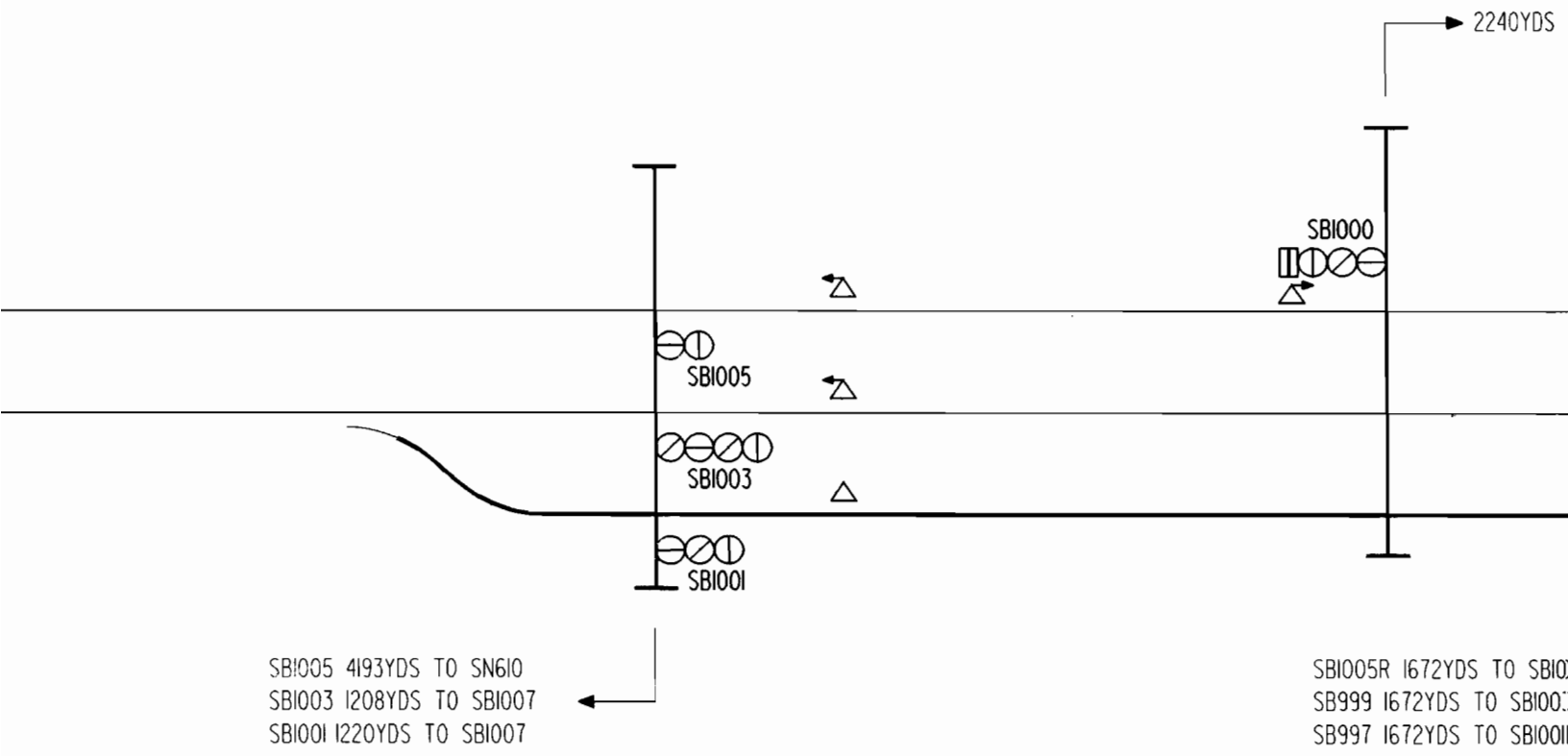
64
◇
|

63
¾
|

63
½
|

63
¼
|

CHALLOW



F TO DOWN MAIN : 40 MPH

65
1/2
⊥

65
1/4
⊥

65
◇
⊥

64
3/4
⊥

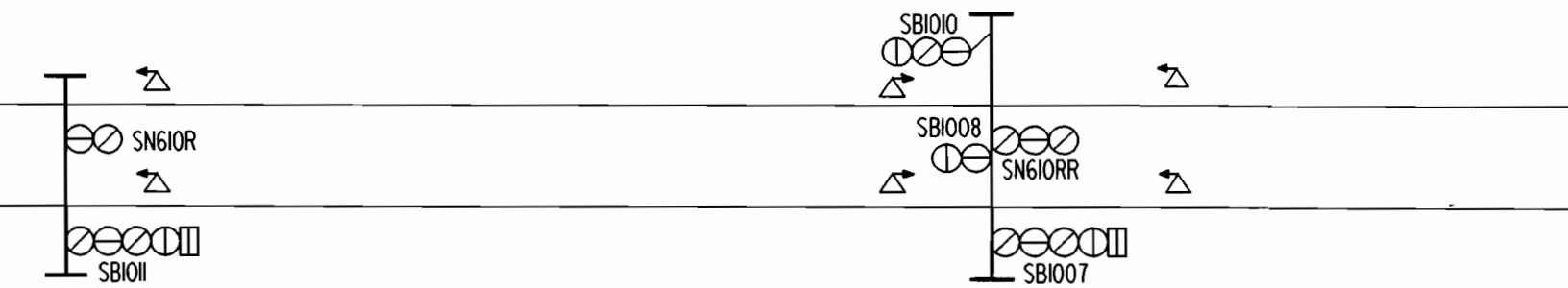
64
1/2
⊥

64
1/4
⊥

SBI010 JUNCTION INDICATOR POSITION 1
COVERED OUT OF USE UNTIL FURTHER NOTICE

SBI014 2322YDS TO SBI010
SBI008R 2322YDS TO SBI008

SBI010 2222YDS TO SBI000
SBI008 6980YDS TO SB984



SNG10RR 2975YDS TO SNG10
SBI007 1990YDS TO SBI011

SPEED THROUGH POINTS FROM DOWN RELIEF TO DOWN

66

1/2
┆

66

1/4
┆

66

◇
┆

65

3/4
┆

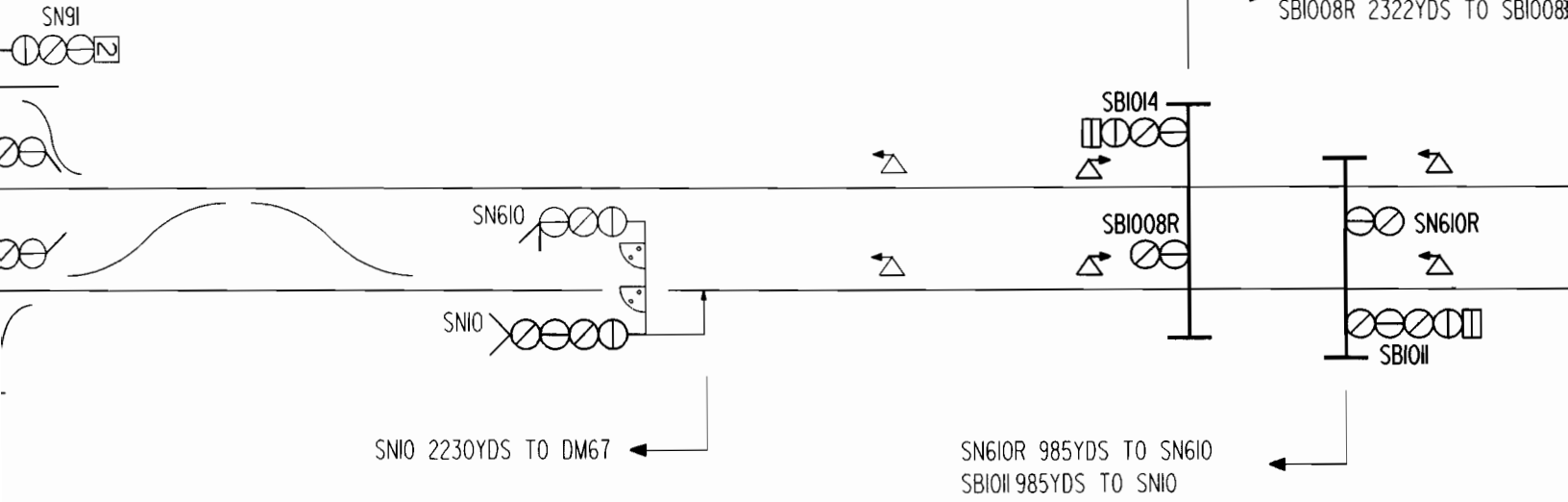
65

1/2
┆

SN93 1484YDS TO SBI014
SN93 3806YDS TO SBI008
SN693 3806YDS TO SBI008
