

# **BRITISH RAILWAYS**

**(FORMER WESTERN REGION LINES)**

**(For the use of Employees only)**

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## **Notice to Traincrews, etc.**





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### **FURTHER RESIGNALLING AT PADDINGTON Stage 1.5**

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

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)

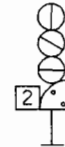
ROUTE INDICATORS

 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

SN 134  
 NEW SIGNALLING SHOWN THUS

SN 134  
 EXISTING SIGNALLING SHOWN THUS

## PADDINGTON AREA RESIGNALLING

### (Stage 1.5)

1. The dates for the commencement and completion of Stage 1.5 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 diagram in this notice (DRG NAME: S39 TNS 4.STG).
- (b) Further new signalling will be introduced, controlled from Slough New box, prefix SN. Telephones at new signals will communicate with this box.
- (c) Platforms 6, 7, 8 and 9 will be brought back into use. In addition, new bi-directional lines 3 and 4 will be brought into use between Paddington and approximately 1m 60ch, with access to the Down and Up Relief lines only.
- (d) Signals on the Temporary Up and Down Main lines and on platforms 1, 2, 3, 4 and 5 will remain under the control of Old Oak Common panel signalbox. *Signal 00.259 will continue to be on the right hand side of the line.*
- (e) Track circuit block working will apply throughout.
- (f) Between 2m 20ch and the buffer stops at Paddington there will be no connections between the new and the existing signalling.
- (g) 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

\*Included in previous notice (No. 57).

- (h) Junction indicators 4 and 5 at signal SN.109 both indicate a route to the Down Relief line. Indicator 4 will be the route using the connection furthest from the signal.
- (i) Alternative routes will continue to be available over connections immediately outside Paddington station. Route indicators will identify only the platform number for inward movements and the number of the line to be used by outward movements.
- (j) When a movement is signalled from SN.114 to lines 5, 4 or 3, the route indicator will illuminate and the figure 5, 4 or 3 respectively will appear in the theatre indicator.
- (k) 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.
- (l) AWS will be provided, as shown on the diagram.
- (m) Banner repeating signals, Right Away indicators and Train Ready to Start plungers will be provided on re-opened platforms at Paddington, as shown. Close Door indicators are also shown, but these will be brought into use at a later date.
- (n) The 25 mph warning indicators at 0m 68ch on lines 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 0m 24ch and the buffer stops.
- (o) Signals SN.11, 13, 15, 17 and 19 will eventually be placed on a gantry. The temporary arrangements shown will apply until further notice.
- (p) When the above arrangements are introduced, the previous Signalling Notice (No. 57) should be destroyed.

Details of the signal routes that will be available at this stage are given on the pages following the diagram.

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. *I	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SN 11	LINE 3	SN 41	M	ST	3
SN 13	LINE 3	SN 41	M	ST	3
	LINE 4	SN 43	M	ST	4
SN 15	LINE 3	SN 41	M	ST	3
	LINE 4	SN 43	M	ST	4
SN 17	LINE 3	SN 41	M	ST	3
	LINE 4	SN 43	M	ST	4
SN 19	LINE 3	SN 41	M	ST	3
	LINE 4	SN 43	M	ST	4
	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 21	PLATFORM II	SN 25	M/PL		
SN 23	PLATFORM II	SN 25	M/PL		
SN 25	LINE 3	SN 41	M	ST	3
	LINE 4	SN 43	M	ST	4
	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 29	LINE 4	SN 43	M	ST	4
	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 30	PLATFORM 12	SN6002	M/PL	TH	12
	PLATFORM II		M/PL	TH	11
	PLATFORM II		PL		
	PLATFORM 10		M/PL	TH	10
	PLATFORM 9		M/PL	TH	9
	PLATFORM 8		M/PL	TH	8
	PLATFORM 7		M/PL	TH	7
PLATFORM 6	M/PL	TH	6		
SN 31	LINE 4	SN 43	M	ST	4
	LINE 5	SN 45	M	ST	5
	LINE 6	SN 47	M	ST	6
SN 32	PLATFORM 14	SN 6002	M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM II		M/PL	TH	11
	PLATFORM II		PL		
	PLATFORM 10		M/PL	TH	10
	PLATFORM 9		M/PL	TH	9
	PLATFORM 8		M/PL	TH	8
PLATFORM 7	M/PL	TH	7		

