



Signal Instruction
No. 46 S.W.D.

SOUTHERN REGION – SOUTH WESTERN DIVISION

**INTRODUCTION OF
COLOUR LIGHT SIGNALLING
IN THE AREA
BARNES, KEW BRIDGE AND
WOOD LANE CROSSING
ON
SUNDAY, 28th JULY, 1974**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Colour light signalling with track circuit block working will be introduced between Barnes, Old Kew Junction, Kew East Junction (L.M.R.) and Wood Lane Crossing. New Kew Junction signal box will be abolished and Grove Park Crossing signal box reduced to a gate box.

At Kew Bridge lines will be renamed as follows:

Existing name	New name
Down and Up Branch	Down and Up L.M.R. Spur
Third Road	Down L.M.R. Spur
Down and Up L.M.R.	Down and Up L.M.R. Branch
Down and Up Relief Sidings	Reception No's 1 and 2.

At Barnes Bridge, Down Hounslow line signal WBO. 9 will become a 4-aspect signal, the top (yellow) aspect being brought into use.

Between Chiswick and Barnes Bridge, Up Hounslow line signal WBO.18R will become a 4-aspect stop signal, the red aspect being brought into use, and will be renumbered WBO.20.

At Syon Lane, Up Hounslow line signal F.138.R will be brought into use working as a 2-aspect (yellow/green) signal, the red aspect being temporarily blanked out of use.

New colour light signals will be provided with a plate bearing prefix letter(s) and a number, the prefix letter(s) indicating the controlling signal box or, in the case of automatic signals, the signal box with which the telephone communicates, as follows:

Signal Box	Prefix Letters
Barnes	WBO
Old Kew Junction	F
Wood Lane Crossing	WL
Kew East Junction (L.M.R.)	KE

Telephones will be provided at or adjacent to the new stop signals and at certain other locations as indicated on the diagram, the prefix letter(s) indicating the signal box with which they communicate.

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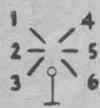
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ALL DISTANCES IN YARDS.

-  = JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.
-  = GREEN ASPECT
-  = YELLOW ASPECT
-  = RED ASPECT
- } The Rule Book, Section C, Clause 3.1.1.
-  = ROUTE INDICATOR (Numeral indicates total number of routes).
-  = POSITION LIGHT SIGNAL – The Rule Book, Section C, Clauses 3.1.3. and 5.3. or 3.1.4. and 5.1.1.
-  = BANNER REPEATING SIGNAL – The Rule Book, Section C, Clauses 3.3.1 and 5.5.
-  = Denotes AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.3 and 3.3.4.
-  = Denotes SEMI-AUTOMATIC SIGNAL – The Rule Book, Section C, Clauses 2.4 and 3.3.4.
-  = A.W.S. INDUCTOR.
-  = TELEPHONE.
-  = POSITION LIGHT SHUNTING SIGNAL – The Rule Book, Section C, Clauses 3.1.5 and 5.2.
-  = As above but with YELLOW light instead of red light.
-  = LIMIT OF SHUNT INDICATOR – The Rule Book, Section C, Clauses 3.3.2 and 5.6.
-  = SIGNAL BOX.
-  = GROUND FRAME.
-  = R.B.C. = RETURN BELL COMMUNICATION PLUNGER.
-  = T.R.T.S. = TRAIN READY TO START PLUNGER.
-  = PLATFORM STARTING SIGNAL “OFF” INDICATOR.
-  = “DIAMOND” SIGN – The Rule Book, Section K, Diagram No. 1.
-  = NOTICE BOARD OR SIGNAL WHICH IS FLOODLIT DURING DARKNESS
-  = SPRING TRAILING POINTS.

Where the suffix letter ‘R’ is shown with the number of a colour light signal, this denotes that the signal acts as distant for the signal ahead bearing the same number.

New catch points, which are at present secured out of use, will be brought into use as indicated on the enclosed diagram on which full details of the new signalling are shown.

(See back page for Signal Applications.)

NOTE:- This notice must be retained to be read in conjunction with future notice No. 48 S.W.D.

Wimbledon
July 1974

(R/SA.1308/20/5)

L. S. EDWARDS
Divisional Manager

**OLD KEW JUNCTION
LIST OF SIGNAL APPLICATIONS**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
127	R	Nil	Along Down Hounslow
127	R	Position 4	From Down Hounslow to Up L.M.R. Spur
135	R	Nil	From Down L.M.R. Branch to Down Hounslow
135	S	Nil	Shunting from Down L.M.R. Branch to Reception No. 1
136	R	Position 1	From Up Hounslow to Up L.M.R. Branch
136	R	Nil	Along Up Hounslow
431	S	Nil	Shunting from Up L.M.R. Branch to Down Hounslow
431	S	Nil	Shunting from Up L.M.R. Branch to Reception No. 1
431	S	Nil	Shunting back along Up L.M.R. Branch
433	S	Nil	Shunting from Loco Siding to Down Hounslow
433	S	Nil	Shunting from Loco Siding to Reception No. 1
434	S	Nil	Shunting from Down L.M.R. Branch to Up L.M.R. Branch
434	S	Nil	Shunting back along Down L.M.R. Branch
434	S	Nil	Shunting from Down L.M.R. Branch to Loco Siding
435	S	Nil	Shunting from Up L.M.R. Branch to Reception No. 2
436	S	Nil	Shunting from Down Hounslow to Down L.M.R. Branch

**OLD KEW JUNCTION GROUND FRAME
LIST OF SIGNAL APPLICATIONS**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
5	S	Nil	Shunting from Reception No. 2 to Up sidings Nos 1 or 2
5	S	Nil	Shunting from Reception No. 2 to Up L.M.R. Branch
5	S	Nil	Shunting from Reception No. 2 to Up Hounslow
10	S	Nil	Shunting from Reception No. 1 to Up Sidings Nos 1 or 2
10	S	Nil	Shunting from Reception No. 1 to Down L.M.R. Branch

