

For the information of Railway Staff only.



SIGNALLING NOTICE

**No.127**

EASTERN REGION

**SUPPLEMENTARY  
NOTICE**

of

**SIGNALLING  
ALTERATIONS**

affecting the working of the line

from

**THURSDAY 5 APRIL 1984**

**IPSWICH including  
EAST SUFFOLK JUNCTION  
and WESTERFIELD JUNCTION**

# SIGNALLING RECORD SOCIETY

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## RESIGNALLING OF IPSWICH STATION AREA (including South of Ipswich and between East Suffolk Junction and Westerfield Junction)

On and from Thursday 5 April – new colour light signalling will be progressively introduced and will be commissioned in its final form on Wednesday 11 April.

During this period, the following signal boxes (together with all signals worked therefrom) will be abolished:—

Ipswich Station  
Ipswich Goods Junction  
East Suffolk Junction

The former area of control of these signal boxes will be transferred to Colchester. The **Track Circuit Block Regulations** will apply on all lines with Manningtree, Sproughton and Westerfield Junction as the outpost signal boxes to COLCHESTER.

Telephone communication will be provided between Ipswich Upper Goods Yard signal box and Colchester signal box.

Ipswich East Suffolk Junction and the North end of Ipswich Station will be remodelled and controlled from Colchester.

### Halifax Junction

The trailing crossover will be replaced immediately south of its present position by a new trailing crossover and a new facing crossover controlled from Colchester.

The trailing connection – Up Main to the Griffin Wharf Branch/C. & W. Sidings/Engineers' Depot, will be controlled from Colchester and the Griffin Wharf ground frame will be abolished.

### Between Ipswich Station (north end) and East Suffolk Junction

The Up Lowestoft Line between Ipswich Station and East Suffolk Junction will be taken out of use. The adjacent (Down) Lowestoft will be signalled in both directions.

The Up Main between East Suffolk Junction and Halifax Junction and the Down Main between Halifax Junction and the north end of Ipswich Station will also be signalled in both directions.

The entrance/exit to the Upper Yard at the North end of Ipswich Station will be remodelled and resignalled and will be controlled from Colchester signal box. Several existing hand-worked points within Upper Yard at the Ipswich Station end will be secured out of use to form the new layout and will be removed at a later date. The entrance/exit line from Upper Yard at the remodelled East Suffolk Junction will be worked between Colchester signal box and the Upper Goods Yard signal box by telephone. Track Circuit Block Regulations will apply between these signal boxes for movements to and from the Yard to the Up/Down Main and Lowestoft lines.

Notice boards worded "STOP TELEPHONE" or "STOP FOR ORDERS" will be sited at various locations at the exits from the Loading Dock and Reception sidings etc.

The "STOP TELEPHONE" board at the Northern entrance to Upper Goods Yard will have an adjacent telephone to Upper Goods Yard signal box.

Other notice board telephones will communicate with Colchester signal box.

### Renaming of Lines

Location	Former Name	New Name
Between East Suffolk Junction and Westerfield Station	Down and Up Branch	Down and Up Lowestoft

**Renaming of Lines – continued**

Location	Former Name	New Name
Ipswich Station	No.1 Up Siding	No.1 Field Siding
	No.3 Up Siding	No.2 Field Siding
	Down Goods	Reception Siding No.1 (Down)
	Down Siding No.1	Reception Siding No.2 (Up)
	Down Siding No.2	Reception Siding No.3
	Down Siding No.3	Through Siding No.1
	Up Goods	Through Siding No.2
	Up Reception	Through Siding No.3
North end of Ipswich Station	Shunt Neck	Shunt Neck No.2

Temporary buffer stops will be provided on the former Through Line at the North end of Ipswich Station No.4 Platform to form the new Shunt Neck No.1.

**Alterations to existing signalling****South of Ipswich**

Down Main automatic signal D64 will be converted to a 4-aspect signal and replated **CO279**.

Up Main (Distant) signal M280 will be converted to 4-aspect automatic signal and replated **CO280**.

Up Main Signal IS10 will be converted to a 4-aspect automatic signal and replated **CO286**.

