



EASTERN REGION

**SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS**

affecting the working of the line

from

SUNDAY 24 FEBRUARY 1980

at

**ARDLEIGH - MANNINGTREE
and BENTLEY - MISTLEY**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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ARDLEIGH – MANNINGTREE – BENTLEY RESIGNALLING AND REMODELLING

On and From Sunday 24 February – new colour-light signalling with full track circuiting will be commissioned. The Track Circuit Block Regulations will apply on all lines between Ardleigh – Ipswich and Mistley.

Manningtree Station Platforms 2 and 3 will be extended at the south end by 80 yards.

The connections giving access to the Up Sidings will be replaced 80 yards further south and will be remodelled in simplified form. The Up Sidings will be realigned.

Manningtree South Junction and Manningtree North Junction

Manningtree South Junction will be remodelled and the Up line between these junctions will be signalled for two-way working.

Manningtree North Junction and East Junction

Pending further alterations, the Down North Curve will be taken out of use and the Up North Curve will be used in both directions.

New facing and trailing crossovers will be provided between the Down and Up Mains and Harwich lines.

Mistley

The Down first Home signal (No. 29 on the diagram) will be repositioned 300 yards further from the signal box and a signal-post telephone provided.

A new colour light distant (Y/G) for M228 will be provided on the post of the Mistley Up Starting signal but the green spectacle of the semaphore arm will be blanked out. The new Distant signal will only be illuminated when the Starting signal is cleared.

Brantham Siding

The trailing crossover and associated 3-lever ground frame immediately North of the Siding will be abolished.

The Up Main trailing connection to the Siding will be controlled from Manningtree signal box.

Manningtree level crossing

The level crossing gates will be replaced by lifting barriers controlled from Manningtree signal box.

A.W.S.

The Automatic Warning system will be provided as shown on the diagram.

Catch Points

Catch points will be provided as follows:–

Down Main – at 63m. 12chs., approximately 1 mile, 1095 yards before reaching D64 signal.

Up Main – between 59 m.p. and 59¼ m.p., 1130 yards before reaching A190 signal.

Down Main – at 60m. 15chs., approx. 770 yards before reaching M269 signal.

General

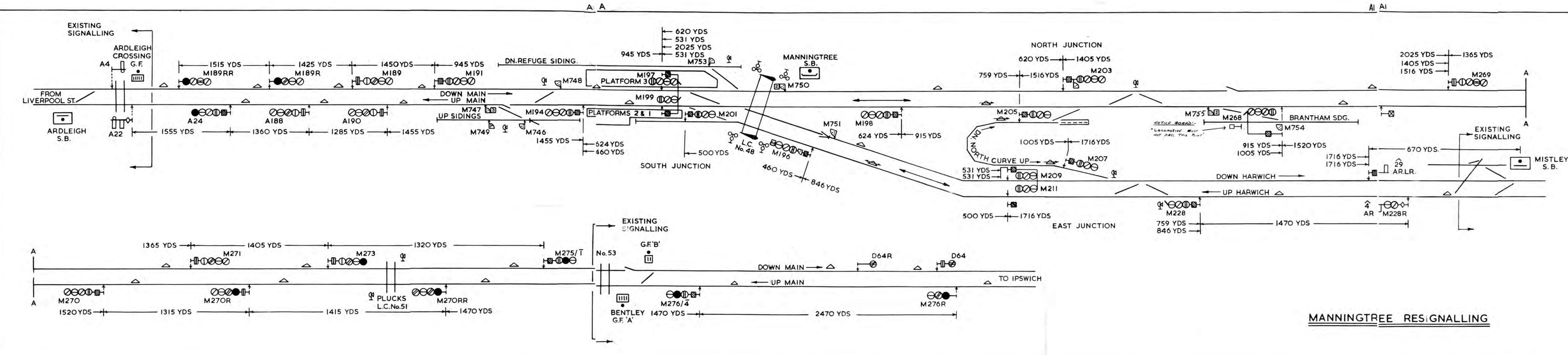
A description of the new signals and a diagram illustrating the remodelled layout and signalling is attached. During the period of this work, points and signals may be disconnected and Drivers will be hand-signalled as necessary. Further details of Engineer's Possessions etc. will be included in the SE Weekly Notice.

