

1
UP
MAIN
DISTANT
2

2
UP
MAIN
HOME

4
UP
RELIEF
CALLING
ON

5
SLOT
ON
UP
BRANCH
FOR
BATH
ROAD
JUNCTION

6
UP
BRANCH
HOME
27

9
No.1
BRANCH
SIDINGS
STARTING
26
11
OR
26
12
OR
26
15

10
DISC
FOR
No.25
25
11
OR
25
12
OR
25
15

11
UP
BRANCH
TO
MAIN
INNER
HOME
LINE
CLEAR
53
28
27

12
UP
BRANCH
TO
RELIEF
INNER
HOME
LINE
CLEAR
30
28
27

13
UP
RELIEF
DISTANT
14

14
UP
RELIEF
HOME
LINE
CLEAR

15
UP
BRANCH
TO
SOUTH
BAY
OR
LOOP
INNER
HOME
60
57
27

16
TO
SOUTH
BAY
STARTING
62
60

17 *
INTERLOCKING
LEVER
WITH
BATH
ROAD
5

18
TO
LOOP
STARTING
61
60

SOURCE: DI'S NOTEBOOK
DRAWN: JPM 4.82

SLOUGH MIDDLE

c 1957

<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
BACKING	DISC	ENGINE	DISC	DISC
FROM	FOR	SHED	FOR	FOR
DOWN	<u>61</u>	STARTING	<u>25</u>	<u>26</u>
BRANCH	57		25	26
TO	58			
SOUTH	61			
BAY	<u>23</u>			
OR	<u>OR</u>			
<u>LOOP</u>	57			
62	58			
60	61			
	22			
<u>24</u>	<u>25</u>	<u>26</u>	<u>27</u>	<u>28</u>
SOUTH	No.1	UP	FPL	UP
BAY	BRANCH	BRANCH	FOR	BRANCH
TO	SIDINGS	No.1	<u>28</u>	TO
UP	No.2	BRANCH	29	SOUTH
BRANCH	BRANCH	SIDINGS	<u>28</u>	BAY
OR	SIDINGS		<u>OR</u>	<u>FACING</u>
BRANCH			46	UP
SIDINGS				RELIEF
<u>STARTING</u>				OR
57				UP
58				MAIN
<u>23</u>				<u>30</u>
<u>OR</u>				<u>OR</u>
57				53
58				
22				
<u>29</u>	<u>30</u>	<u>31</u>	<u>32</u>	<u>33</u>
FPL	UP	DISC	DOWN	DISC
FOR	BRANCH	FOR	RELIEF	AT
30	TO	No.32	MIDDLE	<u>34</u>
	UP	32	SIDING	36
	MAIN		34	<u>34</u>
	<u>FACING</u>			<u>OR</u>
	UP			44
	RELIEF			34
	55			
	36			

SLOUGH MIDDLE

34
WHEEL
STOP
IN
MIDDLE
ROAD

35
DISC
AT
61

36
UP
RELIEF
MIDDLE
ROAD

37
DISC
FOR
32
32

38
DISC
FOR
36
30
28
23
OR
30
28
22

39
DISC
FOR
36
32
36

40
BACKING
FROM
UP
RELIEF
38
OR
39

41
DISC
FOR
No. 42
42

42
UP
RELIEF
RELIEF
SIDINGS

43
BACKING
FROM
UP
RELIEF
TO
RELIEF
SIDINGS
42

44
WHEEL
STOP
IN
MIDDLE
SIDING

45
DISC
FOR
No. 44
32
44

46
FPL
FOR
54

47
DISC
BACKING
DOWN
UP
RELIEF
(SLOT)

51 51
DOWN
MAIN
FACING
GOODS
RUNNING
LOOP

52
FPL
FOR
51
NIL
OR
51

53
UP
MAIN
FROM
UP
BRANCH
55

54
ELBOW
POINTS
IN
DOWN
BRANCH

55
DOWN
MAIN
FACING
DOWN
BRANCH
54

56
DOWN
BRANCH
FROM
SOUTH
BAY
FROM
DOWN
MAIN
55

SLOUGH MIDDLE

57
SOUTH
BAY
TO
DOWN
BRANCH
FACING
FROM
UP
BRANCH

58
FPL
FOR
57&62
62

59
BACKING
FROM
DOWN
BRANCH
TO
DOWN
MAIN
56

60
FPL
FOR
61

61
SOUTH
BAY
FACING
LOOP
62

63
DISC
FOR
61
61
58

64
FPL
FOR
54
56

65
SOUTH
BAY
LOOP

66
DISC
FOR
65
65

67
FPL
FOR
55
64
OR
52

68
MAIN
TOVER
NIL
OR
56

69
BACKING
FROM
DOWN
BRANCH
TO
UP
MAIN
56
68

70
DISC
AT
68
53
28
23
OR
53
28
22

71
NORTH
BAY
TO
DOWN
RELIEF
FACING
TO
DOWN
MAIN
68

72
DOWN
RELIEF
NORTH
BAY

73
NORTH
BAY
SAFETY
71
OR
72

74
DOWN
RELIEF
FACING
TO
DOWN
MAIN
71

75
FPL
FOR
No.74
NIL
OR
67
74

78
DISC
AT
32
NIL
OR
72
73

79
FPLs
FOR
71 & 73
73
OR
67
71
73

SLOUGH MIDDLE

<u>80</u> DOWN MAIN TO GOODS LOOP STARTING 51 67	<u>83</u> DOWN RELIEF STARTING LINE CLEAR	<u>84</u> DOWN RELIEF HOME 75	<u>85</u> DOWN RELIEF DISTANT 84 83	<u>86</u> NORTH BAY TO DOWN RELIEF STARTING 72 79
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<u>87</u> DOWN BRANCH STARTING LINE CLEAR	<u>88</u> SOUTH BAY TO DOWN BRANCH STARTING 58	<u>89</u> DISC FOR 68 56 67 68	<u>90</u> NORTH BAY TO DOWN BRANCH STARTING 56 71 79	<u>91</u> DOWN RELIEF TO DOWN BRANCH HOME 56 74 75
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<u>92</u> BACKING FROM DOWN BRANCH TO NORTH BAY 56 71 73	<u>93</u> DOWN MAIN TO DOWN BRANCH HOME 56 67	<u>94</u> BACKING FROM DOWN BRANCH TO DOWN RELIEF 56 74	<u>95</u> DOWN MAIN STARTING LINE CLEAR 67	<u>96</u> DISC FOR No. 68 67 68
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SLOUGH MIDDLE	
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<u>97</u>	<u>98</u>	<u>99</u>	<u>100</u>	<u>101</u>
NORTH	DOWN	DISC	DOWN	DOWN
BAY	RELIEF	FOR	MAIN	MAIN
TO	TO	<u>72</u>	<u>HOME</u>	<u>DISTANT</u>
DOWN	DOWN	72	67	100
GOODS	MAIN	73		95
RUNNING	OR			
LOOP	DOWN			
OR	GOODS			
DOWN	LOOP			
MAIN	<u>HOME</u>			
<u>STARTING</u>	74			
71	75			
79				

<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>
UP	UP	DOWN	DOWN
MAIN	RELIEF	RELIEF	MAIN
DETONATORS	DETONATORS	DETONATORS	DETONATORS
<u>OFF</u>	<u>OFF</u>	<u>OFF</u>	<u>OFF</u>
ON	ON	ON	ON

SLOUGH MIDDLE	
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