Signal-post telephones to Colchester signalbox will be provided on all the above signals.

**Signals Abolished****(Westerfield Junction)**

Semaphore Down 1st. Home

Semaphore Up 2nd. Home

(colour light signals)

W1 (2-aspect Down Distant)

W42 3-aspect colour light Up Starting

W40 (3-aspect Up Intermediate Block Home/East Suffolk Junction Up Branch Distant)

**(Sproughton)**

Down Main Semaphore Distant

**General**

A description of signals and a diagram illustrating the above is included in this notice. During the period of this work points and signals may be disconnected and Drivers will be handsignalled as necessary. Details of Engineers Possessions will be shown in Weekly Operating Notice.

**Description of Signals**

Prefix of controlling signal box:— CO = Colchester SN = Sproughton W = Westerfield Junction.

Signal	Line	Aspect	Route Indication	Application to or Towards
		M = Main	Theatre type or	
		PL = Position	Stencil	
		Light	J1 = Junction	
			Route Indicator	
			Position Number	
<b>Down Direction</b>				
CO279 (former D64)	Up Main	M		CO281
CO281	Down Main	M		CO283
CO283	Down Main	M		CO285
CO285	Down Main	M		CO295
		M	J14	CO297 (Up Main)
		PL		C&W/Engineers Depot/ Griffen Wharf Branch

Signal	Line	Aspect M = Main PL = Position Light	Route Indication Theatre type or Stencil JI = Junction Route Indicator Position Number	Application to or Towards
<b>Down Direction – continued</b>				
CO295*	Down Main	M	J11	Platform 4 (CO311)
		M		Platform 3 Down Main (CO313)
		PL	J11	Platform 4 line occupied
		PL	“3”	Platform “3” Down Main line occupied.

A Banner Repeating signal (CO295R) will be provided 196 yards before reaching CO295.

\*No route indication will be displayed on position light signal 791 when cleared in conjunction with CO295.

CO297**	Up Main (down direction)	M	J11	Platform 3 (CO313) Down Main
		M		Up Main (CO315)
		M	J14	Platform 2 (CO317)
		PL	J11	Platform 3 Down Main line occupied
		PL	J14	Platform 2 line occupied

\*\* No route indication will be displayed on position light signal 791 when cleared in conjunction with CO297.

CO311	Platform 4	M		CO331
		M	J14	Route not yet available
		PL	“N”	Shunt Neck No.1
CO313	Down Main Platform 3	M		Down Main (CO331)
		M	J14	Up Main (CO333)
		M	J15	Route not yet available
		M	J16	Route not yet available
		PL	J16	Route not yet available
		PL	“R” or “Y”	Route not yet available
CO315	Up Main (Down direction)	M	J11	Down Main (CO331)
		M		Up Main (CO333)
		M	J14	Route not yet available
		M	J15	Route not yet available
		PL	J15	Route not yet available
		PL	“R” or “Y”	Route not yet available
CO317	Platform 2	M	“D”	Down Main (CO331)
		M	“U”	Up Main (CO333)
		M	“L”	Down Lowestoft CO335
		PL	“R”	Reception Siding No. 1 or 2
		PL	“Y”	Reception Siding No. 3/Upper Yard
CO319	Platform 1	M	“L”	Down Lowestoft CO335
		PL	“R”	Reception Siding No. 1 or 2
		PL	“Y”	Reception Siding No. 3/ Upper Yard
CO331	Down Main	M		Down Main SN16 (existing Sproughton signal)

(CO331 will be mounted on a separate straight post until 11 April).

