

---

Instructions to all concerned as to the  
**bringing into use of New Up Reception and Marshalling Sidings  
for Hump Shunting at FELTHAM,  
also opening of New Signal Boxes, etc., at  
FELTHAM EAST and FELTHAM JUNCTION,  
On Sunday, 2nd October, 1921.**

---

On Sunday, 2nd October, 1921, new up sidings, comprising reception and marshalling roads, in connection with which hump shunting will be introduced, will be brought into use in the marshalling yard at Feltham.

The new up sidings are situate between the down line and the existing down reception and marshalling sidings.

A new box in the marshalling yard, known as the Up Hump Box, together with new signal boxes at Feltham East and Feltham Junction (in place of the existing boxes), also a new ground frame at the eastern end of Feltham Station, will be brought into use.

The general lay-out will be as shewn on the diagram attached to this notice.

Track circuits have been installed on the up line between the Feltham West box up home signal and the fouling points at Feltham Junction, and on the down line between the Feltham Junction down home signals and Feltham West box down advanced starting signal.

The existing Sykes' lock and block working between Feltham Junction, Feltham East and Feltham West boxes, both for the down and up lines, will be dispensed with, and the sections mentioned will be controlled by the track circuits above referred to.

# SIGNALLING RECORD SOCIETY

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

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

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

Trains between Feltham Junction, Feltham East and Feltham West boxes must be signalled by bell signals only, which signals must be used in accordance with the standard block code, and the Regulations for Train Signalling by Block Telegraph will apply between the Boxes mentioned except that the "Blocking back" signal must not be used, and the "Train arrival" and "All Clear or obstruction removed" signals must not be given in the ordinary course.

In the event of a failure of the track circuit between either of the boxes mentioned the usual "Warning" and "Train entering section" signals of each train must be given, and after a train has cleared the section or been shunted into a siding the "Train arrival" signal must be sent to the signal box in the rear, but no second train must be allowed to leave the signal box in the rear until the "All clear or Obstruction removed" signal has been received and recorded in the train register book. The signalmen must also inform each other by telephone of the departure and arrival of each train and the Drivers and Guards of trains entering the section where the failure exists must be advised of the circumstances and instructed to proceed cautiously.

### REPLACING OF SIGNALS TO DANGER (RULE 61).

Enginemen and Guards are instructed to note that the down and up line signals at Feltham Junction, Feltham East and Feltham West boxes are so arranged that they will be replaced to danger after the engine of a train has passed a distance of about 50 feet beyond either signal.

The following are particulars of the new up reception and marshalling sidings (No. 1 being the siding nearest the down line) and the lengths given are clear of the fouling points.

### UP RECEPTION SIDINGS.

No. of Reception Road.	Length in feet.	Wagon capacity.
No. 1.	1376	64
No. 2.	1288	60
No. 3.	1367	64
No. 4.	1350	63
No. 5.	1350	63
No. 6.	1426	67
No. 7.	1375	64
No. 8.	1477	70

Exclusive of engine.

## UP MARSHALLING SIDINGS.

No. of Marshalling siding.	Length in feet.	Wagon capacity.
No. 1	Not yet in use.	
No. 2		
No. 3		
No. 4		
No. 5		
No. 6		
No. 7	1495	70
No. 8	1495	70
No. 9	1725	82
	Avenue between sidings,	
No. 10	1662	79
No. 11	1547	73
No. 12	1493	70
No. 13	1520	72
No. 14	1531	72
No. 15	1542	73
No. 16	1531	72
No. 17	1481	70
No. 18	Not yet in use.	62
No. 19	1331	

## FELTHAM EAST.

The following new signal box, connections and signals will be provided:—

A new signal box, situate between the down line and new up reception sidings, about 90 yards east of the overbridge.

A facing connection in the up line 115 yards west of the new East box, giving access to the new up reception sidings numbered 1 to 8, inclusive.

A cross-over road between the up and down lines situate 220 yards west of the new East box.

