

C. J. Woolsterholmes,

BR31235

Instruction No. 3395

**BRITISH TRANSPORT COMMISSION
BRITISH RAILWAYS — EASTERN REGION
GREAT EASTERN LINE**

**NEW SIGNALLING BETWEEN
COLCHESTER JUNCTION,
EAST GATE JUNCTION,
ST. BOTOLPHS, WIVENHOE
AND THORPE-LE-SOKEN**

The instructions contained herein must be
carefully read and observed by all concerned

Liverpool Street Station.
22nd November, 1958.

W. G. THORPE,
Line Traffic Manager.
(ER/Pad 20)

SIGNALLING RECORD SOCIETY

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STAGE 4. NEW SIGNALLING BETWEEN COLCHESTER JUNCTION, EAST GATE JUNCTION,**Sunday, 21st December, 1958.**

The existing signalling at Alresford, Thorington, Great Bentley and Weeley, together with the signal boxes, will be abolished and the new Down line signalling from signal RD.5 to signal D.10 inclusive and the new Up Line signalling from signal T.59 to signal U.7 inclusive will be brought into use.

The ground frames shown in the Appendix to this notice will be brought into use.

Absolute Block Working between Wivenhoe and Thorpe-le-Soken will be dispensed with, and trains will be described by bell only.

COLOUR LIGHT SIGNALS.

The colour light running signals will be placed to Danger or Caution as the case may be when the engine passes the signal.

All colour light signals capable of displaying a Red aspect will be fitted with an enamelled plate bearing reference letters and numerals for identification purposes, and a full description of each signal is given in this notice.

Certain signals are provided with junction indicators, the application of which is shown in the following list of signals. A movement must not be made past a signal fitted with a junction indicator when this is illuminated unless a proceed aspect is displayed at the signal.

Position light Warning and Calling-On signals are provided on certain running signals, and do not show an "On" aspect. The "Off" aspect is given by 2 white lights inclined upwards at 45° with either the letter W for Warning or C for Calling-On, displayed as the case may be.

Miniature yellow signals affixed to brackets on certain signals do not show an "On" aspect, and the "Off" aspect is indicated when the miniature yellow aspect is displayed for the line concerned. Drivers must understand that the line for which a miniature yellow signal has been cleared may be already occupied by another train or vehicles.

Drivers and others having to refer to any signal bearing an identification plate must always quote the letters and numbers.

The aspects and meanings of the colour light signals are in accordance with Rule 35 (b) (i) and are further amplified in the list of signals herein.

STAGE 3.
Sunday, 30th November, 1958.

The existing signalling at Colchester Junction on the Up and Down Clacton lines will be abolished and the new signals prefixed C in this instruction will be brought into use. Signal E.11 will only show Y, T, Y or C at this stage.

Until further notice Absolute Block Working will remain in operation and signal C.42 will exhibit Red or Double Yellow aspects only.

STAGE 2.
Sunday, 7th December, 1958.

The existing signalling at East Gate Junction, Hythe Junction and St. Botolphs will be abolished and the new signals prefixed E and B in this instruction will be brought into use.

Hythe Junction signal box will be abolished and the junction will be operated from East Gate Junction. The latter box will also release A, B, C, D and E ground frames at Hythe shown in the Appendix to this notice.

Absolute Block Working between Colchester Junction, East Gate Junction, St. Botolphs and Wivenhoe will be dispensed with, and trains will be described by bell only.

All ground disc signals at Hythe will be abolished.

LIST OF SIGNALS

The abbreviations used in the following list are as under :—

R	..	..	..	..	Red.
Y	..	..	..	..	Yellow.
Y/Y	..	..	..	..	Double Yellow.
G	..	..	..	..	Green.