SN693 1484YDS TO SBI014

1456YDS TO SBI014
3778YDS TO SBI008

SBI014 2322YDS TO SBI010
SBI008R 2322YDS TO SBI008



SPEED THROUGH UP & DOWN MAIN CROSS-OVERS : 40 MPH

6.7
1/4
|

6.7
◇
|

6.6
3/4
|

6.6
1/2
|

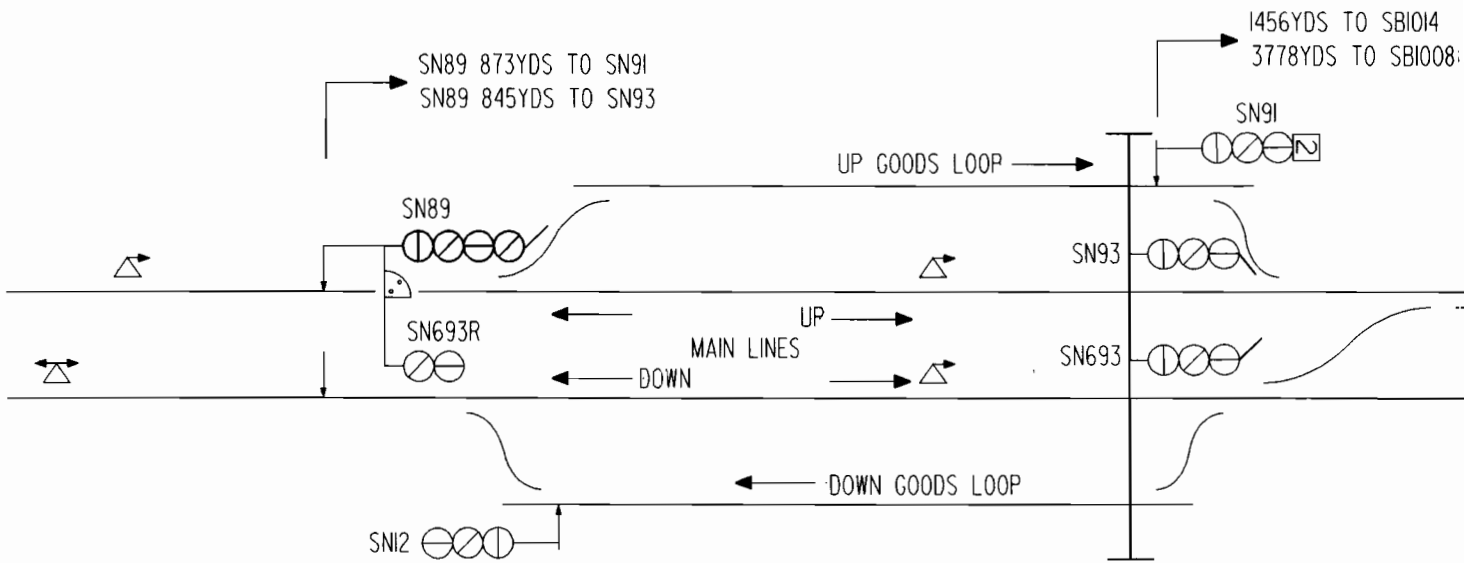
UFFINGTON

SN93 1484YDS TO SB104
SN93 3806YDS TO SB100
SN693 3806YDS TO SB100
SN693 1484YDS TO SB100

SN89 873YDS TO SN91
SN89 845YDS TO SN93

1456YDS TO SB1014
3778YDS TO SB1008

SWINDON



SWINDON
PSB

77m 23CH

SPEED TO, FROM & OVER UP GOODS LOOP : 25 MPH
SPEED TO, FROM & OVER DOWN GOODS LOOP : 25 MPH

SPEED

SIGNALS PREFIXED SN ARE CONTROLLED BY SWINDON P.S.B.