A cross-over road leading from the existing down marshalling sidings, engine road and No. 8 up reception siding to the down line, situate 140 yards west of the new East box.

FELTHAM EAST—(continued).

The following new connections, &c., will be provided:—

The existing cross-over road and ground signals applying to movements between the up siding and the up line, at present worked from the ground frame, will, in future, be worked from the new East box.

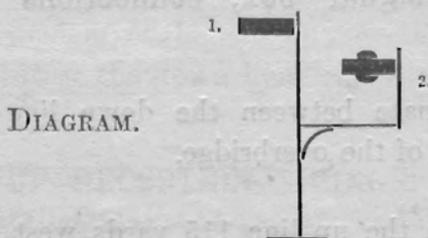
The existing cross-over road between the up bay and bay siding, and the points in the up siding, at present worked from the East box, will, in future, be worked on the ground.

The crossover road between the up and down lines at the western end of the station, worked from Feltham West box, will be controlled from the new East box.

The existing West box up distant signal will be slotted from the new East box and apply as the up distant signal for the latter box also.

The existing up station starting signal will be worked from the new East box as an up outer home signal for that box.

A new bracket post outside the up siding and 12 yards from the facing points in the up line. See diagram.



No. 1.—Feltham East up inner home signal.

No. 2.—Feltham East up line to up reception sidings signal

A single arm post, carrying the down inner home signal, on the down line side 10 yards east of the new East box.

A single arm post, carrying the East box down outer home signal, on the down line side 440 yards from the down inner home signal.

FELTHAM EAST—(continued).

The following new connections, &c., will be provided:—

A single arm post, carrying the East box down distant signal, 900 yards from the down outer home signal. The former signal will be slotted from the West box and apply as a down distant signal for that box also.

A single ringed arm post, carrying the down marshalling sidings to down line starting signal, just east of the overbridge near the points leading from the down marshalling sidings to the down line.

A ground signal at the cross-over road points leading from the down to up line, controlling movements from the down line to the up line, up reception sidings, engine road or down marshalling sidings.

A ground signal at the points leading from the down line to down marshalling sidings, controlling movements from the down line to No. 8 up reception siding, engine road, or down marshalling sidings.

A ground signal in the down siding opposite the trailing points in the down line, controlling movements from the down siding to No. 8 up reception siding, engine road, or down marshalling sidings.

A ground signal at the points leading from the down marshalling sidings to the down line, controlling movements to the down siding.

A ground signal at the points leading from the engine lay-by siding to the up reception sidings controlling movements to those sidings.

Ground signals at the fouling points in Nos. 1, 2, 3, 4, 5, 6 and 7 up reception sidings, controlling movements from those sidings to the engine lay-by siding.

Two ground signals at the points in No. 8 up reception siding, the signal nearest the siding controlling movements to the engine lay-by siding, and the other controlling movements to the down line or down siding.

A ground signal at the fouling point of the cross-over road leading from No. 8 up reception siding, controlling movements from the down line or down siding to No. 8 up reception siding.

**FELTHAM EAST—(continued).**

The following signals and connections, &c., will be removed:—

The existing East signal box and ground frame box.

The existing cross-over road between the up siding and up line, also the ground signals applying to movements through this cross-over road.

The existing bay road starting signal.

The existing crossover road between the up and down lines and ground signal in the up line at the eastern end of this cross-over road.

The existing down inner and outer home signals, also the down distant and up advanced starting signals.

The following signals will be removed:—

The existing ground signals applying to movements through the cross-over road between the bay road and bay siding.

The existing ground signal at the points leading from the up siding to the bay road.

The existing ground signal at the points leading from the down siding to the down line.

The up bay road will cease to be a passenger road.

**FELTHAM EAST GROUND FRAME BOX.**

A new ground frame box has been provided at the eastern end of the up platform.

The ground frame (which will be controlled from the new East signal box) will operate the cross-over road between the up siding (formerly bay road) and the up line, also the ground signals controlling movements through this cross-over road.