Signal No.	Type of Signal	Proceed Aspect to Drivers	Application
COLCHESTER JUNCTION			
Down Clacton			
CJ.46	3 aspect with a Miniature Yellow on right	Y G Miniature Y	To signal CJ.45 at R. To signal CJ.45 at Y/Y or G. To Sidings 1 or 2.
CJ.45	3 aspect D Sign	Y/Y G	To signal E.24 at Y. To signal E.24 at Y/Y or G.
Up Clacton			
CJ.6	3 aspect D Sign	Y Y/Y	To signal CJ.7/8 at R. To signal CJ.7/8 at Y (for Bay Platform line).
CJ.7/8	3 aspect with right-hand Junction Indicator and a subsidiary "C," also with a Miniature Yellow on left D Sign	Y without Junction Indicator Y with Junction Indicator Y/Y with Junction Indicator Subsidiary "Off" with letter "C" without Junction Indicator Subsidiary "Off" with letter "C" with Junction Indicator Miniature Y	To Bay Platform "Clear." To Up Main signal CS.31 at R. To Up Main signal CS.31 at G. To Bay Platform "Occupied." To Up Main "Occupied" at CS.31. To Run Round Road or Siding.
COLCHESTER JUNCTION			
The existing Ground Disc signals will continue to apply as at present.			
EAST GATE JUNCTION			
Down Line			
E.24	3 aspect	Y Y/Y G	To signal E.23 at R. To signal E.23 at Y. To signal E.23 at Y/Y or G.
E.23	4 aspect with right-hand Junction Indicator D Sign	Y without Junction Indicator Y/Y without Junction Indicator G without Junction Indicator Y with Junction Indicator Y/Y with Junction Indicator	To Down Main signal E.21 at R. To Down Main signal E.21 at Y. To Down Main signal E.21 at G. Towards St. Botolphs to signal E.19 at R. Towards St. Botolphs to signal E.19 at Y or G.

Signal No.	Type of Signal	Proceed Aspect to Drivers	Application
WIVENHOE TO THORPE-LE-SOKEN (EXCLUSIVE)			
Down Line (All signals are Semi-Automatics unless otherwise shown)			
RD.5	3 aspect	Y Y/Y G	To signal D.5 at R. To signal D.5 at Y. To signal D.5 at G.
D.5	3 aspect	Y G	To signal D.6 at R. To signal D.6 at G.
D.6	2 aspect	G Y	To signal RD.7 at Y, Y/Y or G.
RD.7	3 aspect	Y Y/Y G	To signal D.7 at R. To signal D.7 at Y. To signal D.7 at G.
D.7	3 aspect	Y G	To signal RD.8 at R. To signal RD.8 at Y or G.
RD.8	3 aspect (controlled to Red by Frating Crossing Ground Frame)	Y G	To signal D.8 at R. To signal D.8 at G.
D.8	2 aspect	G	To signal RD.10 at Y or G.
RD.10	2 aspect	Y G	To signal D.10 at R. To signal D.10 at G.
D.10	2 aspect	G	To Thorpe-le-Soken Distant signal at Y or G.
Up Line (All signals are Semi-Automatics unless otherwise shown)			
T.59	3 aspect D Sign	Y G	To signal U.12 at R. To signal U.12 at G.
Controlled R to Y by Thorpe-le-Soken			
U.12	2 aspect	G Y	To signal RU.10 at Y or G.
RU.10	2 aspect	Y G	To signal U.10 at R. To signal U.10 at G.
U.10	2 aspect	G	To signal RU.9 at Y or G.
RU.9	3 aspect (controlled to Red by Great Bentley Crossing Ground Frame)	Y G	To signal U.9 at R. To signal U.9 at G.
U.9	2 aspect	G	To signal TX.2 at G.
TX.2	(Controlled to Red by Thorington Crossing Ground Frame)	G	To signal RU.7 at Y or G.
RU.7	2 aspect	Y G	To signal U.7 at R. To signal U.7 at G.
U.7	2 aspect	G	To signal W.30 at Y, Y/Y or G.

APPENDIX

GROUND FRAMES

HYTHE "A" Frame (COLCHESTER END CROSSOVER).

Released by East Gate Junction Lever 14.

Allocation of Levers.

1. Switch Lever.
2. Crossover Points.

HYTHE "B" Frame (YARD CONNECTIONS).

Released by East Gate Junction Levers 6 or 13.

Allocation of Levers.

1. Switch Lever.
2. Points Up Main Down Sidings (Release Lever 6).
3. Slip in Connection Up Main—Down Sidings.
4. Switch Lever.
5. Points Up Main—Up Sidings (Release Lever 13).
6. Slip in Connection Up Main—Up Sidings.

HYTHE "C" Frame (CLACTON END CROSSOVER).

