

J.R. Kirkby Esq. CP60



Signal Instruction
No. 48 S.W.D.

SOUTHERN REGION - SOUTH-WESTERN DIVISION

**INTRODUCTION OF
COLOUR LIGHT SIGNALLING
IN THE AREA
WOOD LANE CROSSING, TWICKENHAM WEST,
FELTHAM, STAINES, WINDSOR,
VIRGINIA WATER, CHERTSEY
AND SUNNINGDALE
CONTROLLED FROM A NEW SIGNAL BOX
AT
FELTHAM
ON
SUNDAY, 8th SEPTEMBER, 1974**

DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS

Colour light signalling with track circuit block working will be introduced in the area shown above. The areas at present controlled from Old Kew Junction and Ascot signal boxes will in future be controlled from Feltham (see Signal Instructions Nos 46 and 47 respectively).

The following signal boxes will be abolished:

Old Kew Junction, Hounslow Junction, Whitton Junction, Feltham Junction, Feltham East
Staines, Windsor & Eton Riverside, Virginia Water and Ascot.

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The following signal boxes will be reduced to gate boxes:

Wood Lane Crossing, Feltham West, Datchet, Mays, Thorpe Lane Crossing, Pooley Green, Egham, Chertsey, Sunningdale, and Camberley.

The prefix letters of the undermentioned signals will be changed as indicated below; the telephone associated with each of the stop signals will in future communicate with the new signal box at Feltham :

Existing number,	New number
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Ascot to Camberley

Down Line

CB.335	F.335
CB.337	F.337
CB.337R	F.337R
CB.339	F.339
CB.339R	F.339R
CB.341	F.341

Up Line

CB.344	F.344
CB.342	F.342
CB.342R	F.342R
CB.340	F.340

Ascot to Bracknell

Down Line

WM.351	F.351
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The telephone associated with each of the following signals will in future communicate with the new signal box at Feltham:

Between Barnes Bridge and Old Kew Junction (see Signal Instruction No. 46.S.W.D.)

F.119, F.121, F.122, F.123, F.124, F.126, F.127, F.128, F.130, F.131, F.135, F.136, F.137, F.138.

Ascot area (see Signal Instruction No. 47.S.W.D.)

F.321, F.322, F.323, F.334, F.336, F.338, F.346, F.348, F.349, F.352.

The telephones at Kew and Camberley ground frames will in future communicate with Feltham box.

A telephone communicating with Feltham box will be provided at the following locations:

Ascot

Signals F.324, F.326, F.328, F.329, F.331, F.333. (Diamond signs will be removed).

Bagshot tunnel

Down side – London end.

Up side – Country end.

Old Kew

Loco siding shunt signal No. 433.

Emergency crossovers at Bracknell, Bagshot and Sunningdale.

New colour light signals will be provided with a plate bearing a prefix letter and a number, the prefix letter 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 Letter
Feltham	F

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 indicating the signal box with which they communicate.

Various crossovers at present secured out of use will be brought into use and lines renamed as shown on the diagram.

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.

Lamps which flash with a white light to call the attention of the Technician, will be fixed to certain apparatus cases in the area.

Wimbledon
September 1974

(R/SA.1308/20/3)

L. S. EDWARDS
Divisional Manager

**LIST OF SIGNAL APPLICATIONS
FELTHAM SIGNAL BOX AREA
HOUNSLOW**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
153	R	Nil	Along Down Hounslow
153	S	D	Along Down Hounslow Draw – Ahead
156	R	Nil	Along Up Hounslow
156	S	U	Along Up Hounslow Draw – Ahead
441	S	Nil	Shunting back along Up Hounslow or from Up Hounslow to Engineers Siding.
443	S	Nil	Shunting from Up Hounslow to Down Hounslow, or back along Up Hounslow
444	S	Nil	Shunting from Down Hounslow to Up Hounslow
445	S	Nil	Shunting from Up Hounslow to Down Hounslow or to Up Siding
446	S	Nil	Shunting from Up Siding to Up Hounslow
448	S	Nil	Shunting from Down Hounslow to Up Hounslow or back along Down Hounslow
HOUNSLOW GROUND FRAME			
4	S	Nil	Shunting from Engineers Siding to Up Hounslow
HOUNSLOW JUNCTION			
159	R	Position 1	From Down Hounslow to Down Hounslow Spur
159	R	Nil	Along Down Hounslow
WHITTON JUNCTION			
167	R	Nil	Along Down Main
167	R	Position 4	From Down Main to Up Hounslow Spur
FELTHAM JUNCTION			
174	R	Position 1	From Up Main to Up Hounslow
174	R	Nil	Along Up Main
FELTHAM STATION			
453	S	Nil	Shunting from Up Main to Down Main, or back along Up Main or to Up Siding
456	S	Nil	Shunting from Down Main to Up Main or to Grid Sidings
FELTHAM UP SIDINGS GROUND FRAME			
4	S	Nil	Shunting from Up Siding to Up Main