Description of Signals		A = Ardleigh	M = Manningtree	MI = Mistley
No.	Line	Aspect	Route or Junction Indication M = Main S = Sub	Application to or towards
Down Direction				
M189RR	Down Main			M189R/M189
M189R	Down Main			M189
M189	Down Main	M		M191
M191	Down Main	M		M197
M197	Down Main (No.3 platform)	M M	Junction indication position '4'	M203 Down Harwich
M199	Up Main (No.2 platform)	M M	Junction indication position '1'	Down Harwich M269
M201	Platform 1 Starting	M		M211
M203	Down Main	M S		M269 M755
M205	North Curve	M		M269
M207	North Curve	M		M129
M209	Down Harwich	M		M129
M211	Up/Down Harwich	M		M129
M269	Down Main	M		M271
M271	Down Main	M		M273
M273	Down Main	M		M275
M275 (Semi-auto D62 replated M275 and will now be controlled by Manningtree and Bentley ground frame 'A')				
Up Direction				
M276R (MCR Replated)				M276
M276				
(former MC replated and now controlled by Manningtree and Bentley G.F. 'A')				
M270R	Up Main	M		M270R
M270R	Up Main	M		M270
M270	Up Main	M		M268

No.	Line	Aspect	Route or Junction Indication M = Main S = Sub	Application to or towards
Up Direction – continued				
M268	Up Main	M		M198
		M	Junction indicator position '1'	M207
M228	Up Harwich	M		M196
		M	Junction indicator position '4'	M205
M198		M		M194
M196	Up/(Down) Harwich	M	Route indication '1'	Platform 1.
		M	Route indication '2'	Platform 2.
		S	Route indication '1'	Platform 1 line occupied.
		S	Route indication '2'	Platform 2 line occupied.
M194		M		A190
A190		M		A188
A188		M		A24
A24		M		Ardleigh existing semaphore home signal.

Ground Position Light Signals

No.	Location	Route Indication	Application to or towards
747	Up Main	'M' 'X' 'S'	Down Main Up Main M199 Up Sidings
749	Spur		Up Sidings
746	Up Sidings		Spur or A190 signal
748	Down Main		Up Main
753	Down Refuge Siding		Down Main
750	Down Main	'X' 'S'	Down Main (Plat. 3) Down Refuge Siding.
751	Down Harwich		Up Main
754	Brantham Siding		Up Main
755	Up Main	'X' 'S'	Up Main New 'Limit of Shunt' Brantham Siding.



KEY TO SYMBOLS

<ul style="list-style-type: none"> ○ OR ○ COLOUR LIGHT SIGNAL ○ WITH JUNCTION INDICATOR ○ WITH ROUTE INDICATOR & SUBSIDIARY SIGNAL ○ SEARCHLIGHT SIGNAL ○ POSITION LIGHT SHUNTING SIGNAL ○ WITH STENCIL ROUTE IND. ◇ DIAMOND SIGN ☎ TELEPHONE ☎ TELEPHONE ⊕ AUTO. ↗ HAND POINTS ↘ CATCH POINTS ↔ WIDE TO GAUGE TRAP POINTS 	<ul style="list-style-type: none"> ⊖ RED ⊙ YELLOW ⊕ GREEN ⊖ DOUBLE LINES DENOTES ASPECT NORMALLY DISPLAYED ● ASPECT NOT IN USE ⊖ SEMAPHORE SIGNAL ⊖ WITH INTENSIFIED LIGHT ⊖ ILLUMINATED LIMIT OF SHUNT △ A.W.S. INDUCTOR. SUPPRESSED FOR MOVES IN DIRECTION OF ARROW △ TWO ELECTRO AND ONE PERMANENT MAGNET ⊖ SAND DRAG M— MANNINGTREE S.B. A— ARDLEIGH S.B. 4— MISTLEY S.B. 4— BENTLEY G.F. 'A' 	<ul style="list-style-type: none"> ⊖ SEMAPHORE SIGNAL ⊖ WITH INTENSIFIED LIGHT ⊖ ILLUMINATED LIMIT OF SHUNT △ A.W.S. INDUCTOR. SUPPRESSED FOR MOVES IN DIRECTION OF ARROW △ TWO ELECTRO AND ONE PERMANENT MAGNET ⊖ SAND DRAG M— MANNINGTREE S.B. A— ARDLEIGH S.B. 4— MISTLEY S.B. 4— BENTLEY G.F. 'A'
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