SIGNALS PREFIXED SN ARE CONTROLLED BY SWINDON P.S.B.

SIGNALS PREFIXED SB ARE CONTROLLED BY SWINDON S.C.C.

SIGNALS PREFIXED SB ARE CONTROLLED BY SWINDON S.C.C.

RE TYPE



NGER

67

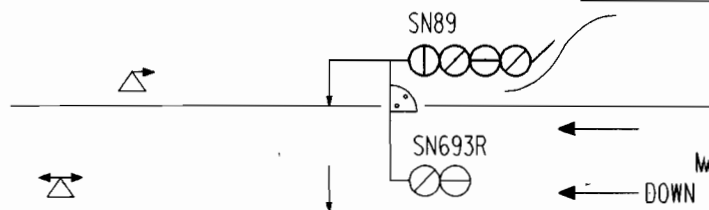


67



SN89 873YDS TO SN91
SN89 845YDS TO SN93

TO SWINDON



SN12 

SWINDON B
SCC



77m 60CH

SWINDON
PSB



77m 23CH

SPEED TO, FI
SPEED TO, FRO

SIGNALS PREFIXED SN ARE CONTROLLED
FROM SWINDON P.S.B.

SPT's AT SIGNALS PREFIXED SN
COMMUNICATE WITH SWINDON P.S.B.

SIGNALS PREFIXED SB ARE CONTROLLED
FROM SWINDON S.C.C.

SPT's AT SIGNALS PREFIXED SB
COMMUNICATE WITH SWINDON S.C.C.

USERNAME:ESI
DIRECTORY : SERVER/STAGE
DRAWING NAME : S300TNSI;STG