Released by East Gate Junction Lever 12.

Allocation of Levers.

1. Switch Lever.
2. Crossover Points.

HYTHE "D" Frame (MOLERS SIDING).

Released by East Gate Junction Lever 4.

Allocation of Levers.

1. Switch Lever.
2. Points Up Main—Molers Siding.

HYTHE "E" Frame (LEVEL CROSSING).

Released by East Gate Junction Lever 5.

Allocation of Levers.

1. Switch Lever.
2. Controls Gate Lamp to Red.
3. Gate Locks.

ALRESFORD "A" Frame.

Allocation of Levers.

1. Control on Signal D.5.
2. Points Up Main—Siding.
3. Slip Down Main—Siding.
4. Crossover.
5. Control on Signal U.7.

ALRESFORD (STATION CROSSING) "B" Frame.

Allocation of Levers.

1. Control on signals D.5 and D.6.
2. Control on Signal U.7.
3. Gate Locks.

Allocation of Levers.
 1. Control on Signal U.7.
 2. Control on Signal U.7.
 3. Gate Locks.

THORINGTON (STATION CROSSING) "D" Frame
 Allocation of Levers.
 1. Control on Signal D.7.
 2. Control on Signals TX.2 and U.9.
 3. Gate Locks.

THORINGTON "E" Frame
 Allocation of Levers.
 1. Control on Signal D.7.
 2. Crossover.
 3. Slip Up Main—Siding.
 4. Points Up Main—Up Sidings (Release Lever 13).
 5. Control on Signal D.7.

THORINGTON (FRATING CROSSING) "F" Frame
 Allocation of Levers.
 1. Control on Signal R.D.8.
 2. Control on Signal U.9.
 3. Gate Locks.

GREAT BENTLEY (STATION CROSSING) "G" Frame
 Allocation of Levers.
 1. Control on Signal D.8.
 2. Control on Signals U.10 and R.U.9.
 3. Gate Locks.

GREAT BENTLEY "H" Frame
 Allocation of Levers.
 1. Control on Signal D.8.
 2. Slip in Down Sidings.
 3. Points Down Main—Siding.
 4. Crossover.
 5. Control on Signal U.10.

WEELEY "J" Frame
 Allocation of Levers.
 1. Control on Signal D.10.
 2. Points Up Main—Siding.
 3. Control on Signal U.12.

WEELEY "K" Frame
 Allocation of Levers.
 1. Control on Signal D.10.
 2. Points Down Main—Siding.
 3. Crossover.
 4. Control on Signal U.12.

ALRESFORD (COLCHESTER ROAD CROSSING) "C" Frame

Allocation of Levers.

1. Control on Signal D.6.
2. Control on Signal U.7.
3. Gate Locks.

THORINGTON (STATION CROSSING) "D" Frame

Allocation of Levers.

1. Control on Signal D.7.
2. Control on Signals TX.2 and U.9.
3. Gate Locks.

THORINGTON "E" Frame

Allocation of Levers.

1. Control on Signal D.7.
2. Crossover.
3. Slip Up Main—Siding.
4. Points Down Main—Siding.
5. Control on Signal U.9.

THORINGTON (FRATING CROSSING) "F" Frame

Allocation of Levers.

1. Control on Signal RD.8.
2. Control on Signal U.9.
3. Gate Locks.

GREAT BENTLEY (STATION CROSSING) "G" Frame

Allocation of Levers.

1. Control on Signal D.8.
2. Control on Signals U.10 and RU.9.
3. Gate Locks.

GREAT BENTLEY "H" Frame

Allocation of Levers.

1. Control on Signal D.8.
2. Slip in Down Sidings.
3. Points Down Main—Sidings.
4. Crossover.
5. Control on Signal U.10.

WEELEY "J" Frame

Allocation of Levers.

1. Control on Signal D.10.
2. Points Up Main—Siding.
3. Control on Signal U.12.

WEELEY "K" Frame

Allocation of Levers.

