

B R I T I S H R A I L W A Y S

(WESTERN REGION)

(For the use of Employees only)

Notice to Traincrews, etc.

CHILTERN LINES RESIGNALLING

**BETWEEN WEST RUISLIP AND NEASDEN SOUTH
JUNCTION/GREENFORD**

SATURDAY, 26 MAY
to
TUESDAY, 29 MAY 1990

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CHILTERN LINE RESIGNALLING

The staff of the S&T and Civil Engineering Departments will be engaged in resignalling work from 00.45 on Saturday 26 May until 04.00 on Tuesday 29 May 1990, or until completion. On completion the following arrangements will come into use between West Ruislip and Neasden South Junction (exclusive)/Greenford (exclusive).

1. SIGNALLING

The following signal boxes will be closed and associated equipment removed: —

Sudbury Hill

Northolt Junction East

New signalling will be brought into use as shown on the attached diagram. The new signalling will be controlled from Marylebone (ME) signalling centre. Where a signal has more than one route, the routes are shown on the diagram.

- (a) West Ruislip signal box will continue to control the Up line between Gerrard's Cross and signal ME.94, and the Down line from signal WR.101.
- (b) Until further notice the yellow aspects on signal ME.40 will not be used; a green aspect at this signal will indicate that the line is clear as far as Neasden South Up home signal. The second yellow aspect on signal ME.42 will not be used.
- (c) When the Down section signal at Neasden South Junction is 'off', it will indicate that the line is clear as far as signal ME.37 (Wembley Stadium).
- (d) At Greenford, the Down section signal will be altered to read to the single line (the old Up main), via the existing facing crossover. A speed restriction of 25 m.p.h. will apply at this point.

2. SYSTEM OF SIGNALLING

The existing absolute block working between Gerrard's Cross and West Ruislip will remain, but West Ruislip's Up home signal will be removed and signal ME.94 will take its place. Between signals ME.94/ME.85 and Neasden South Junction (exclusive)/Greenford East Station (exclusive) track circuit block working will apply.

3. PERMANENT WAY

Between Greenford and South Ruislip the Down line will be closed and eventually removed. The Up line will become a single line.

At Wembley Stadium a new siding will be brought into use between the Down and Up lines.

The junction at South Ruislip (Northolt Junction) will be relaid as shown on the diagram.

NOTE: The Down Relief line between South Ruislip and West Ruislip will close on the previous weekend.

4. TELEPHONES

All stop signals capable of displaying a red aspect will have telephones giving direct communication with Marylebone signalling centre.

5. A.W.S.

A.W.S. will be provided for all new main signals.

125 House
SWINDON
May 1990

J. Mummery
Regional Operations Manager
(95/TS/1699)

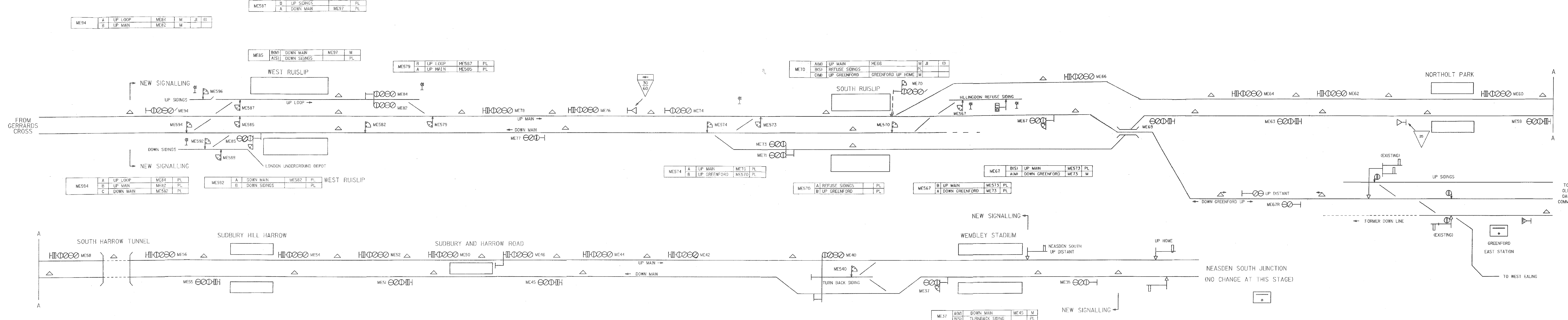
ME587	B	UP SIDINGS	ME97	PL
	A	DOWN MAIN		PL

ME94	A	UP LOOP	ME84	M	JI	(1)
	B	UP MAIN				

ME85	B(M)	DOWN MAIN	ME97	M
	A(S)	DOWN SIDINGS		PL

ME579	B	UP LOOP	ME587	PL
	A	UP MAIN		ME585

ME70	A(M)	UP MAIN	ME66	M	JI	(1)	
	B(S)	REFUSE SIDINGS					PL
	C(M)	UP GREENFORD					GREENFORD UP HOME



ME594	A	UP LOOP	ME84	PL		
	B	UP MAIN			ME82	PL
	C	DOWN MAIN			ME582	PL

ME592	A	DOWN MAIN	ME582	PL
	B	DOWN SIDINGS		

ME574	A	UP MAIN	ME70	PL
	B	UP GREENFORD		

ME570	A	REFUSE SIDINGS	PL
	B	UP GREENFORD	

ME567	B	UP MAIN	ME573	PL
	A	DOWN GREENFORD		

ME67	B(S)	UP MAIN	ME573	PL
	A(M)	DOWN GREENFORD		

ME37	A(M)	DOWN MAIN	ME45	M
	B(S)	TURNBACK SIDING		

A
A

A
A

TO OLD OAK COMMON

TO WEST EALING

NEASDEN SOUTH JUNCTION
(NO CHANGE AT THIS STAGE)

GREENFORD EAST STATION

WEMBLEY STADIUM

NEASDEN SOUTH UP DISTANT

UP HOME

SUDBURY AND HARROW ROAD

SUDBURY HILL HARROW

SOUTH HARROW TUNNEL

NORTHOLT PARK

SOUTH RUISLIP

WEST RUISLIP

FROM GERRARDS CROSS

NEW SIGNALLING

LONDON UNDERGROUND DEPOT

WEST RUISLIP

NEW SIGNALLING

NEW SIGNALLING

FORMER DOWN LINE

(EXISTING)

(EXISTING)

UP SIDINGS

DOWN GREENFORD UP

ME67R

ME67

ME69

ME63

ME63

ME59

ME570

ME73

ME71

ME574

ME573

ME77

ME579

ME582

ME585

ME592

ME594

ME60

ME62

ME64

ME66

ME70

ME567

ME67

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ME579

ME582

ME585

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KEY TO SYMBOLS

	JUNCTION INDICATOR YELLOW GREEN YELLOW RED (IF BLACK - ASPECT OUT OF USE)
	AUTOMATIC SIGNAL
	AWS INDUCTOR
	GROUND SHUNT SIGNAL
	POSITION LIGHTS
	LIMIT OF SHUNT
	ADVANCE WARNING SIGN FOR SPEED RESTRICTION
	MECHANICAL SIGNAL BOX