## FELTHAM EAST GROUND FRAME BOX—*continued.*

It will, in addition, operate the cross-over road between the down line and the down siding (No. 1), also the ground signal controlling movements from the down line to the down siding (No. 1) as well as the new ringed arm signal controlling movements from the down siding (No. 1) to the down line.

The Feltham West box down home (station starting) signal will be slotted from the new ground frame.

Bell communication will be provided between the new East signal box and ground frame box.

## FELTHAM JUNCTION SIGNAL BOX.

A new signal box has been provided on the up line side about 210 yards the Feltham station side of the existing junction box.

The existing junction facing and trailing points, the cross-over road between the up and down lines west of the junction points, and the facing points in the down line giving access to the down reception sidings will be worked from the new junction signal box.

**The following new connections, &c., will be provided:—**

A trailing connection in the up line, 40 yards west of the new junction box, giving access from the new up marshalling sidings to the up line.

Slip points and connections leading from the down line to the engine roads, &c.

Catch points at the fouling point in the dead end siding.

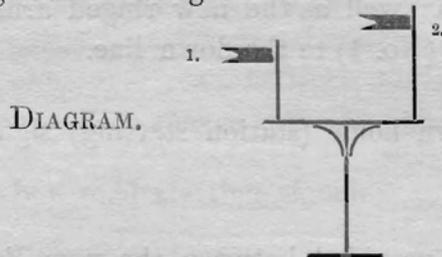
The down distant signals on the Hounslow Junction and the Whitton Junction home signal posts will be worked from the new junction box and apply as hitherto.

The existing down home and down reception siding signals will be worked from the new junction box, and apply as hitherto.

## FELTHAM JUNCTION SIGNAL BOX—(continued).

The following new connections, &c., will be provided:—

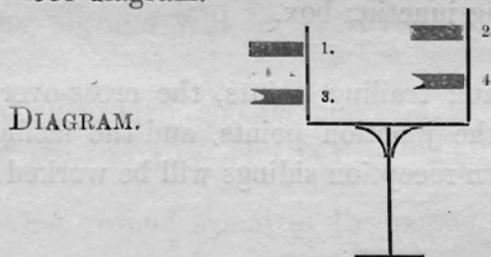
A new bracket post outside the up line, 900 yards from the new junction box up outer home signal. See diagram.



- No. 1.—To Hounslow Junction up distant signal.  
No. 2.—To Whitton Junction up distant signal.

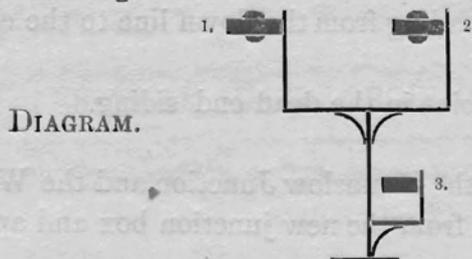
A single arm post, carrying the junction box up outer home signal, situate outside the up line 440 yards from the up inner home signals.

A new bracket post outside the up line about 130 yards west of the new junction box. See diagram.



- No. 1.—To Hounslow Jct. up inner home signal.  
No. 2.—To Whitton Jct. " " " "  
No. 3.—Hounslow Jct. up distant signal.  
No. 4.—Whitton Jct. " " " "

A new bracket post at the points leading from the new up marshalling sidings to the up line. See diagram.



- No. 1.—Marshalling sidings to Hounslow Jct. starting signal.  
No. 2.—" " " " Whitton Jct. " "  
No. 3.—" " " " dead end signal.

## FELTHAM JUNCTION SIGNAL BOX—(continued).

### The following new connections, &c., will be provided:—

Two ground signals at the fouling points in the engine road and pit siding, controlling movements from those roads to the dead end siding.

A ground signal at the points leading to the engine road and pit siding, controlling movements to those roads, also to up marshalling sidings.

A ground signal at the catch points in the dead end siding, controlling movements from that siding.

The existing ground signal, controlling movements from the down reception sidings to the up line will, in future, only apply to movements to the dead end siding.