Signal No.	Type R – Running S – Subsidiary	Indication	Application
			FELTHAM GRID SIDINGS GROUND FRAME
6	S	Nil	Shunting from Grid Sidings to Down Main
			STAINES
249	R	Nil	Along Down Main
249	S	Nil	Shunting from Down Main to Down Goods Siding
254	R	Nil	Along Up Main
254	S	Nil	Shunting from Up Main to Up Goods Siding
255	R	Position 1	Along Down Main
255	R	Nil	From Down Main to Down Windsor
256	R	Nil	Along Up Main
256	S	U	Along Up Main Draw – Ahead
270	R	Nil	From Up Windsor to Up Main
270	S	U	From Up Windsor to Up Main Draw – Ahead
461	S	M	Shunting back along Up Main
461	S	S	Shunting from Up Main to Up Goods Siding
462	S	Nil	Shunting from Up Goods Siding to Up Main
463	S	Nil	Shunting from Up Goods Siding to Down Main, or back along Up Main, or to shunt signal No. 471
465	S	Nil	Shunting from Berthing Sidings to Down Main, or back along Up Main, or to shunt signal No. 471
466	S	Nil	Shunting along Up Goods Siding or from Up Goods Siding to Berthing Sidings
467	S	D	Shunting from Up Main to Down Main
467	S	U	Shunting back along Up Main
469	S	Nil	Shunting from Down Goods Siding to Down Main
471	S	M	Shunting from Up Goods Siding back along Up Main
471	S	S	Shunting from Up Goods Siding to Up Siding East
472	S	U	Shunting from Down Main to Up Goods Siding or Berthing Sidings
472	S	M	Shunting from Down Main to Up Main
472	S	D	Shunting from Down Main back along Down Goods Siding
474	S	Nil	Shunting from Up Siding East to Up Goods Siding
476	S	Nil	Shunting from Up Siding West to Up Main

Signal No.	Type R – Running S – Subsidiary	Indication	Application
STAINES GROUND FRAME			
3	S	Nil	Shunting from Up Main to Up Siding West
WINDSOR			
283	R	3	From Down Windsor to Platform No. 3
283	S	3	From Down Windsor to Platform No. 3 Draw – Ahead
283	R	2	From Down Windsor to Platform No. 2
283	S	2	From Down Windsor to Platform No. 2 Draw – Ahead
283	R	1	From Down Windsor to Platform No. 1
283	S	1	From Down Windsor to Platform No. 1 Draw – Ahead
284	R	Nil	From Platform No. 3 to Up Windsor
284	S	Nil	Shunting from Platform No. 3 to Down Windsor
286	R	Nil	From Platform No. 2 to Up Windsor
286	S	Nil	Shunting from Platform No. 2 to Down Windsor
288	R	Nil	From Platform No. 1 to Up Windsor
288	S	Nil	Shunting from Platform No. 1 to Down Windsor
481	S	Nil	Shunting from Up Windsor to Platform No. 2 or Platform No. 1
VIRGINIA WATER			
293	R	Position 1	From Down Main to Down Chertsey
293	R	Nil	Along Down Main
294	R	Nil	From Up Chertsey to Up Main
294	S	Nil	Shunting from Up Chertsey to Engineers Siding
491	S	Nil	Shunting from Up Main to Down Chertsey or to Down Main, or back along Up Chertsey
493	S	Nil	Shunting from Engineers Siding back along Up Chertsey
494	S	Nil	Shunting from Down Chertsey to Up Main
496	S	Nil	Shunting from Down Main to Up Main
CHERTSEY GROUND FRAME			
6	S	Nil	Shunting from Down Chertsey to Up Chertsey
7	S	Nil	Shunting from Up Chertsey to Down Chertsey

ALL DISTANCES IN YARDS.



= JUNCTION INDICATORS – The Rule Book, Section C, Clause 3.1.6.



= GREEN ASPECT



= YELLOW ASPECT

} The Rule Book, Section C, Clause 3.1.1.



= RED ASPECT



= 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.

SIGNAL INSTRUCTION
No. 48 S. W. D.
PART I.