1. Control on Signal D.10.
2. Points Down Main—Siding.
3. Crossover.
4. Control on Signal U.12.

Signal No.	Type of Signal	Proceed Aspect to Drivers	Application
EAST GATE JUNCTION—continued			
Down Line—continued			
E.19 (Colne Junction)	3 aspect D Sign	Y G	To signal B.2 at R. To signal B.2 at G.
E.21	3 aspect with subsidiary "W" D Sign	Y G Subsidiary "Off" with letter "W"	To signal E.20 at R. To signal E.20 at G. Line Clear to signal E.20 but occupied immediately ahead of this signal.
E.20	2 aspect D Sign	G	To signal W.17 at Y or G.
E.26	3 aspect with Subsidiary "W" D Sign	Y G Subsidiary "Off" with letter "W"	To signal E.20 at R. To signal E.20 at G. Line Clear to signal E.20. but occupied immediately ahead of this signal.
E.1. (Colne Junction)	4 aspect with left-hand Junction Indicator D Sign	Y without Junction In- dicator Y/Y without Junction In- dicator G without Junction In- dicator Y with Junction Indicator Y/Y with Junction In- dicator	Towards Hythe to signal E.26 at R. Towards Hythe to signal E.26 at Y. Towards Hythe to signal E.26 at G. Towards Colchester to signal E.3 at R. Towards Colchester to E.3 at Y or G.
Up Line			
E.7	3 aspect	Y Y/Y G	To signal E.8 at R. To signal E.8 at Y. To signal E.8 at Y/Y or G.
E.8	4 aspect D Sign	Y Y/Y G	To signal E.9 at R. To signal E.9 at Y. To signal E.9 at Y/Y or G.
E.9	4 aspect with left-hand Junction Indicator D Sign	Y without Junction In- dicator Y/Y without Junction In- dicator G without Junction In- dicator Y with Junction Indicator Y/Y with Junction In- dicator	To Up Main signal E.10 at R. To Up Main signal E.10 at Y. To Up Main signal E.10 at G. To St. Botolphs signal B.2 at R. To St. Botolphs signal B.2 at G.
E.10	3 aspect D Sign	Y G	To signal E.11/CJ.5 at R. To signal E.11/CJ.5 at Y, Y/Y or G.
E.3	3 aspect D Sign	Y G	To signal E.11/CJ.5 at R. To signal E.11/CJ.5 at Y, Y/Y or G.
E.11	4 aspect D Sign	Y Y/Y G	To signal CJ.6 at R. To signal CJ.6 at Y. To signal CJ.6 at Y/Y.

EAST GATE JUNCTION

The existing Ground Disc signals will continue to apply as at present.

Signal No.	Type of Signal	Proceed Aspect to Drivers	Application
ST. BOTOLPHS			
Down Line			
B.2	2 aspect with Subsidiary "C" and Miniature Yellow on left D Sign	G Subsidiary "Off" with "C" Miniature Y	To Platform "Clear." To Platform "Occupied." To Goods Yard and 2 and 3 Top Sidings.
Up Line			
B.41	4 aspect with Ground Disc on left	Y Y/Y G Ground Disc "Off" ..	To signal B.40/E.1 at R. To signal B.40/E.1 at Y. To signal B.40/E.1 at Y/Y or G. To Up Siding.

ST. BOTOLPHS

The existing Ground Disc signals and the Yard semaphore signals will continue to apply as at present.

WIVENHOE**Down Line**

W.17	2 aspect	Y G	To signal W.18 at R. To signal W.18 at Y or G.
W.18	3 aspect D Sign	Y G	To signal W.19/21 at R. To signal W.19/21 at G.
W.19/21	2 aspect with right-hand Junction Indicator D Sign	G without Junction Indicator G with Junction Indicator	To Down Main signal RD.5 at Y, Y/Y or G. To Brightlingsea Station. (STAFF WORKING.)