(M) = MAIN ASPECT

(PL) = POSITION LIGHT

\* I = TYPES OF ROUTE INDICATOR :- JI = JUNCTION INDICATOR

TH = THEATRE

ST = STENCIL

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE IND. *I	
	LINE NAME	SIGNAL		TYPE	POS. OR LEGEND
SN 34	PLATFORM 14	SN 6002	M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM 11		M/PL	TH	11
	PLATFORM 11		PL		
	PLATFORM 10		M/PL	TH	10
SN 36	PLATFORM 14	SN 6002	M/PL	TH	14
	PLATFORM 13		M/PL	TH	13
	PLATFORM 12		M/PL	TH	12
	PLATFORM 11		M/PL	TH	11
	PLATFORM 11		PL		
	PLATFORM 10		M/PL	TH	10
SN 41	LINE 3	SN 61	M		
	LINE 4	SN 63	M	J1	(4)
SN 43	LINE 3	SN 61	M	J1	(1)
	LINE 4	SN 63	M		
SN 63	LINE 5	SN 89	M	J1	(4)
	LINE 4	SN 87	M		
SN 74	LINE 4	SN 32	M	J1	(1)
	LINE 3	SN 30	M		
SN 76	LINE 4	SN 32	M		
	LINE 3	SN 30	M	J1	(4)
SN 78	LINE 5	SN 34	M		
	LINE 4	SN 32	M	J1	(4)
	LINE 3	SN 30	M	J1	(5)
SN 87	LINE 4	SN 111	M		
	LINE 3	SN 109	M	J1	(1)
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		

(M) = MAIN ASPECT  
(PL) = POSITION LIGHT

\* I = TYPES OF ROUTE INDICATOR :- J1 = JUNCTION INDICATOR  
TH = THEATRE  
ST = STENCIL

SIGNAL No	DESTINATION		TYPE OF ASPECT	ROUTE TYPE	IND. * I
	LINE NAME	SIGNAL			
SN 96	SIDING		PL		
	LINE 6	SN 80	M		
	LINE 5	SN 78	M	Jl	(4)
SN 109	CARRIAGE LINE I	SN 129	M/PL	TH Jl	1(6)
	DOWN RELIEF	SN 127	M	Jl	(5)(4)
SN 111	CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
	DOWN RELIEF	SN 127	M		
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)
	LINE 4	SN 100	M	TH Jl	4 (4)
	LINE 3	SN 98	M	TH Jl	3 (4)
SN 115	CARRIAGE LINE I	SN 129	M/PL	Jl	(4)
SN 117	CARRIAGE LINE I	SN 129	M/PL	ST	1
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
SN 129	NORTH CARRIAGE LINE I	00 216	PL		
SN 6002	PLATFORM 12		PL		
	PLATFORM II		PL		
SN 6041	CARRIAGE RECEPTION LINE	SN 117	PL		
	UP RELIEF	SN 115	PL		
00 71	PARCELS PLATFORM	00 70	PL	ST	P
	UP E & C LINE	00 408	PL		
	DOWN MAIN	00 2	M	ST	DM
00 72	UP E & C LINE	00 408	PL		
	DOWN MAIN	00 2	M		
00 73	UP E & C LINE	00 408	PL		
	DOWN MAIN	00 2	M	ST	DM
00 74	UP E & C LINE	00 408	PL		
	DOWN MAIN	00 2	M	ST	DM

(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
00 259	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	00 443	PL		
	PLATFORM 1	00 445	M/PL	TH	1
00 359	PLATFORM 4		M/PL	TH	4
	PLATFORM 3		M/PL	TH	3
	PLATFORM 2		M/PL	TH	2
	PLATFORM 1		M/PL	TH	1
00 401	SIDING 2	00 413	PL		
	SIDING 3	00 411	PL		
00 411	LINK LINE	00 429	PL		
00 412	SIDING 3	00 422	PL		
	SIDING 2	00 424	PL		
00 413	LINK LINE	00 429	PL		
00 419	DOWN MAIN	00 259	PL		
00 443	PLATFORM 5		PL		
	PLATFORM 4		PL		
	PLATFORM 3		PL		
	PLATFORM 2		PL		
00 445	PLATFORM 4		PL		
	PLATFORM 3		PL		
	PLATFORM 2		PL		
	PLATFORM 1		PL		

