



Signal Instruction  
No. 49 S.W.D.

SOUTHERN REGION — SOUTH-WESTERN DIVISION

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**INTRODUCTION OF  
COLOUR LIGHT SIGNALLING  
IN THE AREA  
RICHMOND, TWICKENHAM,  
STRAWBERRY HILL, SHEPPERTON  
AND NEW MALDEN  
CONTROLLED FROM FELTHAM SIGNAL BOX  
ON  
SUNDAY, 10th NOVEMBER, 1974**

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**DRIVERS TO KEEP A GOOD LOOK-OUT FOR HAND SIGNALS**

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Colour light signalling with track circuit block working will be introduced in the area shown above.

The following signal boxes will be abolished:

St Margarets, Twickenham East, Twickenham West, Shepperton, Shacklegate Junction and Kingston.

The following signal boxes will be reduced to gate boxes:

North Sheen, Strawberry Hill, Hampton and Malden Crossing.

Richmond signal box will not in future signal trains on the down and up main lines.

New colour light signals will be provided with a plate bearing a prefix letter 'F' and a number, the prefix letter 'F' indicating the signal is controlled from Feltham, or in the case of an automatic signal that the telephone communicates with Feltham box.

New catch points and crossovers, which are at present secured out of use, will be brought into use and lines renamed as shown 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.

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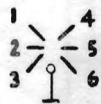
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ALL DISTANCES IN YARDS.



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



= GREEN ASPECT



= YELLOW ASPECT

} 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.

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

**RICHMOND**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
398	S	D	Shunting from Up Main to Down Main.
398	S	U	Shunting back along Up Main.
398	S	B	Shunting from Up Main to Up Bay.
399	S	Nil	Shunting from Down Main to Up Main.

**TWICKENHAM**

20	R	Nil	Along Up Passenger Loop.
20	R	Position 4	From Up Passenger Loop to Up Main.
22	R	L	From No. 2 Bay to Up Passenger Loop.
22	R	M	From No. 2 Bay to Up Main.
29	R	Nil	From Up Passenger Loop to Down Main.
29	S	E	Shunting from Up Passenger Loop to Engineer's Siding.
29	S	S	Shunting from Up Passenger Loop to Up Siding.
30	R	Nil	Along Up Main.
30	R	Position 1	From Up Main to Up Passenger Loop.
32	R	Nil	From Up Kingston to Up Passenger Loop.
32	R	Position 4	From Up Kingston to Up Main.
33	R	Position 1	From Down Main to Down Kingston.
33	R	Nil	Along Down Main.
401	S	Nil	Shunting from Up Main to Down Main.
401	S	Nil	Shunting back along Up Main.
401	S	Nil	Shunting from Up Main to Up Passenger Loop.
401	S	Nil	Shunting from Up Main to No. 2 Bay.
402	S	Nil	Shunting from Down Main to Up Main.
403	S	Nil	Shunting back along Up Passenger Loop.
403	S	Nil	Shunting from Up Passenger Loop to No. 2 Bay.
403	S	Nil	Shunting from Up Passenger Loop to No. 1 Bay.
404	S	Nil	Shunting from Up Siding to Up Passenger Loop.
406	S	Nil	Shunting from Down Main to Up Passenger Loop.
406	S	Nil	Shunting from Down Main to Up Main.
406	S	Nil	Shunting back along Down Main.
408	S	Nil	Shunting from Engineer's Siding to Up Passenger Loop.

**KINGSTON**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
77	R	Nil	From Down Bay to Down Kingston.
77	S	Nil	Shunting from Down Bay to Up Kingston.
80	R	Nil	Along Up Kingston.
80	R	Position 4	From Up Kingston to Down Bay.
80	S	Position 4	From Up Kingston to Down Bay draw ahead.
80	S	Position 4	Shunting from Up Kingston to Down Bay.
410	S	Nil	Shunting along Up Kingston.
410	S	Nil	Shunting from Up Kingston to Down Bay.
412	S	Nil	Shunting from Down Kingston to Down Bay.

**SHACKLEGATE JUNCTION**

89	R	Position 1	From Up Kingston to Down Shepperton.
89	R	Nil	Along Up Kingston.
413	S	Nil	Shunting from Up Kingston to Down Shepperton.
413	S	Nil	Shunting from Up Kingston to Up Kingston.
413	S	Nil	Shunting from Up Kingston to Carriage Sidings.
414	S	Nil	Shunting from Down Shepperton to Up Kingston.
416	S	Nil	Shunting from Up Kingston to Up Kingston.
418	S	Nil	Shunting from Carriage Sidings to Up Kingston.

**STRAWBERRY HILL**

91	R	Nil	Along Down Kingston.
91	R	Position 4	From Down Kingston to Up Kingston.
93	S	Nil	Shunting from Up Kingston to Carriage Sidings.
94	R	Nil	Along Up Kingston.
94	S	Nil	Shunting from Up Kingston to Down Kingston.
95	R	Nil	Along Down Kingston.
95	R	Position 4	From Down Kingston to Down Shepperton Spur.
419	S	Nil	Shunting along Down Kingston.
419	S	Nil	Shunting from Down Kingston to Up Kingston.
420	S	Nil	Shunting back along Down Kingston.
422	S	Nil	Shunting from Carriage Sidings to Up Kingston.

**FULWELL JUNCTION**

Signal No.	Type R – Running S – Subsidiary	Indication	Application
100	R	Nil	From Up Shepperton to Up Shepperton Spur.
100	R	Position 4	Along Up Shepperton.
<b>SHEPPERTON</b>			
113	R	Nil	Along Down Shepperton.
113	S	D	Along Down Shepperton to Down Platform draw-ahead.
114	R	Nil	From Down Platform to Up Shepperton.
114	S	Nil	Shunting from Down Platform to Down Siding.
425	S	Nil	Shunting from Up Shepperton to Down Platform.
425	S	Nil	Shunting from Up Shepperton to Up Siding.
427	S	Nil	Shunting from Down Siding to Down Platform.
428	S	Nil	Shunting from Up Siding to Up Shepperton.

111	R	Nil	Along Up Main.
111	R	Nil	From Up Main to Up Passenger Loop.
111	R	Nil	From Up Kingston to Up Passenger Loop.
111	R	Nil	From Up Kingston to Up Main.
111	R	Nil	Shunting from Carriage Siding to Up Siding.
111	R	Nil	Along Down Main.
101	S	Nil	Shunting from Up Main to Down Main.
101	S	STRAWBERRY HILL	Shunting back along Up Main.
101	S	Nil	Shunting from Up Main to Up Passenger Loop.
101	R	Along Down Kingston.	Along Down Kingston.
101	R	From Down Kingston to Up Kingston.	From Down Kingston to Up Kingston.
101	R	Shunting from Up Kingston to Carriage Siding.	Shunting from Up Kingston to Carriage Siding.
101	R	Along Up Kingston.	Along Up Kingston.
101	R	Shunting from Up Kingston to Down Kingston.	Shunting from Up Kingston to Down Kingston.
101	R	Along Down Kingston.	Along Down Kingston.
101	R	From Down Kingston to Down Shepperton Spur.	From Down Kingston to Down Shepperton Spur.
101	R	Shunting along Down Kingston.	Shunting along Down Kingston.
101	R	Shunting from Down Kingston to Up Kingston.	Shunting from Down Kingston to Up Kingston.
101	R	Shunting back along Down Kingston.	Shunting back along Down Kingston.
101	R	Shunting from Carriage Siding to Up Kingston.	Shunting from Carriage Siding to Up Kingston.

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