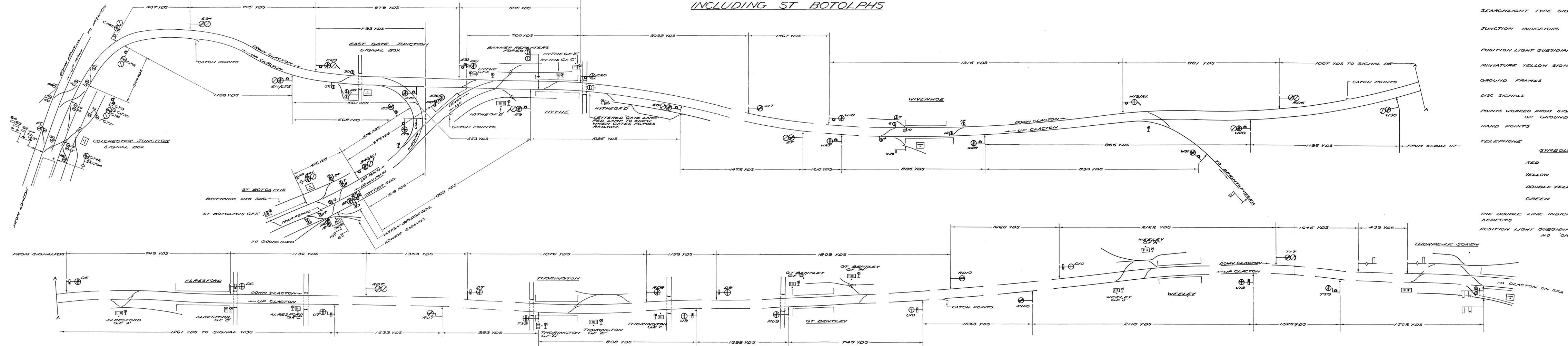
Up Line

W.30	3 aspect	Y Y/Y G	To signal W.29 at R. To signal W.29 at Y. To signal W.29 at Y/Y or G.
W.29	4 aspect D Sign	Y Y/Y G	To signal W.28 at R. To signal W.28 at Y. To signal W.28 at G.
W.28	3 aspect D Sign	Y G	To signal W.27 at R. To signal W.27 at G.
W.27	2 aspect D Sign	G	To signal E.7 at Y, Y/Y or G.
W.31 (From Brightlingsea)	3 aspect	Y G	To signal W.28 at R. To signal W.28 at Y or G.

WIVENHOE

The existing Ground Disc signals, Brightlingsea Branch Up Distant signal, and the Yard semaphore signal will continue to apply as at present.

COLCHESTER JCN TO THORPE-LE-SOKEN INCLUDING ST BOTOLPHS

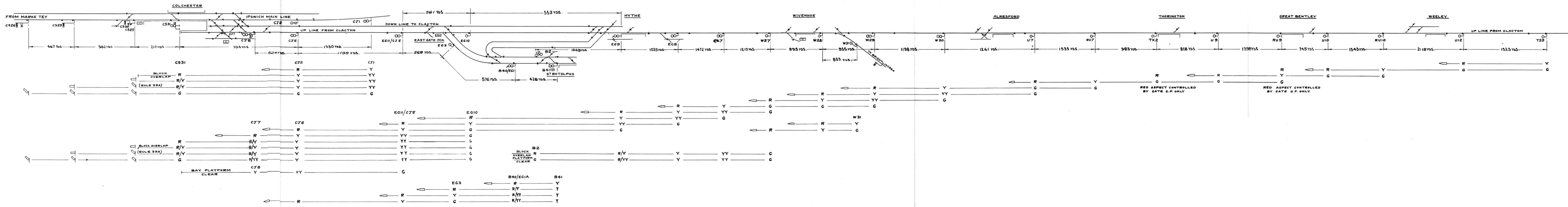


- KEY TO SYMBOLS**
- SEARCHLIGHT TYPE SIGNALS
 - JUNCTION INDICATORS
 - POSITION LIGHT SUBSIDIARY SIGNALS
 - MINIATURE YELLOW SIGNALS
 - GROUND FRAMES
 - DISC SIGNALS
 - POINTS WORKED FROM SIGNAL BOX OR GROUND FRAME
 - HAND POINTS
 - TELEPHONE

- SYMBOLS**
- RED
 - YELLOW
 - DOUBLE YELLOW
 - GREEN

THE DOUBLE LINE INDICATES NORMAL ASPECTS
EG ⊕ RED
POSITION LIGHT SUBSIDIARY SIGNALS NO 'ON' ASPECTS

ASPECT DIAGRAM — UP LINE



DELAYED CLEARANCE OF CJ2 & CJ7
FOR BTR5 PURPOSES TO BE EFFECTED BY SIGNALMAN.

SIGNAL ASPECT DIAGRAM — DOWN LINE