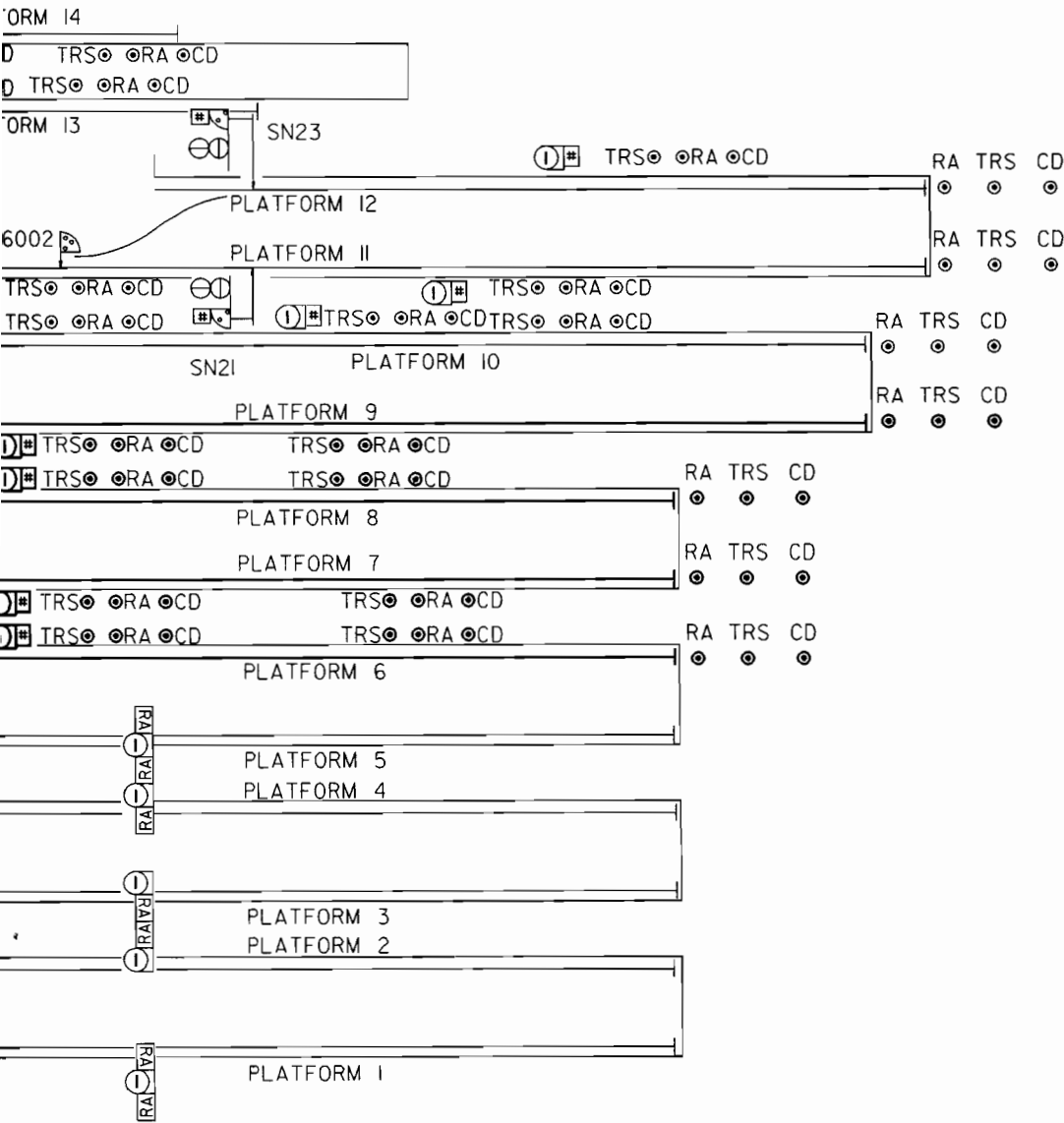
(M) = MAIN ASPECT  
 (PL) = POSITION LIGHT  
 \* I = TYPES OF ROUTE INDICATOR :-

JI	=	JUNCTION INDICATOR
TH	=	THEATRE
ST	=	STENCIL

BUFFERS  
299 YDS FROM 1/4MP



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



PADDINGTON STATION

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

British Rail	Signal Engineer (works)		Reading		No.		S39/TNS/4			
	Director of S & T Engineering		HEATHROW AIRPORT RAIL LINK PADDINGTON - ACTON		STAGE 1.5		YELLOW NOTICE			
Status	Scales 1:1000 1:2000	Produced	SMM	8/11/92	17/9/92					
		Checked	ACF	ACF	17/9/92					
		Approved	RJF	RJF	17/9/92					
		Issued								