### The following connections, &c., will be removed:—

The cross-over road in the Whitton Junction line, situate east of the existing junction box.

The bracket post carrying the existing up distant signals.

The bracket post carrying the existing up home signals and the Hounslow and Whitton Junction up distant signals.

The existing down advanced starting signal.

The existing ground signal in the up line at the west cross-over road, controlling movements from the up line to the down line and reception sidings.

The existing ground signal in the down line, controlling movements to the up line.

The existing No. 1 ground frame will be retained and control movements in the down reception sidings, as hitherto.

The return bell communication, provided between the No. 1 ground frame and the existing junction box, will be transferred to the new junction box.

## UP HUMP BOX.

A new box has been provided on the down line side at a point situate on the summit of the hump between the new up reception and up marshalling sidings, the working of which it will control.

(continued) — **UP HUMPH BOX** — *continued.*

The operation of the various points, signals and syren and for blocking the track circuit in the reception roads, will be carried out by means of push buttons mounted on a diagram showing the lay-out of the roads and signals, the various push buttons being mechanically interlocked where necessary.

Track circuits are provided the whole length of the new up reception sidings and also from the points, situate close to the up hump box, to the various fouling points in the new up marshalling sidings.

The slip points controlling movements between the up reception sidings and the engine road will be operated from the push button diagram, as well as the various points leading to the up marshalling sidings.

**The following Signals have been provided:—**

A ringed arm semaphore signal at the slip points leading from the up reception sidings, controlling movements over the hump to the up marshalling sidings. This signal has been fitted with a syren for calling attention to the position of the arm.

An elevated ground signal at the slip points leading from the up reception sidings controlling movements to the engine and wagon repair sidings.

An elevated ground signal at the fouling point in engine road controlling movements to the engine and wagon repair sidings.

A ground signal at the fouling point controlling movements from the engine and wagon repair sidings to the up reception sidings or engine road.

Separate push buttons have been provided on the diagram for controlling the East box up line to up reception sidings signal.

A lamp has been provided near the up hump box to throw a light at night time on the wagons as they pass over the hump line.

The length of the up hump line from the trailing points of the up reception roads to the facing points of the up marshalling sidings west of the hump is 349 feet. The gradients of the hump line between these points are as follows:— Rising 1 in 33 to the hump, and falling 1 in 40 from the hump to the marshalling sidings.

## GENERAL INSTRUCTIONS—(continued)

## GENERAL INSTRUCTIONS.

(1). Drivers must draw their trains right down to the eastern end of the up reception roads, being careful to stop clear of the fouling point with the adjoining reception road or roads, after which they must uncouple their engines without delay and proceed as directed. Instructions must be obtained in all cases before proceeding from the reception roads.

(2). The movement of the wagons from the reception roads in the direction of the hump will be controlled by the semaphore signal situated at the eastern end of those roads, and drivers of engines must not commence to propel wagons over the hump until the signal is lowered and **must keep a sharp look out for this signal during shunting, being prepared to stop should the signal be placed to danger.**

(3) The syren, which has been provided for use as may be required in connection with the semaphore signal controlling movements over the hump, will be operated from the up hump box or by shunter on the ground, and the following code will apply.

Hump signal in "off" position	...	...	...	1 short blast.
" " replaced to "on" position	...	...	...	1 long blast.
Increase speed over hump...	...	...	...	3 short blasts.

Drivers must not, however, entirely rely upon the indications given on the syren but must keep a good look out and satisfy themselves as to the actual position of the signal.

(4). Drivers of hump shunting engines when propelling wagons over the hump must be careful to regulate the speed of their engines to a slow walking pace.

(5). When permission has been given by the signalman at Feltham East box for a hump shunting engine to enter a reception road, no train or engine must be allowed to enter that road until the hump shunting engine has returned and been shunted to another road, or until an advice has been received from the man in charge at the hump box that the road is clear and that the shunting engine has

**GENERAL INSTRUCTIONS—(continued).**

been otherwise disposed of. It must be distinctly understood by all concerned that the reception road on which a hump shunting engine is placed by the signalman at Feltham East becomes the shunting road for the time being, and is in charge of the shunter at the hump who can only relinquish charge of same by returning the shunting engine to Feltham East, or by taking charge of another reception road by arrangement with the man in charge at the hump box and the signalman at Feltham East to enable the engine to return on such road.

