

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Enginemen, Guards, etc.

MULTIPLE ASPECT SIGNALLING

SLOUGH

**SATURDAY, SUNDAY and MONDAY,
12th, 13th and 14th October, 1963**

Between the hours of 8.0 p.m. Saturday and 6.0 a.m. Monday (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in bringing into use a further stage of the READING—HAYES M.A.S. Scheme consisting of multiple aspect colour light signalling and continuous track circuiting on the Down and Up Main and Relief lines between the approximate limits of the 14 and 20 mile posts, together with the Windsor Branch, and a new signal box at Slough in accordance with the attached diagram.

The aspects displayed by the new signals and the identification plates borne by them will be generally in accordance with the description on pages 19, 20, 21 and 22 of the Regional Appendix except as subsequently modified by Rules 44(a) and 55(g).

1. New Signal Box

A new signal box to be known as 'SLOUGH' situated on the Up side of the line immediately to the West of Slough Station will be brought into use.

The signal box will control points and signals on the Main and Relief Lines between the approximate limits of the 14 and 20 mile posts, and the Windsor Branch as shown on the attached sketch.

2. Redundant Signal Boxes and Signalling

Slough West, Bath Road Junction, Slough Middle, Slough East, Dolphin Junction, Langley and Iver signal boxes will be taken out of use and existing multiple aspect signals within this area will be controlled from the new signal box or become automatic, as shown on the attached sketch. Existing semaphore signals will be taken out of use and all other signal and telegraph equipment recovered.

The following semaphore signals at West Drayton East will also be recovered :—

- Up Main Home
- Up Main Starting
- Up Main Advanced Starting (with lower colour light signal)
- Up Relief Home.

3. Permanent Way Alterations

New connections will be brought into use as shown in heavy type on the attached diagram.

The following redundant connections will be clipped, spiked and padlocked out of use pending recovery :—

- Relief Crossover at Slough West together with the associated slip connection to the Up Main.
- Main trailing Crossover at Slough West.
- The existing Main/Relief and Relief/Main Junctions at Dolphin.
- The Up West Loop from Slough West to Bath Road Junction.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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4. Ground Frames

The following new ground frames will be brought into use as shown on the attached sketch.

Slough	{	Estate Siding G.F.
		Up Sidings No. 1 G.F.
		Up Sidings No. 2 G.F.
		Triangle Sidings G.F.
		Engineer's Sidings G.F.
		Loco Siding G.F.
		East End G.F.
		Peter's Sidings G.F.
		Starch Products G.F.
		Langley G.F.
		Iver West G.F.
		Iver East G.F.

Each new ground frame will be released by an Annett's key held in a release instrument adjacent to the respective points and controlled from the new signal box.

5. Track Circuit Block Working

Track Circuit Block Working will apply on all lines to and from Taplow and West Drayton East including the Windsor Branch in accordance with page 37 of the Regional Appendix.

The Up Goods to West Drayton West will be fully track circuited and worked in accordance with page 34 of the Regional Appendix.

The Western Region 4-digit type of train describer will be brought into use throughout the Slough area of the control panel in the new signal box and at West Drayton East, Hayes & Harlington, and Southall West Junction. Train Description between Slough and Taplow, Slough and Windsor and Slough and West Drayton West will be by means of single stroke bells.

6. Method of Working the Windsor Branch

When Windsor and Eton signal box is open, signals controlling running movements to and from all platforms will be released or slotted from Slough.

A special closing lever will be provided in Windsor and Eton signal box which when pulled, will release the local interlocking between the levers controlling the signals reading into and out of Platform No. 2, and under these conditions, trains will be signalled to and from Platform No. 2 under the direct control of Slough.

Two-way working will be instituted on the West Loop (former Down line), East Loop (former Up Branch) and Bay Line (former Down Branch).

7. Telephones

Telephones giving exclusive communication with the signalman at the new signal box will be provided as follows :—

- (i) At all new controlled multiple-aspect signals capable of showing a red aspect, and bearing the prefix 'S' on the identification plate.
- (ii) At all new automatic multiple-aspect signals capable of showing a red aspect, and bearing the prefix UM, DM, UR or DR on the identification plate.
- (iii) At all ground frames released from the new signal box.
- (iv) At all emergency hand crank release instruments.
- (v) At positions convenient to the points at Slough West and Bath Road Junction.

Signal post telephones at present communicating with Slough West signal box will in future work to the new signal box.

Telephones giving exclusive communication with the signalman at West Drayton East will be provided at signals WD59 and WD68.

To call the signalman the telephone must be removed from its cradle and the ringing button depressed.

8. Emergency Operation of Power-Operated Points

With the exception of hand-points, points worked from ground frames and the existing connections at West Drayton and Windsor, all new and existing connections shown on the attached sketch will be worked electrically from the new signal box. The point machines will be of the Westinghouse Brake and Signal Co's Style M3A and the relevant instructions for their emergency operation are given on pages 139 and 140 of the Regional Appendix.

