

LONDON & SOUTH WESTERN RAILWAY.

INSTRUCTION
No. 4, 1922.

Instructions to all concerned as to the Opening of a New Signal Box, etc., at the Down Hump AT FELTHAM.

also certain Alterations at Feltham Junction,

On SUNDAY, 2nd April, 1922.

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

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 down reception sidings and also from the points, situate close to the new down hump box, to the various fouling points in the following down marshalling sidings, viz., Nos. 4, 10, 11, 12, 13, 14, 15, 16, 17 and 20.

The slip points controlling movements between the down reception sidings and the engine road will be operated from the push button diagram, as well as the various points leading to the Brake Van road and the ten down marshalling sidings referred to in the previous paragraph.

The points leading to the remainder of the down marshalling sidings, viz., Nos. 1, 3, 5, 6, 7, 8 and 9 will be controlled from No. 4 ground frame for the present, and will be connected up to the down hump box at a later date.

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The following Signals, etc., have been provided :—

A ringed arm semaphore signal at the slip points leading from the down reception sidings, controlling movements over the hump to the down 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 down reception sidings controlling movements to the engine road.

An elevated ground signal at the fouling point in the engine road controlling movements from that road.

Separate push buttons have been provided on the diagram for controlling the Feltham Junction box down line to down reception sidings signals.

The following signals, etc., will be removed :—

The existing ringed arm signal controlling movements from the down reception sidings.

The existing single lever ground frame working the points leading to the Brake Van Road.

Nos. 2 and 3 ground frames

FELTHAM JUNCTION SIGNAL BOX.

The points leading to the down reception sidings will, in future, be operated from Feltham Junction signal box, instead of from No. 1 ground frame as hitherto.

The following signals have been provided :—

Ground signals at the fouling points of the down reception sidings, controlling movements from those sidings to the dead end.

The following signal, etc., will be removed :—

The existing ground signal controlling movements from the down reception sidings to the dead end.

No. 1 ground frame.

The work of bringing into use the new signal box, etc., shewn in this notice will be in progress from 12.5 a.m. until completed on Sunday, 2nd April.

Mr. Greenfield to provide flagmen, as required.

GENERAL INSTRUCTIONS.

The General Instructions appearing on pages 4, 5 and 6 of Yellow Instruction No. 11, dated 23rd April, 1921, will apply, subject to the following amendments.

(1) 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 down hump box or by shunter on the ground, and the following code will apply :—

Hump signal in "off" position	One short blast.
" " replaced to "on" position	One long blast.
Increase speed over hump	Three 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.

(2) When permission has been given by the signalman at Feltham Junction 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 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 Junction 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 Junction, or by taking charge of another reception road by arrangement with the man in charge at the hump box and the signalman at Feltham Junction to enable the engine to return on such road.

(3) 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 Junction box.

GENERAL INSTRUCTIONS—continued.

(4) 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; the driver must sound the engine whistle when approaching Feltham Junction 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.

(5) The driver of the hump shunting engine must not work upon, or return in the wrong direction from the hump to Feltham Junction box on any other reception road than the one on which the signalman at Feltham Junction 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 2.

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, etc., are brought into use, and report to the District Superintendent on the working.

WATERLOO STATION,

31st March, 1922. (W. 2,715.)

GEO. F. WEST,

Superintendent of the Line.

LS.W.R. FELTHAM GRAVITATION YARD. DIAGRAM.