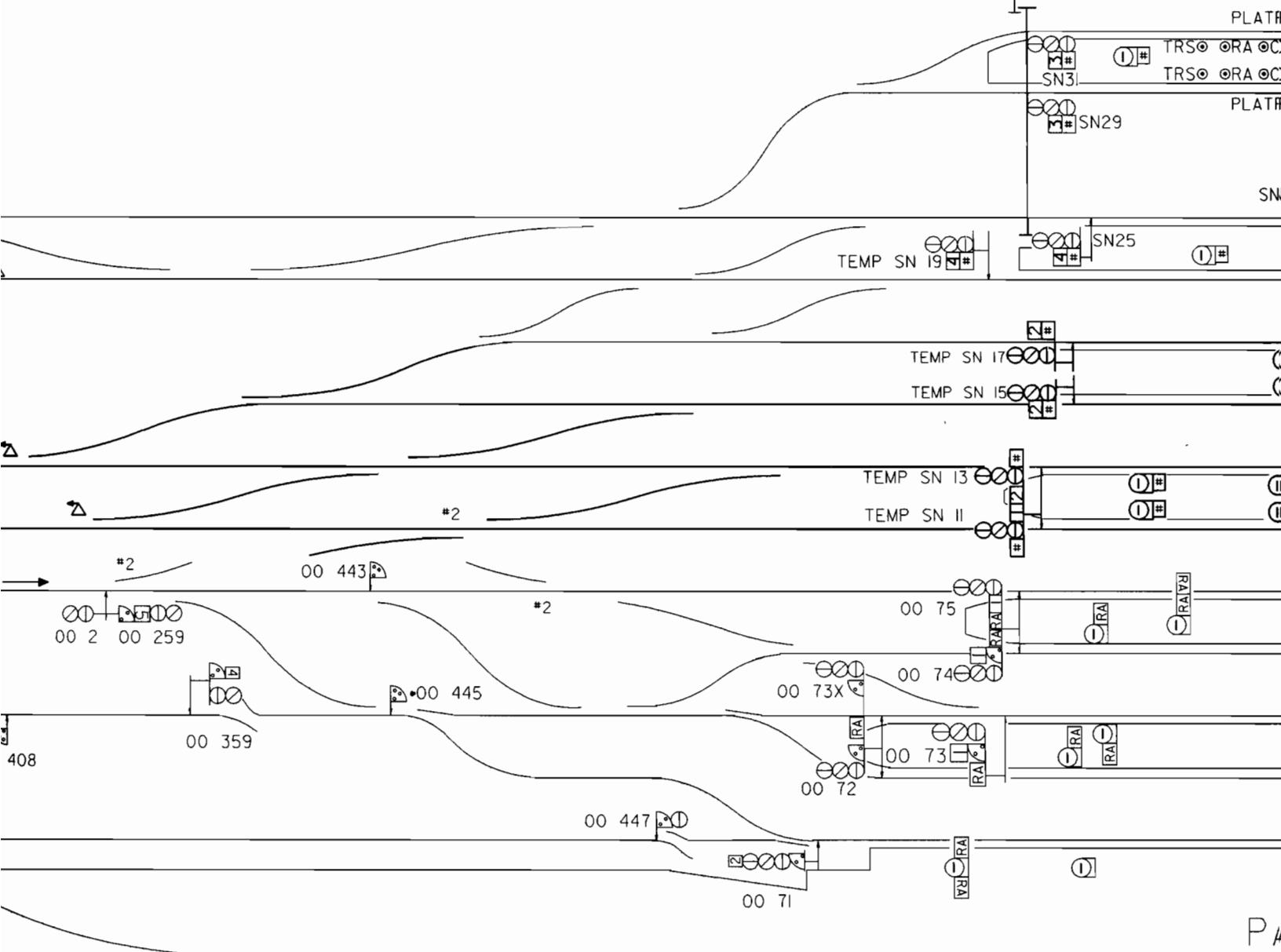


SN 25 593YDS TO SN47  
SN 25 593YDS TO SN45  
SN 25 593YDS TO SN43  
SN 25 593YDS TO SN41

SN 15/SN 17 584YDS TO SN41  
SN 15/SN 17 584YDS TO SN43  
SN 13/SN 11 578YDS TO SN41  
SN 13/SN 11 578YDS TO SN43

SN 31/SN 29 562YDS TO SN47  
SN 31/SN 29 562YDS TO SN45  
SN 19 537YDS TO SN47  