Hand-cranks for the emergency operation of remote point machines will be located in release instruments situated adjacent to the associated points. These hand-cranks can only be withdrawn from the instrument upon receipt of a release from the signal box.

Hand-cranks for points at Bath Road Junction, and those in the immediate vicinity of the signal box, will be kept in the operating room of the new signal box.

9. Occupation Arrangements

The Chief Signal and Telecommunications Engineer will have absolute occupation of the running lines as follows :—

Lines	Between	Time and Date
Down and Up Relief	Southall East Station and Maidenhead East	10.0 p.m. Saturday, 12th October to 10.0 a.m. (approximately) Sunday, 13th October
Down and Up Main	West Drayton East and Maidenhead West	10.0 a.m. (approximately) Sunday, 13th October to 6.0 a.m., or completion, on Monday, 14th October

During this period drivers passing over the Down and Up Main Lines may receive false indications from new A.W.S. ramps which have been placed in position prior to connection and in the circumstances the drivers should be guided by the aspect displayed by the relevant signals.

Occupation of the locking frame at West Drayton East will be required for the purpose of securing levers. During the occupation the aspects of H3 and H9 signals at Hayes, will be restricted to single yellow, and the aspects of S117 and UM19 will be restricted to red.

10. Renumbering of the Station Platforms at Slough.

Certain platforms at Slough Station will be renumbered in accordance with the attached sketch.

All arrangements for the safe working of the line including the appointment of any Handsignalmen in accordance with Rule 77, must be made by the District Inspector.

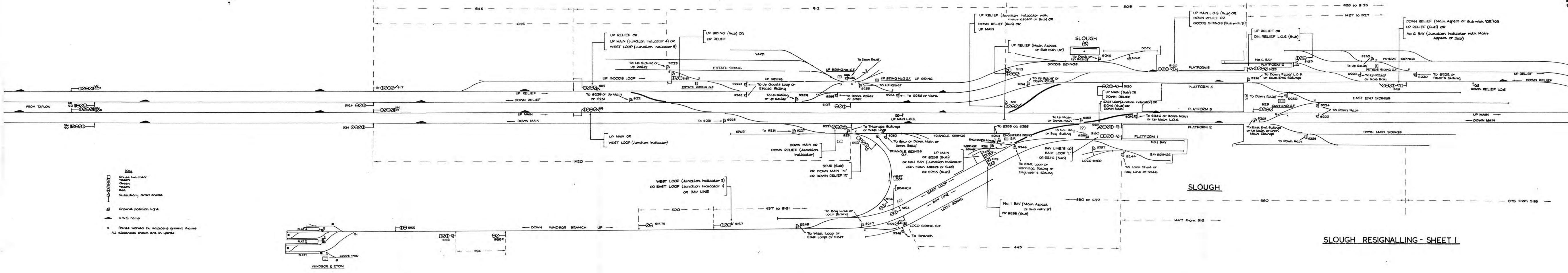
G. A. V. PHILLIPS,
Divisional Manager,
PADDINGTON STATION.
September, 1963.

H. M. LATTIMER,
Movements Manager,
PADDINGTON STATION.

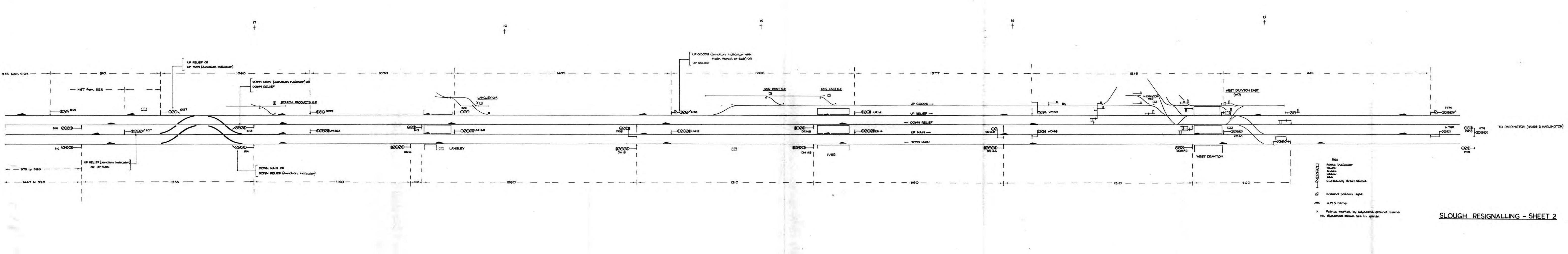
Acknowledge receipt by wire immediately to :—

Trafman L/XO/- Paddington—Arno L.XO.61

BR.31401/5



SLOUGH RESIGNALLING - SHEET I



- Route Indicator
Yellow
Green
Yellow
Red
- Subsidiary draw ahead
- Ground position light
- A.W.S ramp
- x Points worked by adjacent ground frame
All distances shown are in yards.