(6). If it becomes necessary to draw a train or draft of wagons back over the hump in the direction of the reception roads every care must be taken to see that no other reception road is used for the movement than the one on which the shunting engine was last placed by the signalman at Feltham East box.

(7). The hump shunting engine must, after shunting a train over the hump, return to the western end of the reception road in the facing (or wrong) direction; the driver must sound the engine whistle when approaching Feltham East box, giving the code for the next road on which he is required and must be careful to see that the ground signal applicable to the road on which he is travelling is lowered before allowing his engine to foul any other road.

(8). The driver of the hump shunting engine must not work upon, or return in the wrong direction from the hump to Feltham East box on any other reception road than the one on which the signalman at Feltham East gave him permission to enter, unless he receives special instructions from the man in charge at the hump to return on another road as mentioned in paragraph 5.

(9). The numbers of the marshalling sidings into which wagons will gravitate from the hump will be chalked on the end of the wagons for the information of the man in charge at the hump box.

(10). As soon as the first cut of wagons has been made into an empty marshalling siding care must be taken to see that the wagons do not run out at the eastern end, sufficient brakes being applied to prevent this. Wagons must be worked as far down each marshalling siding as possible in order to keep the entering end clear.

## GENERAL INSTRUCTIONS—(continued).

(11). Wagons containing live stock must in all cases arrive at Feltham next the engine, and all out-of-gauge vehicles or wagons containing exceptional loads must be placed next inside the rear brake van. Such vehicles must not be passed over the hump unless absolutely necessary and then only if coupled to an engine.

Any coaching stock that it may be necessary to forward on goods trains for Brent, Neasden and Willesden via Feltham must also be placed next inside the rear brake van.

(12). Great care must be exercised to see that wagons running off the hump do not come into violent contact with one another, especially those containing road vans, furniture, or brittle goods.

(13). Trains left standing on the reception roads must, during darkness, have a lighted tail lamp on the last vehicle. The guard or shunter removing a van from the rear of a train during, or immediately before, dark will be responsible for placing a lighted tail lamp on the last vehicle. Before such train is pushed over the hump the guard or shunter must remove the lamp.

(14). The following distinctive code of whistles must be given, as required, by engines using the up reception roads :—

	Code of Whistles.					
No. 1 Reception Road	...	...	...	...	...	1
No. 2 Reception Road	...	...	...	...	...	2
No. 3 Reception Road	...	...	...	...	...	3
No. 4 Reception Road	...	...	...	...	...	4
No. 5 Reception Road	...	...	...	...	...	5
No. 6 Reception Road	...	...	...	...	...	6
No. 7 Reception Road	...	...	...	...	...	7
No. 8 Reception Road	...	...	...	...	...	8

Water columns have been provided in the positions shewn on the diagram attached to this notice.

**GENERAL INSTRUCTIONS—(continued).**

The undermentioned Head Signals will be carried by the engines of Great Northern trains working between Clapham Junction and Feltham:—

- One white light in centre of buffer beam and two white lights, one above the other, on off side of buffer beam (white discs by day).

The work of bringing into use the new connections, etc., shewn in this notice will be in progress from 12.5 a.m. on Sunday, 2nd October, until completed on Wednesday, 5th October.

Mr. Wills to provide flagmen, as required.

During the time the work is in progress drivers must look out for hand signals.

The District Inspector to be present when the new signals, &c., are brought into use, and report to the District Superintendent on the working.

WATERLOO STATION,

29th <sup>September</sup> October, 1921. (W. 2715.)

**GEO. F. WEST,**

*Superintendent of the Line.*

L.S.W.R. FELTHAM GRAVITATION YARD.  
DIAGRAM.

