

Liverpool Street Station,  
June 3rd, 1925.

## MANNINGTREE.

### Abolition of Signal Boxes.

On Sunday, June 7th, from 12.5 a.m. until the work is completed the same day, the Engineer will have possession of points and signals worked from the following boxes as required:—

#### Manningtree Station, North Junction and East Junction.

On completion of the work the three signal boxes mentioned will be abolished, and the working transferred to the present Manningtree Signal Box.

Hand-signalling will be in force as necessary.

In connection with the above the following alterations to signals will be carried out:—

#### Manningtree Station Box.

All signals at present worked from Manningtree Station Box will be worked from Manningtree Box, with the exception of the following, which will be abolished:

Station Up Distant Signals from Main and Branch.

#### Manningtree North Junction Box.

All Signals at present worked from Manningtree North Junction Box will be worked from Manningtree Box with the exception of the following, which will be abolished:—

Manningtree North Junction Down Main Distant Signals.

Manningtree North Junction North Curve to Down Main Distant arm.

#### Manningtree East Junction Box.

All Signals at present worked from Manningtree East Junction Box will be worked from Manningtree Box, with the exception of the following, which will be abolished:—

Down Distant Signal from South Curve.

Down Distant Signal from North Curve.

#### Manningtree South Junction.

The following Signals will be abolished:—

South Junction Down Main Distant Arm.

South Junction Up Main Distant Arm.

South Junction Up Branch Distant Arm.

Drivers of Goods trains from the Up Main Line for the Harwich branch via the North Curve, if brought to a stand at the Curve Line Down Starting Signal, must, upon that Signal being lowered, proceed to Mistley Down Home Signal with caution and be prepared to stop at that Signal if at Danger.

### New and altered application of Disc Signals.

A new elevated disc signal fixed near the ramp at the London end of the Down Platform has been provided, and will apply from Down Main to the Down Sidings or Up Main or Up Sidings, or for setting back on the Down Main up to the "limit of shunt" board.

The existing disc signal standing in the six-foot way at the London end of the platform will be abolished. A new disc to apply for movements from the down siding to the down back platform line will be provided.

The existing disc signal standing on the country side of the Station Box and applying from Up Main to Up Sidings will apply, in addition, to the Down Main.

A Ground Frame has been fitted at the London end of the Up Siding, and controls the connection leading from Up Siding to Up Main.

The trailing points at North and East Junctions will, in future, be spring controlled, and should be treated as run-back catch-points.

## LIMIT OF SHUNT BOARD.

A limit of shunt board has been fixed between the Down Siding and the Down Main Line at a point 200 yards on the London side of the Down Home Signal. This board indicates the point beyond which an engine setting back in the wrong direction on the down line must not pass. The shunt limit is indicated by a board lettered "Limit of Shunt" and by a lamp displaying a red light at night.

## BRANTHAM.

The Brantham Down Main Distant Signal Post will be abolished in its present position.

A new distant arm will be fitted underneath the Manningtree Down Main Starting Signal and be worked from Brantham Signal Box as a Down Main Outer Distant.

New distant arms will be fitted underneath the Manningtree Down Main and Branch Home Signals and will be worked from Brantham Box as Down Inner Distant Signals.

The Brantham Up Distant Signal will be controlled as an Outer Distant for Manningtree.

W. CLOW,  
Superintendent, (Southern Area).

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