

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
MARYLEBONE AND HARROW/WEMBLEY**

**SATURDAY, 22 SEPTEMBER
to
MONDAY, 8 OCTOBER 1990**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Chiltern Line Resignalling

Marylebone station will be closed for major track remodelling and resignalling from 0030 Saturday 22 September until 0400 Monday 8 October inclusive.

On completion, the following arrangements will come into use between Marylebone and Harrow-on-the-Hill, Wembley, and Neasden Junction (LMR).

1. Signalling

New signalling will be brought into use as shown on the attached diagram. Where a signal has more than one route, the routes are shown on the diagram.

Note.— Signal ME.3 has two routes to signal ME.11; this is because either of the two crossovers will be used to gain the down line.

Marylebone signal box will be reduced in status to a shunt frame controlling the connections between the up siding and the existing depot. It will control only three signals, the two ground shunt signals shown in the up siding (the top one will lead to the Depot, the lower one to ground position light ME.504) and the semaphore controlling movements from the Depot to the up siding which will apply as hitherto and is not shown.

Neasden South Junction signal box will be closed.

The yellow aspects on signal ME.40 will be brought into use, as will the double yellow aspect on signal ME.42.

Signal ME.21 will be capable of displaying a flashing yellow aspect when signal ME.25 has been cleared for a movement towards South Ruislip.

2. Permanent Way

Permanent way will be as shown on the attached diagram. The down siding at Marylebone, shown dotted on the diagram, will be introduced later, along with the new sidings on the site of platforms 5 and 6.

The line between Neasden South Junction and Neasden Junction (LMR) will be singled, as shown on the diagram.

3. System of Signalling

Track circuit block working will apply between Marylebone signalling centre and Harrow-on-the-Hill, between Marylebone signalling centre and Neasden Junction (LMR), and between Marylebone signalling centre and High Wycombe.

4. Telephones

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

5. A.W.S.

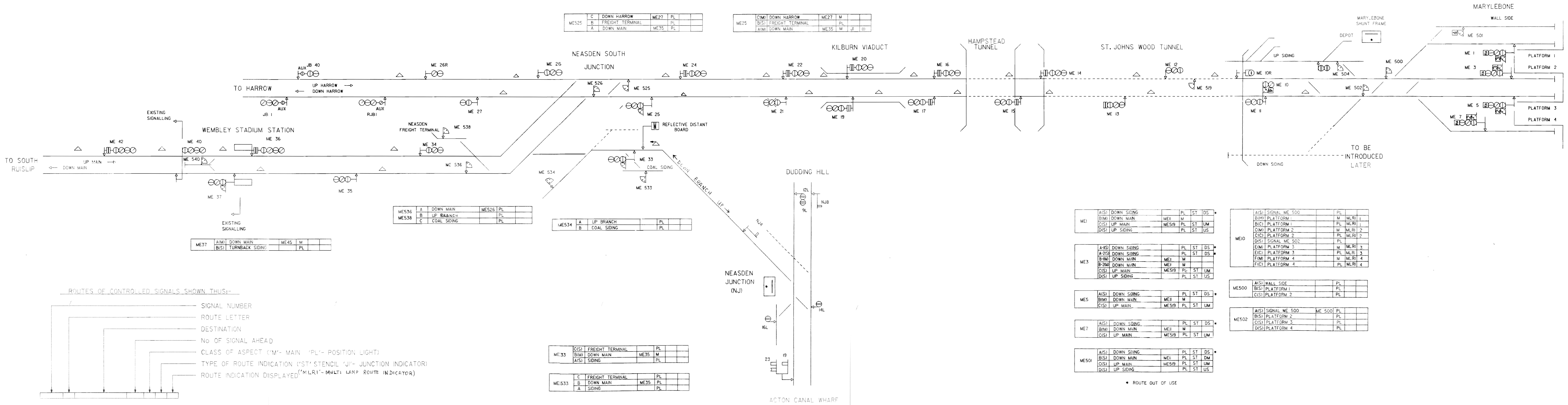
A.W.S. will be provided for all signals capable of displaying a main aspect, except for the London Underground signals JB1, RJB1 and JB40.

6. Permanent Speed Restrictions

There will be changes to permanent speed restrictions in this area. Details of these will be published separately.

