

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

Notice to Traincrews, etc.

CHILTERN LINES RESIGNALLING BETWEEN WEST RUISLIP AND HIGH WYCOMBE

FRIDAY, 10 AUGUST

to

MONDAY, 13 AUGUST 1990

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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CHILTERN LINE RESIGNALLING

Staff of the S & T Department will be engaged in resignalling work from 2000 Friday 10 August until 0600 Monday 13 August. On completion, the following arrangements will come into use.

1. Signalling

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

West Ruislip
Gerrards Cross

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

(a) High Wycombe signal box will remain open only to control the section between High Wycombe and Princes Risborough. Signalling at High Wycombe station will be controlled from Marylebone.

(b) Signal ME.151 will be the section signal for the High Wycombe to Princes Risborough section. Its position light subsidiary signal will not be brought into use until further notice.

(c) The route from signal ME.641, back along the up main line at High Wycombe, will only be available if there is a train standing in the platform line to the rear of signal ME.146.

(d) Up trains passing/calling at High Wycombe will be able to use High Wycombe down platform line.

(e) The yellow aspect on signal ME.85 at West Ruislip will be brought into use.

(f) Signals ME.96 and ME.98 will be capable of displaying flashing yellow aspects when signal ME.94 has been cleared for a movement to the up loop at West Ruislip.

Signal ME.137 will be capable of displaying a flashing yellow aspect when signal ME.139 has been cleared for a movement to the bay platform line at High Wycombe.

2. System of Signalling

Track circuit block working will apply between West Ruislip and High Wycombe. Absolute block working will apply between High Wycombe and Princes Risborough.

3. Permanent way

(a) A new siding will be introduced at Gerrards Cross.

(b) At High Wycombe the existing connection between the down line and the bay platform will remain in use at this stage, other connections at the approach to the bay platform will be clipped and padlocked out of use. A new trailing crossover will be brought into use between the up and down lines at the London end of the station, as shown on the diagram. The route between the bay platform and the siding will be out of use until further notice.

4. Telephones

All main signals capable of showing 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.

6. Permanent speed restrictions

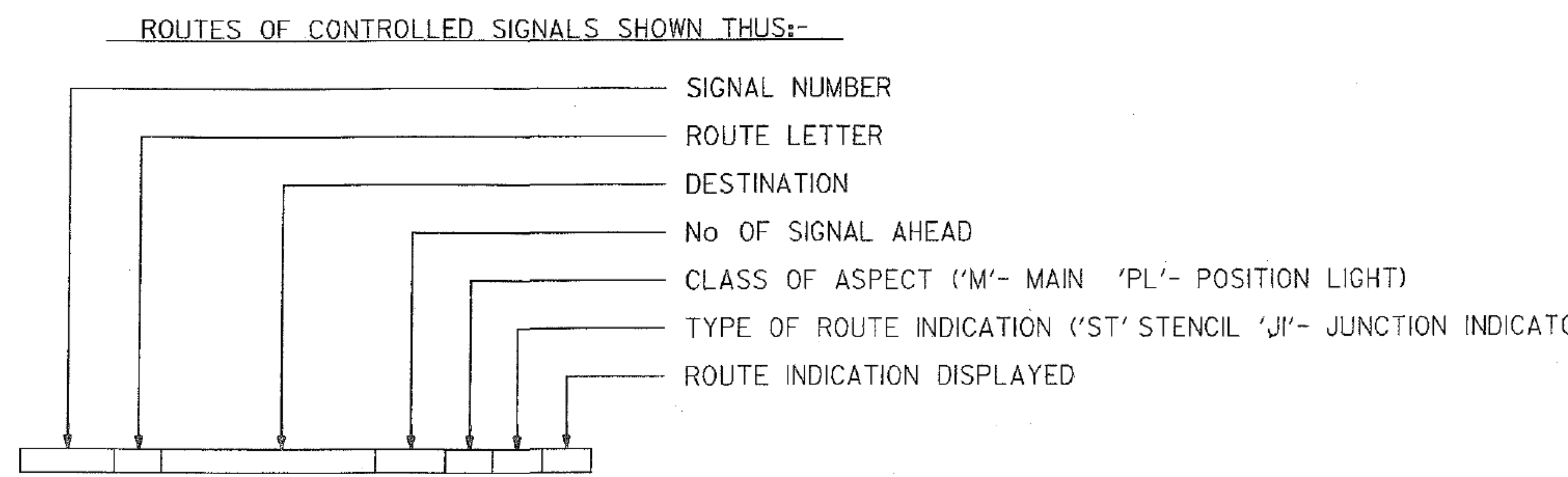
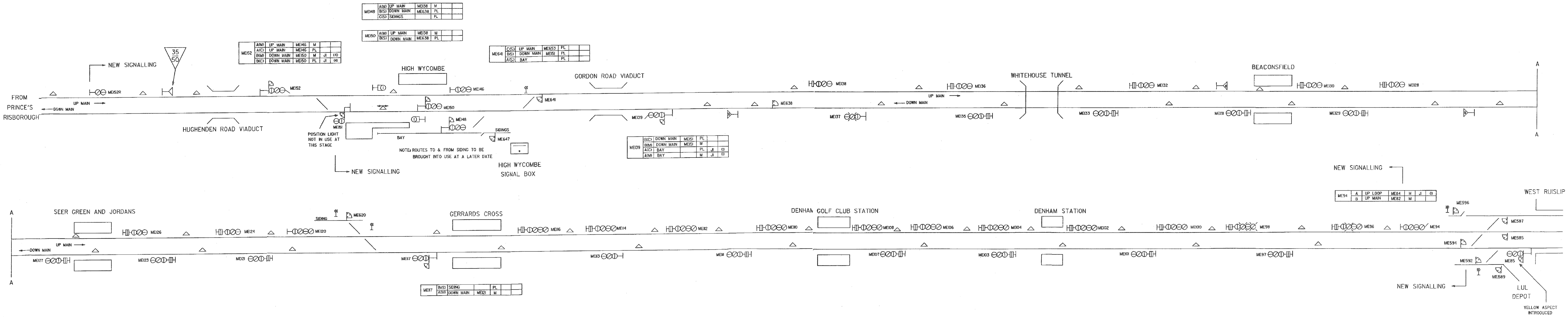
Those warning indicators for which A.W.S. is provided are shown on the diagram and attention is drawn to the amended speed restrictions that will apply through High Wycombe. Details of all changes to permanent speed restrictions will appear in the Weekly Operating Notice.

125 House
SWINDON
June 1990

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

KEY TO SYMBOLS

- JUNCTION INDICATOR
- YELLOW
- GREEN
- YELLOW
- RED
- ASPECT CAPABLE OF FLASHING
- AUTOMATIC SIGNAL
- AWS INDUCTOR
- GROUND SHUNT SIGNAL
- POSITION LIGHTS
- LIMIT OF SHUNT
- ADVANCE WARNING SIGN FOR SPEED RESTRICTION
- MECHANICAL SIGNAL BOX



CHILTERN LINE RESIGNALLING