

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

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

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**Notice to Traincrews, etc.**

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**CHILTERN LINES RESIGNALLING  
– AYLESBURY**

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**SATURDAY, 24 NOVEMBER**

**to**

**MONDAY, 3 DECEMBER 1990**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://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 00.30 Saturday, 24 November until 05.00 Monday, 3 December, or until completion.

On completion the following arrangements will come into use.

### 1. Signalling.

Aylesbury South signal box will be closed and associated equipment removed. 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.

### 2. Systems of Signalling.

Track circuit block working will apply between Amersham and Aylesbury.

Electric token working will remain between Aylesbury and Claydon L & NE Junction, but the Aylesbury end of the section will be controlled from Marylebone Signalling Centre. The arrangements for delivery and receipt of the token at Aylesbury will remain as published in Table D1 of the Sectional Appendix. The existing tokens, endorsed "Aylesbury South", will continue in use.

Between Aylesbury and Princes Risborough the system of signalling will be amended to No Signalman Token (NST), controlled from Princes Risborough. A token instrument, and a telephone to the Signalman at Princes Risborough, will be provided in a hut near signals ME.386/ME.388 at Aylesbury. The existing tokens endorsed "Aylesbury South" will continue in use.

### 3. Permanent way.

Permanent way will be as shown on the attached diagram. Sidings 6 and 7 will not be available immediately, but will be brought into use later.

### 4. Staff Crossing.

The staff crossing shown on the Amersham line, near the points leading to the sidings, will also be brought into use later. It will be equipped with white light indicators.

### 5. Telephones.

All new main signals capable of showing a red aspect will have telephones giving direct communication with Marylebone Signalling Centre.

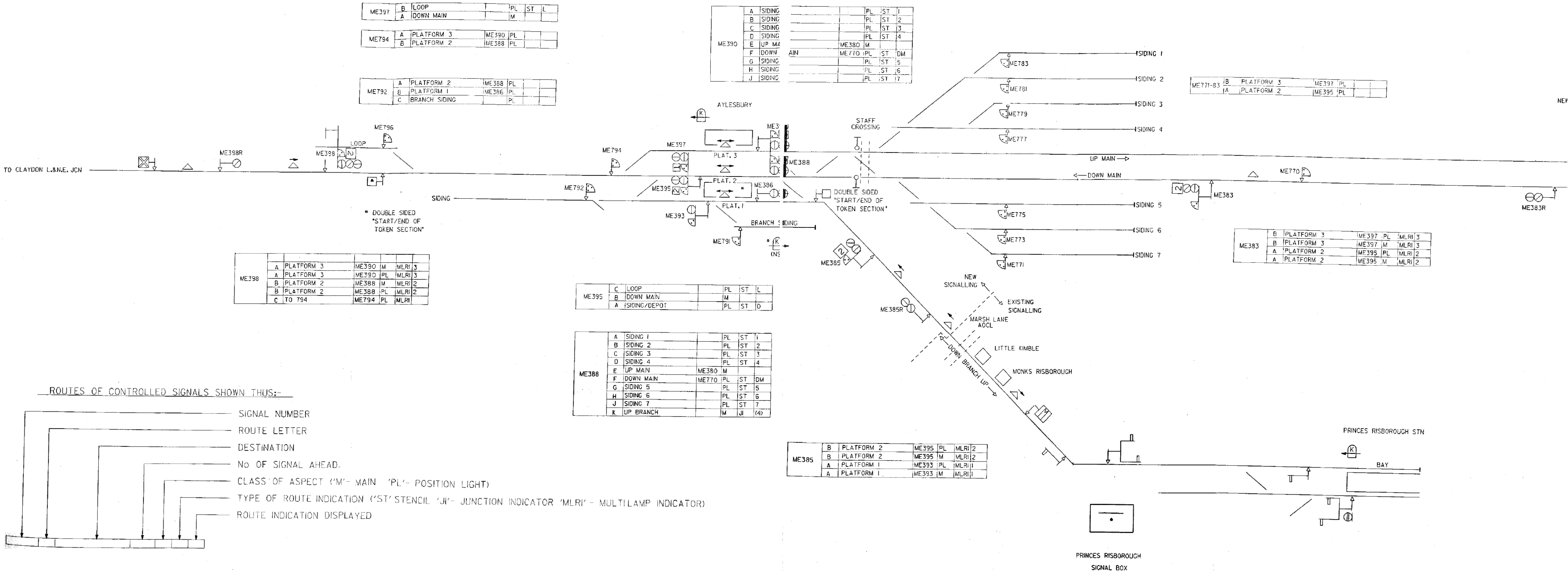
As indicated in paragraph 2, there will be a telephone to the Signalman at Princes Risborough in the token hut near signals ME.386/ME.388.