125 House
SWINDON
August 1990

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



ME525	C	DOWN HARROW	ME27	PL		
	B	FREIGHT TERMINAL		PL		
	A	DOWN MAIN	ME35	PL		

ME25	C(M)	DOWN HARROW	ME27	M		
	B(S)	FREIGHT TERMINAL		PL		
	A(M)	DOWN MAIN	ME35	M	JF	(1)

ME536	A	DOWN MAIN	ME526	PL		
	B	UP BRANCH		PL		
	C	COAL SIDING		PL		

ME534	A	UP BRANCH		PL		
	B	COAL SIDING		PL		

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

ME33	C(S)	FREIGHT TERMINAL		PL		
	B(M)	DOWN MAIN	ME35	M		
	A(S)	SIDING		PL		

ME533	C	FREIGHT TERMINAL		PL		
	B	DOWN MAIN	ME35	PL		
	A	SIDING		PL		

ME1	A(S)	DOWN SIDING		PL	ST	DS
	B(M)	DOWN MAIN	ME11	M		
	C(S)	UP MAIN	ME519	PL	ST	UM
	D(S)	UP SIDING		PL	ST	US

ME3	A(S)	DOWN SIDING		PL	ST	DS
	A-2(S)	DOWN SIDING		PL	ST	DS
	B(M)	DOWN MAIN	ME11	M		
	B-2(M)	DOWN MAIN	ME11	M		
	C(S)	UP MAIN	ME519	PL	ST	UM
	D(S)	UP SIDING		PL	ST	US

ME5	A(S)	DOWN SIDING		PL	ST	DS
	B(M)	DOWN MAIN	ME11	M		
	C(S)	UP MAIN	ME519	PL	ST	UM

ME7	A(S)	DOWN SIDING		PL	ST	DS
	B(M)	DOWN MAIN	ME11	M		
	C(S)	UP MAIN	ME519	PL	ST	UM

ME501	A(S)	DOWN SIDING		PL	ST	DS
	B(S)	DOWN MAIN	ME11	PL	ST	DM
	C(S)	UP MAIN	ME519	PL	ST	UM
	D(S)	UP SIDING		PL	ST	US

ME10	A(S)	SIGNAL ME 500		PL		
	B(M)	PLATFORM 1		M	MLRI	1
	B(C)	PLATFORM 1		PL	MLRI	1
	C(M)	PLATFORM 2		M	MLRI	2
	C(C)	PLATFORM 2		PL	MLRI	2
	D(S)	SIGNAL ME 502		PL		
	E(M)	PLATFORM 3		M	MLRI	3
E(C)	PLATFORM 3		PL	MLRI	3	
F(M)	PLATFORM 4		M	MLRI	4	
F(C)	PLATFORM 4		PL	MLRI	4	

ME500	A(S)	WALL SIDE		PL		
	B(S)	PLATFORM 1		PL		
	C(S)	PLATFORM 2		PL		

ME502	A(S)	SIGNAL ME 500	ME 500	PL		
	B(S)	PLATFORM 2		PL		
	C(S)	PLATFORM 3		PL		
	D(S)	PLATFORM 4		PL		

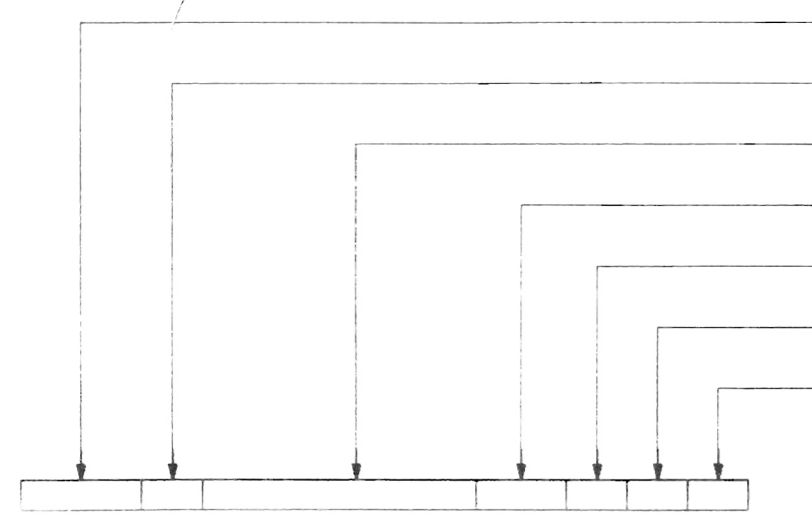
KEY TO SYMBOLS

- JUNCTION INDICATOR
- YELLOW
- GREEN
- YELLOW
- RED
- AUTOMATIC SIGNAL
- AWS INDUCTOR
- GROUND SHUNT SIGNAL
- POSITION LIGHTS
- LIMIT OF SHUNT
- BANNER REPEATER
- MECHANICAL SIGNAL BOX
- SEMAPHORE SIGNAL

CHILTERN LINE RESIGNALLING

ROUTES OF CONTROLLED SIGNALS SHOWN THUS:-

- SIGNAL NUMBER
- ROUTE LETTER
- DESTINATION
- NO OF SIGNAL AHEAD
- CLASS OF ASPECT ('M'- MAIN 'PL'- POSITION LIGHT)
- TYPE OF ROUTE INDICATION ('ST'- STENCIL 'JF'- JUNCTION INDICATOR)
- ROUTE INDICATION DISPLAYED ('MLRI'- MULTI LAMP ROUTE INDICATOR)



* ROUTE OUT OF USE