

LONDON & SOUTH WESTERN RAILWAY.

INSTRUCTION
No. 11, 1921.

Instructions to all concerned as to the Opening of New Sidings for Hump Shunting **AT FELTHAM** On Sunday, 1st May, 1921.

On Sunday, 1st May, 1921, new down 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 sidings are situate on the south side of the existing reception roads and seven marshalling sidings which will be put out of traffic use until further notice.

The following new connections and sidings, etc., will be provided:—

A facing connection in the down line 184 yards west of, and worked from, Feltham Junction Box, giving access to six down reception roads numbered 3 to 8 (No. 3 being the siding nearest the down line) lengths of which, clear of fouling points, are as follows:—

No. of Reception Road.	Length in feet.	Wagon Capacity.
No. 1 } Not yet No. 2 } provided		
No. 3	1205	60
No. 4	1169	58
No. 5	1090	54
No. 6	1125	56
No. 7	1056	52
No. 8	1211	60

exclusive of engine.

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The following New Sidings, etc., will be provided :—*continued.*

The facing points leading to the six down reception roads will be worked from a ground frame, to be known as No. 1 ground frame, which cabin will also slot the incoming siding signals situate on the Feltham Junction down loop and Windsor home signal posts, and the ground signal in the up line at the east end of the west cross-over road at Feltham Junction.

Return bell communication between Feltham Junction Box and No. 1 ground frame.

A ground signal in the down line near No. 1 ground frame applying to movements from that line to the up line through the west crossover road at Feltham Junction.

A ground signal near No. 1 ground frame applying to movements from the Yard to the up line through the west crossover road at Feltham Junction.

A semaphore signal, worked by single lever at No. 2 ground frame, will be erected at the western end of the down reception roads to control the movement of wagons from those roads over the hump.

A facing connection, worked by reversible point lever, at the western end of the down reception roads, leading to a siding laid on the level on the north side of the hump line, and continued to connect with No. 1 down marshalling siding and the siding serving the cattle pens.

The reception roads are connected, at the western end, by means of trailing points, with a single line of rails passing over the hump and leading to a brake van road and 17 down marshalling sidings.

The length of the hump line, from the trailing points of the reception roads to the facing points west of the hump is 470 feet. The gradients of the hump line between these points is as follows :—rising 1 in 60 to the hump and falling 1 in 50 from the hump to the marshalling sidings.

A facing connection, worked by a single lever on the ground, at a point 180 feet from the summit of the hump, leading to a dead-end siding to accommodate 17 brake vans.

Three ground frames, to be known as Nos. 2, 3 and 4 ground frames respectively, to work the points leading to the down marshalling sidings.

Lamps near Nos. 2, 3 and 4 ground frames to throw a light at night time on the wagons as they pass down the hump line.

The following new sidings, etc., will be provided :—*continued.*

The length of the marshalling sidings, clear of fouling points, is as follows, No. 1 siding being nearest the down line:—

No. of Marshalling Siding.	Length in feet.	Wagon Capacity.	Traffic to be used for
No. 1	1564	78	Engine release line. Woking. Guildford. Southampton. Portsmouth Line via Eastleigh. Eastleigh. Basingstoke. Salisbury.
No. 2	(Not yet in use).		
No. 3	1435	71	
No. 4	1435	71	
No. 5	1448	72	
No. 6	1448	72	
No. 7	1555	77	
No. 8	1555	77	
No. 9	1639	82	
Avenue between the two groups of sidings.			
No. 10	1635	81	Nine Elms. Wimbledon. Chertsey to Surbiton and Byfleet. Hounslow to Point Pleasant Junction. Reading. Feltham to Windsor and Wokingham. Twickenham, Richmond and Shepperton lines. Kingston Line. Stock, cripples, etc.
No. 11	1545	77	
No. 12	1545	77	
No. 13	1487	74	
No. 14	1487	74	
No. 15	1435	71	
No. 16	1435	71	
No. 17	1435	71	
No. 18	(Not yet in use).		
No. 19	(Not yet in use).		
No. 20	1435	71	

The down marshalling sidings will connect with the two existing shunting necks situate outside the down line at the eastern end of Feltham Station,

A telephone circuit between the switchboard at Waterloo, Feltham Junction Box, No. 1 ground frame, western end of down reception sidings, No. 2 ground frame, Shunters' Cabin west end of Yard, and Feltham Station Master's Office.

The following existing sidings, etc., will be removed:—

Facing connection leading from down line to No. 1 reception road and ground signals leading from Yard and down line to up lines at Feltham Junction.

Ground signal in down Windsor line controlling movements to up Windsor line through the east crossover road at Feltham Junction.

GENERAL INSTRUCTIONS.

(1). Drivers must draw their trains right down to the western end of the 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 western 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). 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.

(4). When permission has been given by the pointsman at No. 1 ground frame for a hump shunting engine to enter a reception road, a "Line blocked" collar must immediately be placed on the point lever applicable to that particular road, and no train or engine allowed to enter that siding until the hump shunting engine has returned and been shunted to another road, or until an advice has been received from the Yard Foreman that the road is clear and that the shunting engine has 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 pointsman at No. 1 ground frame 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 No. 1 ground frame, or by taking charge of another reception road by arrangement with the Yard Foreman and the Pointsman at No. 1 Ground Frame to enable the engine to return on such road.

(5). 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 man in charge of No. 1 ground frame.

GENERAL INSTRUCTIONS—*continued.*

(6). The hump shunting engine must, after shunting a train over the hump, return to the eastern end of the reception road in the facing (or wrong) direction, and stop clear of the fouling point near No. 1 Ground Frame; the driver must then sound the engine whistle, giving the code for the next road on which he is required and must be careful to obtain a green hand signal from the man in charge of No. 1 ground frame before allowing his engine to foul any other road.

(7). The driver of the hump shunting engine must not work upon, or return in the wrong direction from the hump to No. 1 ground frame on, any other reception road than the one on which the pointsman at No. 1 ground frame gave him permission to enter, unless he receives special instructions from the foreman in charge at the hump to return on another road as mentioned in paragraph 4.

(8). The numbers of the marshalling sidings into which wagons will gravitate from the hump will be chalked on the leading end of the wagons for the information of the pointsmen in charge of the ground frames controlling entrance to the marshalling sidings.

(9). 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 west 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.

(10). 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 from Brent, Neasden and Willesden to Feltham must also be placed next inside the rear brake van.

(11). 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.

GENERAL INSTRUCTIONS—continued.

(12). Light engines proceeding from the direction of the hump to the western end of the Yard along No. 1 Marshalling siding, which will be used as an engine line, must stop clear of the fouling point with the adjoining road until ordered forward by the shunter in charge.

(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 reception roads:—

						Code of Whistles.
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

The work of bringing into use the new connection, etc., at Feltham Junction be in progress from 12.5 a.m. until completed on Sunday, 1st May.

Mr. Broadbank to provide flagman, 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,

23rd April, 1921. (W. 2715).

GEO. F. WEST,

Superintendent of the Line.

FELTHAM EAST.

L.S.W.R. FELTHAM MARSHALLING YARD.

DIAGRAM

FELTHAM JUNCTION