SN 19 537YDS TO SN45

0  
1/4



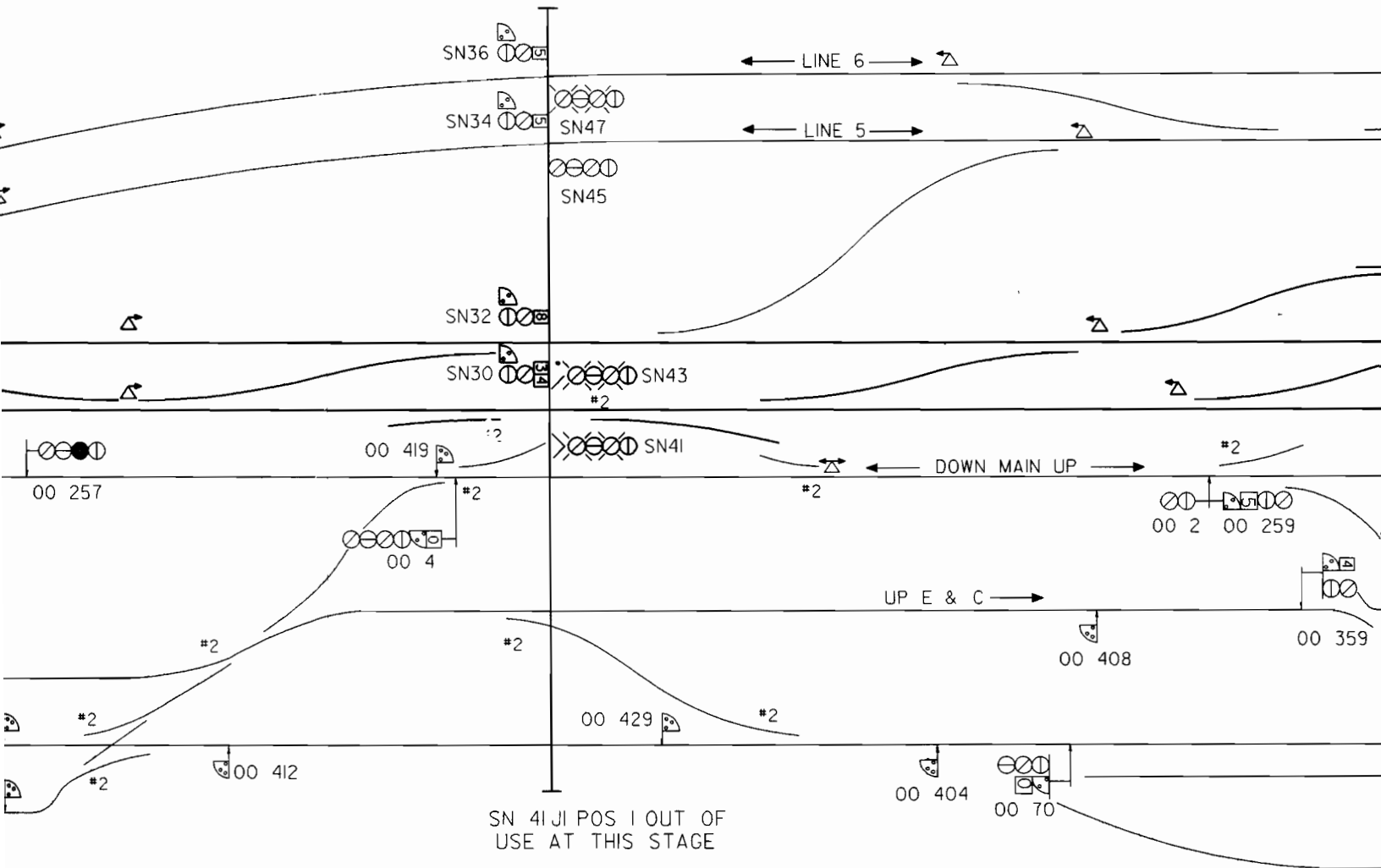
PLATF  
PLATF  
SN

PA

0  
1/2  
1

500YDS TO SN67  
500YDS TO SN65  
500YDS TO SN63  
500YDS TO SN61

721YDS TO BUFFERS (PLAT 13 & 14)  
883YDS TO BUFFERS (PLAT 11 & 12)  
857YDS TO BUFFERS (PLAT 10)  
857YDS TO BUFFERS (PLAT 9)  
814YDS TO BUFFERS (PLAT 8 7 & 6)

