

# **BRITISH RAILWAYS**

(WESTERN REGION)

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

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**PERMANENT WAY AND SIGNAL ALTERATIONS—**

# **HENLEY-ON-THAMES and SHIPLAKE**

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**SUNDAY, 11th JUNE**

TO

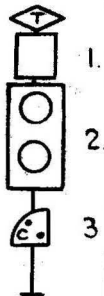
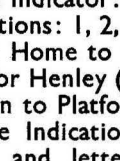
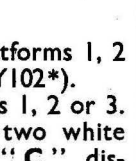
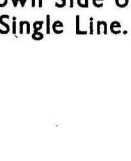
**WEDNESDAY, 14th JUNE, 1961**

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Between the hours of 12.1 a.m., Sunday, 11th June, and 5.0 p.m., Wednesday, 14th June, the Chief Signal & Telecommunications Engineer and Chief Civil Engineer will be engaged in converting the existing double line between Henley-on-Thames and Shiplake to single line, also bringing into use a new signal box at Shiplake, together with certain new signals.

The new signal box, to be known as "Shiplake," will be situated between the Up and Down lines on the Henley side of the existing level crossing, approximately forty yards from the existing signal box. The existing Shiplake signal box will be taken out of use, and all associated signalling and telegraph equipment not affected by the terms of this notice will be transferred to the new signal box.

## New Signals.

Form	Description	Position	Distance from Signal Box
	<p>1. Route indicator: Indications: 1, 2, 3.</p> <p>2. Down Home to Platforms 1, 2 or 3 for Henley (HY102*).</p> <p>3. Call-on to Platforms 1, 2 or 3. (Route Indication, two white lights and letter "C" displayed);</p> <p>or</p> <p>Shunt ahead (two white lights. No route indication displayed). The red aspect of this signal will be</p>	<p>Down Side of Single Line.</p> <p>approximately 12 ft. 0 in. from rail level.</p>	<p>732 yards.</p>
	<p>Down Distant for Henley... (HY100*).</p> <p>The yellow aspect of this signal will be</p>	<p>Down Side of Single Line.</p> <p>approximately 12 ft. 0 in. from rail level.</p>	<p>1,602 yards.</p>
	<p>Up Starting for Henley (HY107*).</p> <p>The red aspect of this signal will be</p>	<p>Up Side of Single Line.</p> <p>approximately 12 ft. 0 in. from rail level.</p>	<p>292 yards.</p>
	<p>Up Home for Shiplake ...</p> <p>The height of this signal will be 18 ft. 0 in.</p>	<p>Up Side of Single Line.</p>	<p>220 yards.</p>

\* This reference will be shown on the signal identification plate.

New ground signals will be brought into use as shown on the attached sketch.

A stop lamp will be provided at the Twyford end of the Down Platform at Shiplake, on the Down side of the line.

#### Signals to be taken out of use.

**At Henley.** Down Distant (and A.W.S. ramp).  
Down Home (Route indicating signal) and call-on Up Starting.

**At Shiplake. Down Advanced Starting.  
Up Home.**

The remaining signals at present worked from the existing signal box at Shiplake will be worked, in future, from the new signal box.

**Permanent Way Alterations.**

New connections will be brought into use as shewn in heavy type on the attached sketch.

At the same time, the existing Down Line between Shiplake and Henley will be taken out of use and the existing Up Line will become a single line.

The trailing connection between the existing Up and Down lines at Shiplake will be taken out of use together with its associated discs.

The trailing connection between the Down Sidings and the existing Down line at Shiplake will be taken out of use, together with the associated disc reading over this connection from the Down line.

The connection between the single line and the Down Sidings at Shiplake will be connected on Sunday, 18th June (see Notice No. LW.11).

The trailing connection in the existing Down line at Henley will be clipped for the Down Siding pending removal of the Down line.

**Track Circuits.**

Continuous track circuiting will be provided on the single line between Shiplake and Henley in accordance with the attached sketch.

**Method of Working.**

The single line between Shiplake and Henley will be controlled by means of track circuits, and acceptance levers in each signal box. Block Bells will be provided for train signalling.

For a description of this method of working please see separate Notice.

Absolute Block arrangements will remain in force between Shiplake and Twyford West on the Up and Down lines.

No Block switch will be provided in the new signal box.

**Bolney Level Crossing.**

The existing warning bell at this crossing, at present sounded whenever the starting signal is cleared from either Henley or Shiplake for a train to approach, will be taken out of use.

A telephone communicating with the new signal box will be provided adjacent to the crossing, for the use of persons wishing to cross the line.

**Signal Post Telephones.**

Telephone having exclusive communication with the signaller at Henley will be provided at signal (HY)102.

**Automatic Warning System.**

The existing A.W.S. ramp provided to rear of the Up Distant for Shiplake will be taken out of use.

Occupation of the Locking Frames at Henley and Shiplake will be required for the purpose of altering and testing the locking and during the time the work is in progress the Up and Down line Distant for Shiplake will be disconnected and maintained at Caution.

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



Paddington Station.  
8th June, 1961.

**N. H. BRIANT,**  
Divisional Operating Officer.

**The Receipt of this Notice must be acknowledged by First Train.**

1573. 600. 6/61.

.....Department.....Station.....1961

Received copy of Mr. Briant's Notice No. LW.10, dated 8th June, 1961, in connection with Signal Alterations—Henley-on-Thames and Shiplake.

Divisional Operating Officer.  
Paddington.

.....(Signature).

SHIPLAKE

HENLEY

