

# **BRITISH RAILWAYS**

**(WESTERN REGION)**

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

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**Notice to Enginemen, Guards, etc.**

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**SIGNAL ALTERATIONS**

**LANGLEY (SLOUGH)**

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**SATURDAY 19 JULY**  
**to**  
**MONDAY 21 JULY**  
**1969**

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Between 22 00 hours on Saturday 19 July, and 06 00 hours on Monday, 21 July (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in carrying out work as described in this notice.

**IMPORTANT**

**STATION and DEPOT SUPERVISORS please acknowledge receipt of this Notice by Wire immediately to:—**

**Divman I-L/XO/READING—Arno L.XO.107.**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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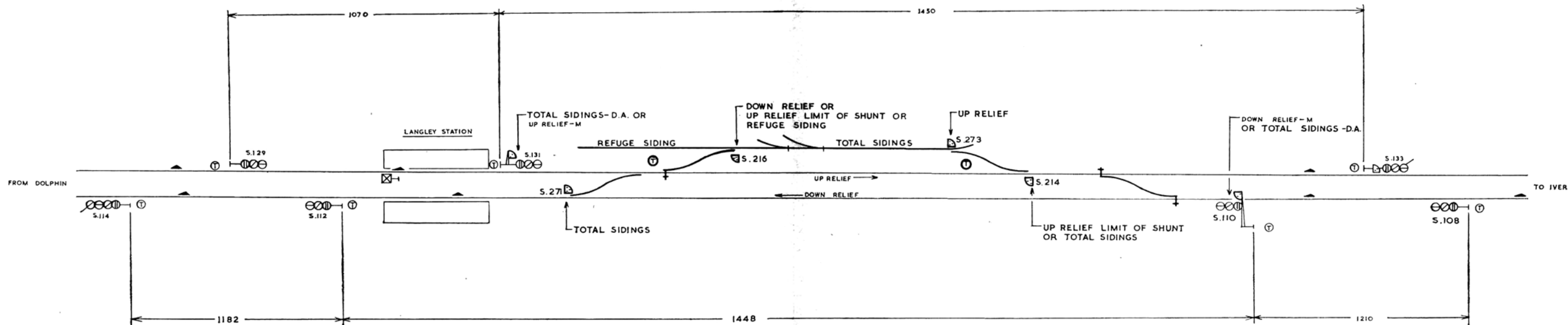
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## LANGLEY OIL SIDINGS RELIEF LINES

### KEY



DOUBLE LINE INDICATES NORMAL ASPECT.

POSITION LIGHT.

LIMIT OF SHUNT.

AWS RAMP.

TELEPHONE.

M MAIN ASPECT.

D.A. DRAW AHEAD.

ALL DISTANCES SHOWN IN YARDS.

The work consists of signalling (controlled from Slough signal box) in conjunction with provision of rail access to a new Terminal for Total Oil Products (G.B.) Limited.

### 1. Permanent Way Alterations

The layout and signalling as at the completion of the work are as shown on the above diagram all new layout facilities being shown in heavy print.

### 2. Alterations to Existing Signalling

Existing multiple aspect signals will be renumbered as follows:—

Old No.	New No.	
DR 14A	DR 14	
DR 14B	S 108	(to become a controlled signal)
DR 15	S 110	(to become a controlled signal)

Signal S 112 together with associated A.W.S. Ramp will be repositioned 68 yards nearer Slough.

### 3. Point Machines

All points shown on the above diagram will be operated by Westinghouse Brake and Signal Co's Style M3 electric point machines.

Hand cranks for the emergency operation of the point machines will be located in release instruments, one situated adjacent to the east end points, and another adjacent to the west end points.

The hand cranks can only be withdrawn when a release is given from Slough.

4. *Telephones*

Telephones communicating with the signaller at Slough will be provided at the emergency hand crank release instruments.

5. *Occupation Arrangements*

Occupation of Slough Panel will be required for altering and testing the interlocking.

During the occupation signals S129, S131, DR14B (new S108), DR15 (new S110), and S112 will be disconnected and maintained at 'RED'.

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

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Divisional Manager,  
READING,  
JULY 1969

**L. LLOYD,**  
Movements Manager,  
PADDINGTON  
STATION.

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**BR 31401/5**

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