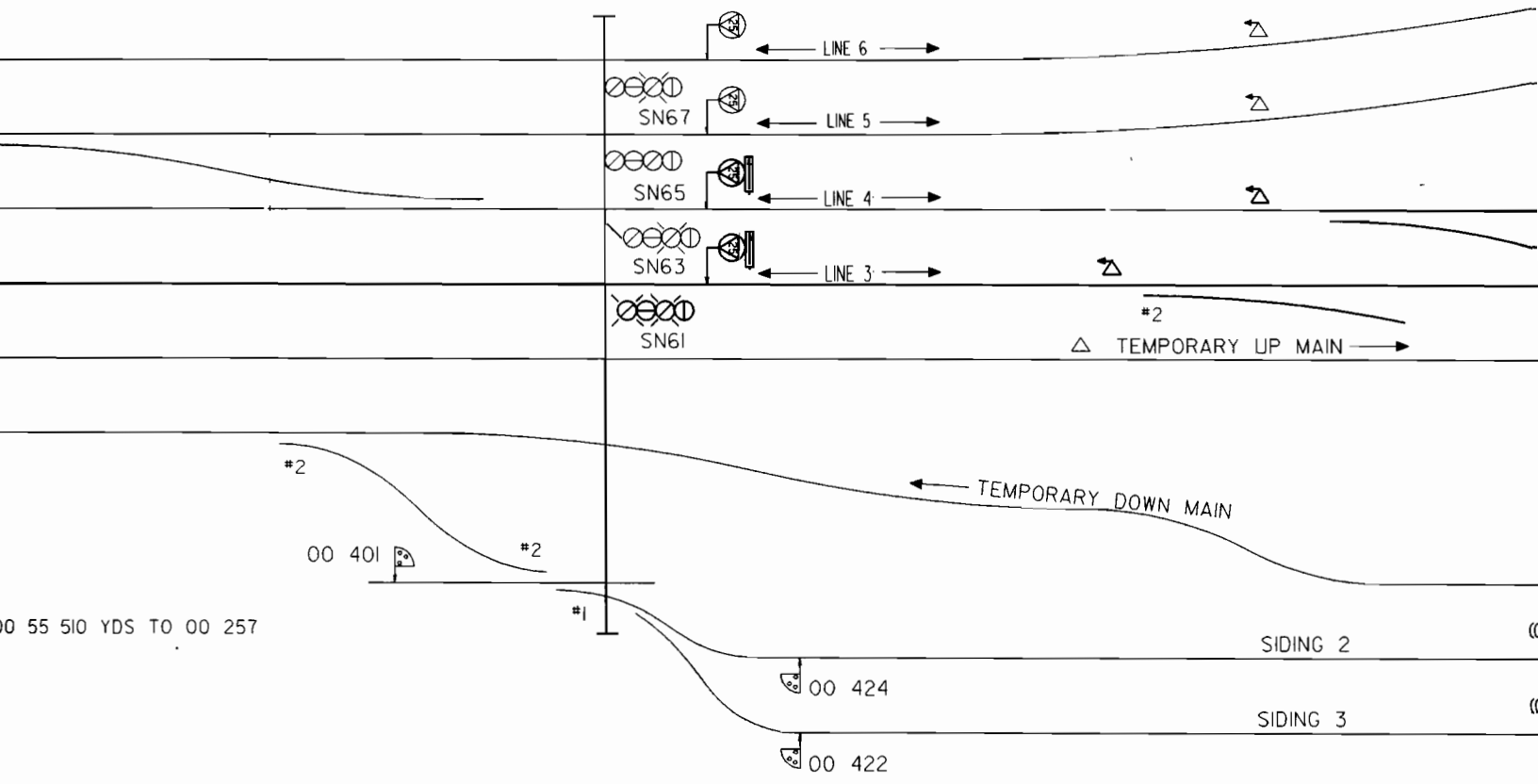


00 55 510 YDS TO 00 257

0  
3/4  
|

530YDS TO SN36  
530YDS TO SN34  
530YDS TO SN32  
530YDS TO SN30

530YDS TO SN91  
530YDS TO SN89  
530YDS TO SN87  
530YDS TO SN85

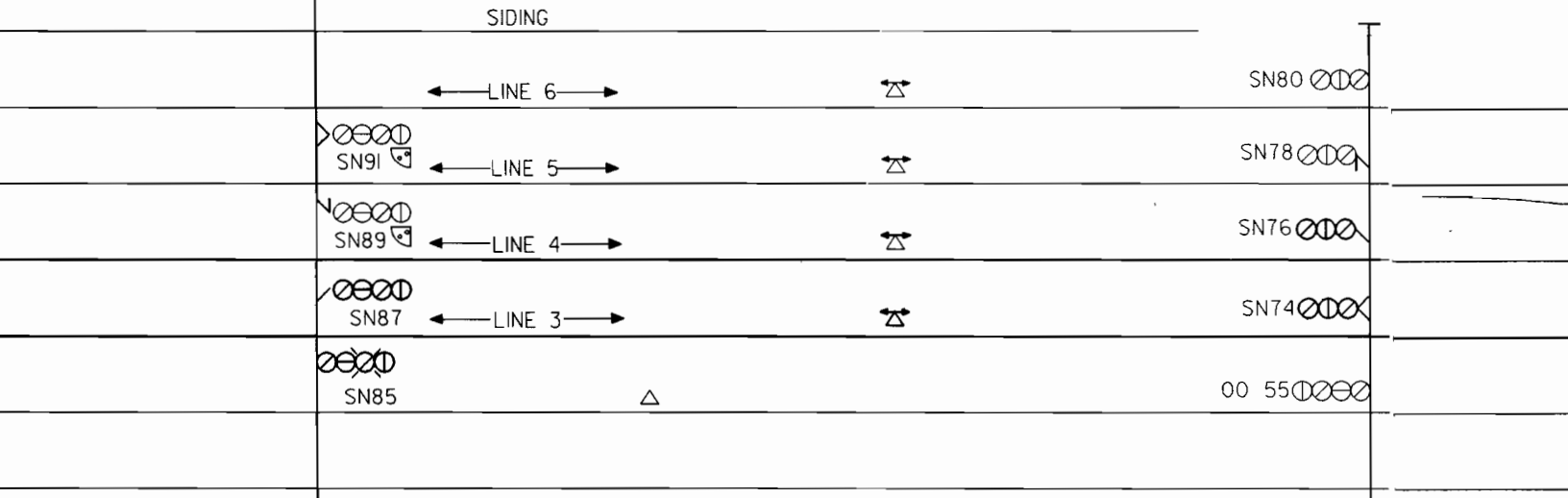


00 55 510 YDS TO 00 257

697YDS TO SN11  
697YDS TO SN109  
697YDS TO SN113  
697YDS TO SN115  
1353YDS TO SN117



716YDS TO SN118  
716YDS TO SN119  
716YDS TO SN120  
716YDS TO SN121



SN 74 JI POS 4  
OUT OF USE AT THIS STAGE

→ 00 55 510 YD

1  
1/4  
1

703YDS TO SN80  
703YDS TO SN78

652YDS TO SN76  
652YDS TO SN74

510YDS TO SN113

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



