

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

**ALTERED SIGNALLING AT  
COLCHESTER STATION AND JUNCTION  
REALIGNMENT OF UP MAIN LINE,  
AND ALTERATIONS TO LAYOUT IN  
CONNECTION WITH RECONSTRUCTION  
WORK**

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

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Liverpool Street Station.  
28th December, 1960

**W. G. THORPE**  
*Line Traffic Manager.*  
(ER/Pad 21/7)

# SIGNALLING RECORD SOCIETY

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On Saturday, 7th January and Sunday, 8th January, 1961, the following signalling and permanent way alterations will be carried out :—

### **BETWEEN COLCHESTER JUNCTION AND STANWAY—Permanent Way Alterations.**

The existing Up Main Line at Colchester Station will be abolished from a point 65 yards east of Colchester Station signal box to a point 60 yards west of the signal box together with the former connection leading to the Up Reception Road. A stop block will be provided at the termination of the existing Up Main Line east of the Station signal box and a temporary stop block will be provided at the Country end of the existing Up Main Platform Line at a point 318 yards from the Station signal box. The section of the existing Up Main Line between these two stop blocks will be re-aligned.

The temporary stop block at the Country end of Colchester Station Down Platform will be removed and the line extended to form a new Up Main Line which will pass along the south face of the Down Platform and slued to the left to pass along the north face of the Up Platform continuing through the Carriage Sidings to rejoin its former alignment 1165 yards west of Colchester Station signal box. The portion of the former Up Main Line from a point 175 yards west of the signal box to a point 540 yards west of the signal box will be placed out of use and temporary stop blocks erected. The remainder of the former Up Main Line will become the Up Goods Outlet Line.

Trains stopping at Colchester Station must use the London end of the Up platform for traffic purposes.

A speed limit of 5 m.p.h. is in operation through the connections to the new Up Main Line at Colchester Junction.

The inlet points to the Up goods Loop will be converted to hand points and the Up Goods Loop Line will be used as a temporary Carriage Siding ; the facing crossover between the Up Goods Loop and the former Up Main Line (redesignated Up Goods Outlet) will be clamped out of use.

The Up Bay Platform Line will be renamed the Up Parcels Bay and the connection leading from this line to the new Up Main Line, the crossovers from Up Main Line to the Carriage Line, from Carriage Line to the Carriage Sidings and from the Carriage Line to the Up Main Line will be worked from the signal Box. A temporary stop block will be provided in the Carriage Line 519 yards west of Colchester Station signal box.

The trailing crossover between the Down Main Line and Colchester Junction Coal Sidings will be clamped out of use. The trailing crossover between the Down Main Line and Colchester Junction Engine Siding will be clamped out of use.

### **COLCHESTER JUNCTION—Signalling Alterations**

A new miniature yellow colour light signal applying Up Main to Down Platform will be brought into use on a right hand offset fixed to the Up Main Home signal post.

A new miniature yellow colour light signal applying Up Branch to Down Platform will be brought into use on a right hand offset fixed to the Up Branch Second Home signal post.

The straight post carrying the Up Main Platform to Down Branch and Up Main to No. 1 siding or No. 2 Siding signals will be replaced by 2 new disc signals between the Down Main and Up Main Lines 110 yards west of the signal box applying as follows :—

Top disc	...	...	Up Main Platform to Down Branch.
Bottom disc	...	...	Up Main to No.1 Siding or No. 2 Siding.

A new disc signal will be brought into use on the cess side of the Down Main Line 33 yards west of the Signal Box and will apply Set Back along Down Main.

The following disc signals will be abolished :—

- Down Main to Coal Sidings or Set Back along Down Main.
- Coal Sidings to Down Main.
- Down Main to Engine Siding or Set Back along Down Main.
- Engine Siding to Down Main

### **COLCHESTER STATION—Signalling Alterations**

The Up Main First Home colour light signal will be renewed 203 yards west of the signal box on the left hand side of the new Up Main line. The miniature yellow colour light signal will be carried on a right hand offset fixed to the main post and will in future apply Up Main to Carriage Sidings. A Diamond sign will be fitted to the main post and a telephone communicating with the signal box will be provided.

The Up Main Second Home signal will be renewed in colour light form 884 yards west of the signal box on the left hand side of the new Up Main Line and will display Red, Yellow or Green aspects. A Diamond sign will be fitted to the signal post and a telephone communicating with the signal box will be provided.

A new straight post signal will be brought into use on the left hand side of the Up Bay Line 224 yards west of the signal box with the arm at 12 feet above rail level and will apply :—

Up Bay Lines to Up Main.

**COLCHESTER STATION—Signalling Alterations—continued.**

Two new disc signals will be brought into use at the foot of the Up Bay to Up Main signal and will apply as follows :—

Left hand disc ... .. Up Bay Lines to Up Siding.  
Right hand disc ... .. Up Bay Lines to Carriage Sidings.

Two new disc signals will be brought into use between the Up Main Line and the Up Siding 305 yards west of the signal box and will apply :—

Top disc ... .. Set Back Up Main to Up Platform.  
Bottom disc ... .. Up Main to Up Bay Lines.

A new disc signal will be brought into use between the Up Main Line and the Up Siding 505 yards west of the signal box and will apply :—

Up Main to Carriage Line or along Up Main.

A new disc signal will be brought into use on the cess side of the Up Siding 305 yards west of the signal box and will apply :—

Up Siding to Up Bay Lines.

Two new disc signals will be brought into use adjacent to the trap points at the outlet from the Carriage Sidings 426 yards west of the signal box and will apply :—

Left hand disc ... .. Carriage Sidings to Carriage Line  
Right hand disc ... .. Carriage Sidings to Up Main.

A telephone communicating with the signal box will be provided at the outlet points from the Carriage Sidings.

Two new disc signals will be brought into use on the cess side of the Carriage Line 305 yards west of the signal box and will apply :—

Left hand disc ... .. Carriage Line to Up Main.  
Right hand disc ... .. Carriage Line to Carriage Sidings.

The disc signal applying Down Main to Down Sidings or along Down Main will be replaced by a miniature armed straight post signal 84 yards east of the signal box with the arm at 12 feet 6 inches above rail level.

A new Stop Board and telephone communicating with the signal box will be brought into use at the outlet from the Diesel Servicing Depot.

A new Stop Board and telephone communicating with the signal box will be brought into use on the left hand side of the former Up Goods Loop 185 yards west of the signal box.

The Up Goods Loop to Up Main signal will be abolished.

The miniature signal applying Carriage Sidings to Up Platform will be abolished.

The disc signal applying Up Reception to Up Platform will be abolished.

# COLCHESTER

STAGE 4/9A - UP MAIN LINE ONTO FINAL ALIGNMENT.