### 6. A.W.S.

A.W.S. will be provided for all new signals capable of displaying a main aspect.

### 7. Permanent Speed Restrictions.

Details of changes to permanent speed restrictions will be published separately.



ME397	B	LOOP		PL	ST	L
	A	DOWN MAIN		M		
ME794	A	PLATFORM 3	ME390	PL		
	B	PLATFORM 2	ME388	PL		
ME792	A	PLATFORM 2	ME388	PL		
	B	PLATFORM 1	ME386	PL		
	C	BRANCH SIDING		PL		

ME390	A	SIDING		PL	ST	1	
	B	SIDING		PL	ST	2	
	C	SIDING		PL	ST	3	
	D	SIDING		PL	ST	4	
	E	UP MA	ME380	M			
	F	DOWN	AIN	ME770	PL	ST	DM
	G	SIDING		PL	ST	5	
	H	SIDING		PL	ST	6	
	I	SIDING		PL	ST	7	
	J	SIDING		PL	ST	7	

ME771-83	B	PLATFORM 3	ME397	PL		
	A	PLATFORM 2	ME395	PL		

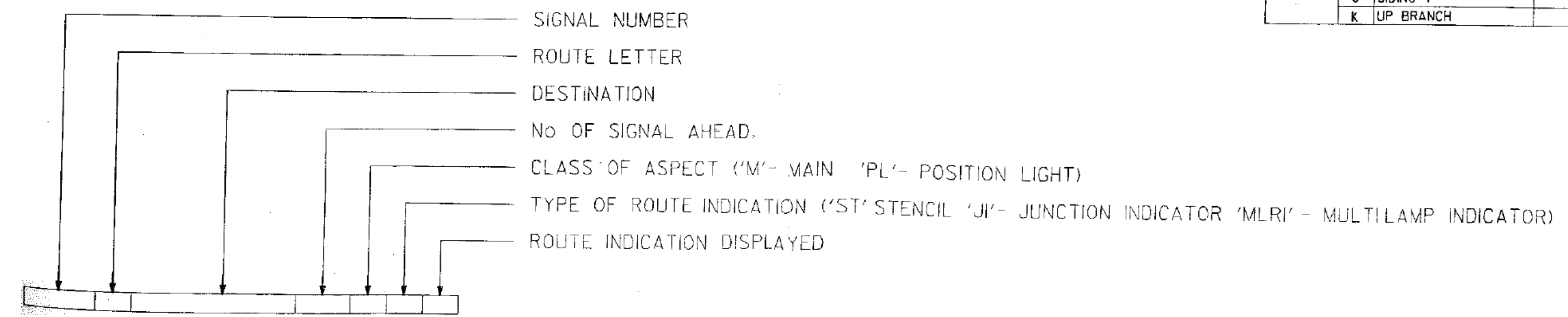
ME398	A	PLATFORM 3	ME390	M	MLRI	3
	A	PLATFORM 3	ME390	PL	MLRI	3
	B	PLATFORM 2	ME388	M	MLRI	2
	B	PLATFORM 2	ME388	PL	MLRI	2
C	TO 794	ME794	PL	MLRI		

ME395	C	LOOP		PL	ST	L
	B	DOWN MAIN		M		
	A	SIDING/DEPOT		PL	ST	D

ME388	A	SIDING 1		PL	ST	1
	B	SIDING 2		PL	ST	2
	C	SIDING 3		PL	ST	3
	D	SIDING 4		PL	ST	4
	E	UP MAIN	ME380	M		
	F	DOWN MAIN	ME770	PL	ST	DM
	G	SIDING 5		PL	ST	5
	H	SIDING 6		PL	ST	6
	J	SIDING 7		PL	ST	7
	K	UP BRANCH		M	JJ	(4)

ME385	B	PLATFORM 2	ME395	PL	MLRI	2
	B	PLATFORM 2	ME395	IM	MLRI	2
	A	PLATFORM 1	ME393	PL	MLRI	1
	A	PLATFORM 1	ME393	IM	MLRI	1

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 'JJ' - JUNCTION INDICATOR 'MLRI' - MULTILAMP INDICATOR)
- ROUTE INDICATION DISPLAYED

PRINCES RISBOROUGH SIGNAL BOX