SN94  
SN96



SN93



SN91



SN100



SN89



SN98



SN87



SN85

TEMPORARY UP MAIN →

00 55R

← TEMPORARY DOWN MAIN

ST. ERVANS ROAD  
A.C.E. PREFABRICATION AREA

HP

#2

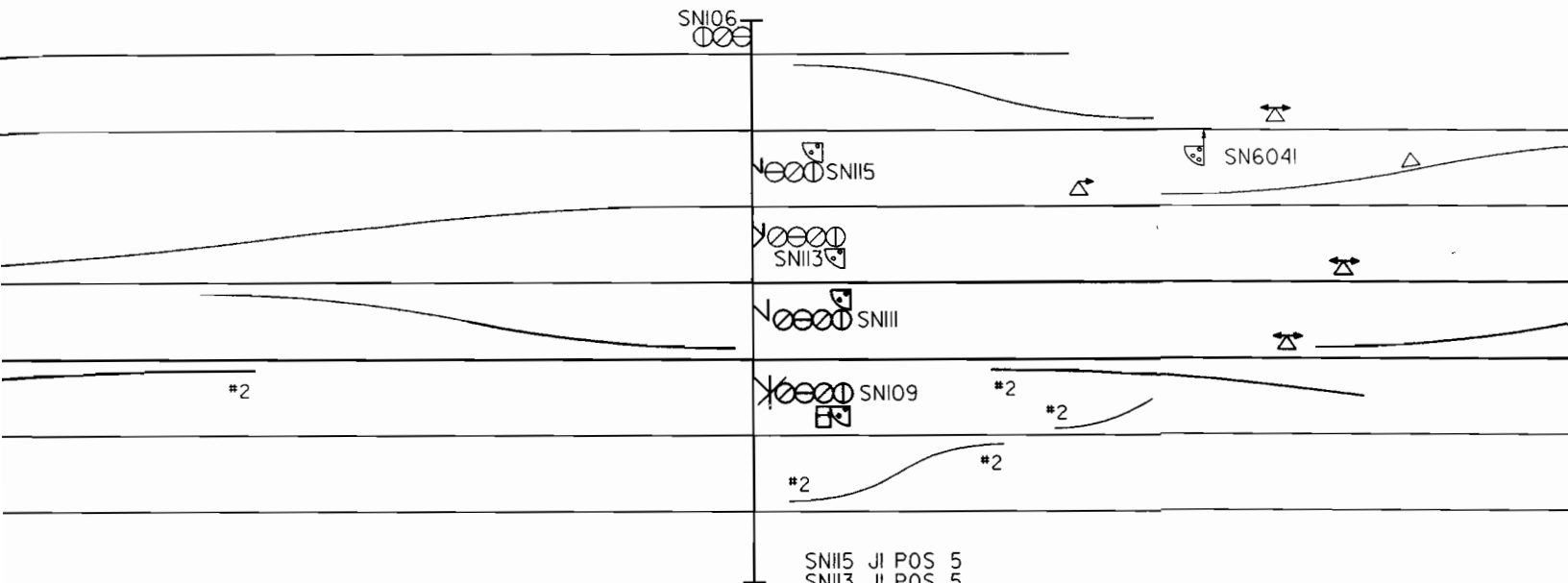
#2

0055R 497YDS TO 0055

1  
1/2  
┆

867YDS TO SNI27 ←  
1132YDS TO SNI29

→ 291YDS TO SN96



SNI15 JI POS 5  
SNI13 JI POS 5  
SNI11 JI POS 5  
SNI09 JI POS 1 & 2  
OUT OF USE AT THIS STAGE

1  
3/4  
1

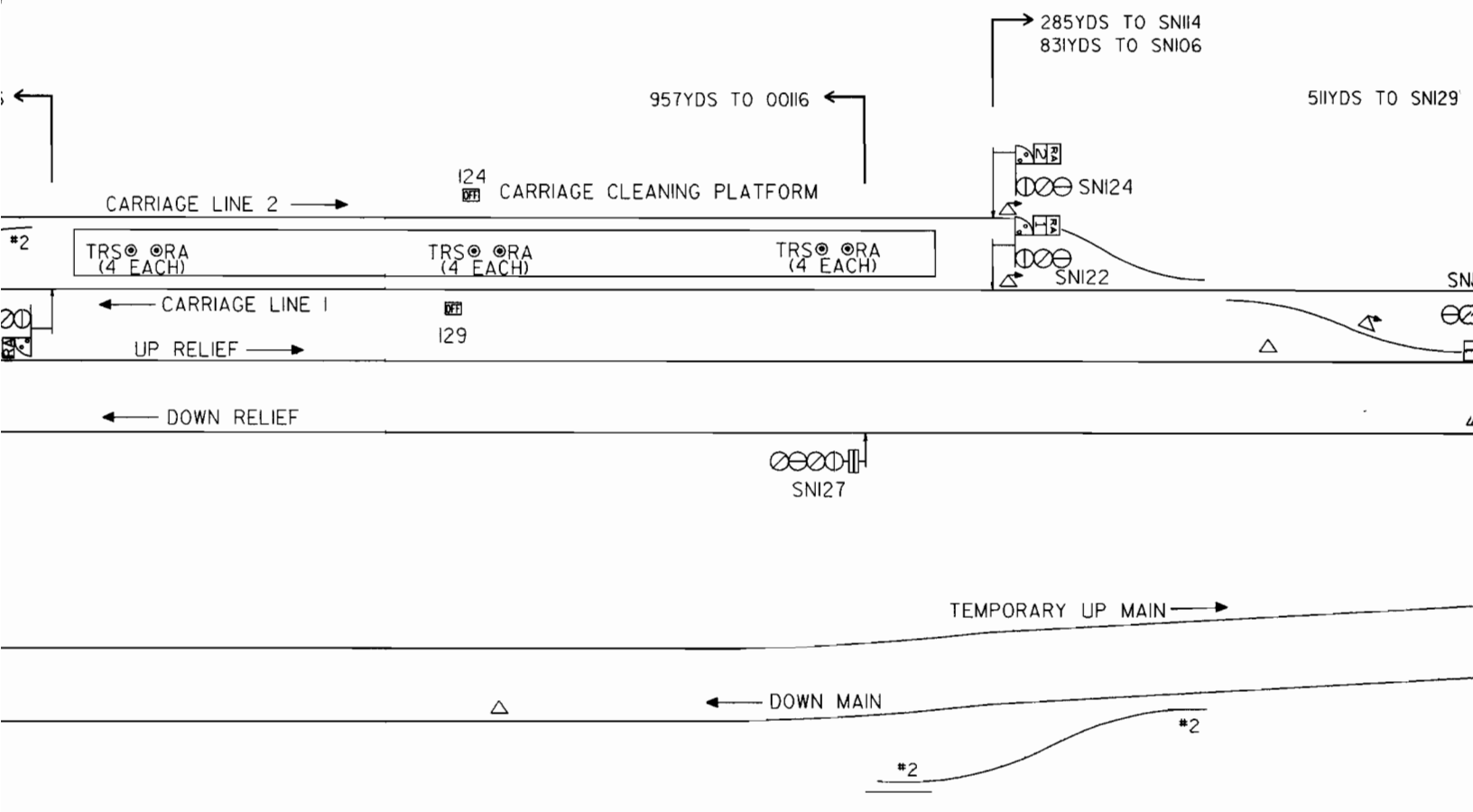
→ 803YDS TO SN96  
803YDS TO SN94

← CARRIAGE RECEPTION LINE →

SN114  
p0000

NO ROUTE PROVIDED  
FROM SNI22 TO SNI14  
AT THIS STAGE

2  
↓

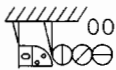




2  
1/2  
↓

2  
1/4  
↓

FIXED AT DANGER



00 347

← DOWN ENGINE & CARRIAGE UP →

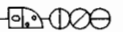
00247 463YDS  
SNI34 750YDS T

750YDS

00 316

UP ENGINE LINE SIDING → ① 00 448R

00 247



00 448  
NORTH CARRIAGE LINE 2 → ① 00 238R

00 238  
NORTH CARRIAGE LINE 1

CARRIAGE WASHING PLANT #2

00 216

△ UP RELIEF →



00 147

SN 134

← DOWN RELIEF △

00 116

UP MAIN → △

00 47



00 16

△ ← DOWN MAIN

DM2

0047 2000YDS TO 0055R  
00147 330YDS TO SNI34

DM2 670YDS TO 0016 ←

USER NAME :PADDWORK  
DIRECTORY : SERVER/STAGE/SECTION C  
DRG NAME :S39 TNS 4.STG