Signal	Line	Aspect M = Main PL= Position Light	Route Indication Theatre type or Stencil JI = Junction Route Indicator Position Number	Application to or Towards
<b>Down Direction – continued</b>				
Until 11 April, Up Main (Down Direction) signal CO333 will be mounted at ground level with RED aspect uppermost and will be maintained at RED until Tuesday 10 April. On Tuesday 10 April and until the Junction Route Indicators are provided on Wednesday 11 April, CO333 will apply with main aspect only as follows:-				
(CO333)		M		Down Lowestoft CO401
On and from 11 April CO333 will be mounted on an overhead gantry (together with CO331 and CO335) and will apply as follows:-				
CO333	Up Main(Down direction)	M	J11	Down Main SN16 (existing Sproughton signal)
		M	J14	Down Lowestoft CO401
CO335	Down Lowestoft	M	J11	Down Main SN16 (existing Sproughton signal)
		M		Down Lowestoft CO401
(CO335 will be mounted on a separate straight post until 11 April)				
CO341	Upper Goods Yard (North End exit)	M	J11	Down Main SN16 (existing Sproughton signal)
		M		Down Lowestoft CO401
		PL	“S”	Shunt Spur
CO401	Down Lowestoft	M		CO403
CO403	Down Lowestoft	M		W405
W405	Down Lowestoft	M		W2
W2	Down Lowestoft	M		Westerfield Junction (existing signalling)
<b>Up Direction</b>				
W43	Up Lowestoft	M		CO404
CO404	Up Lowestoft	M		CO348
CO348	Up Lowestoft	M		CO328
		M	J11	Route not yet available
		M	J14	Up Main (CO326)
		PL	“Y”	Upper Yard
CO346	Up Main	M	J11	Up Lowestoft (CO328)
		M		CO326
		M	J12	Route not yet available
		PL	“Y”	Upper Yard
CO328	Up Lowestoft	M	“1”	Platform 1
		M	“2”	Platform 2 (CO308)
		PL	“1”	Platform 1 Line occupied
		PL	“2”	Platform 2 Line occupied
CO326	Up Main	M	J11	Platform 2 (CO308)
		M		CO306
		M	“3”	Down Main Platform 3 (CO304)
		PL	J11	Platform 2 Line occupied
		PL	“3”	Down Main Platform 3 Line occupied

Signal	Line	Aspect M = Main PL= Position Light	Route Indication Theatre type or Stencil JI = Junction Route Indicator Position Number	Application to or Towards
<b>Up Direction – continued</b>				
CO308	Platform 2	M		CO294
CO306	Up Main	M		CO294
CO304	Down Main (Platform 3)	M M	“U” “D”	Up Main CO294 Down Main CO292
CO302	Platform 4	M		Down Main CO292
CO294	Up Main	M		CO286 (existing)
CO292	Down Main (Up direction)	M		CO286 (existing)
CO290	Griffin Wharf Branch/ C & W/ Engineers Depot	M PL PL	“S” “D”	Up Main CO286 (existing) Shunt Spur Down Main Line occupied
CO286 (former IS10)	Up Main	M		CO284
CO284	Up Main	M		CO282
CO282	Up Main	M		CO280 (existing)

**Position light signals (controlled from Colchester)**

Signal	Line	Stencil Route Indication	Application to or towards
787	Up Main (Halifax Junction)	“D” “U” “C”	Down Main Up Main C & W/Engineers Depot/ Griffin Wharf Branch
789	Shunt Spur (Halifax Junction)		C & W/Engineers Depot/ Griffin Wharf Branch
791	Down Main	“4” † “3” †	Platform 4 Platform 3 (Down Main)

† Route indications will not be displayed when 791 signal is cleared in conjunction with CO295

793	Up Main	“3” † “U” † “2” †	Platform 3 (Down Main) Up Main Platform 2
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† Route indications not displayed when 793 signal cleared in conjunction with CO297.

797)	Fuelling Point and Carriage Sidings	“2” “1” “D”	Shunt Neck No.2 Shunt Neck No.1 Down Main CO331
804	Shunt Neck No.2	“S” “C”	Fuelling Point/Carriage Sidings Carriage Sidings
806	Shunt Neck No.1	“4” “S” “C”	Platform 4 Fuelling Point/Carriage Sidings Carriage Sidings

## Position light signals (controlled from Colchester) – continued

Signal	Line	Stencil Route Indication	Application to or towards
807	No.1 Field Siding	"R" "Y"	Reception Siding No.1 or 2 Reception Siding No.3/Upper Yard
808	Reception Sidings/Upper Yard (South End Exit)	"S" "1" "2"	No.1 Field Siding Platform 1 Platform 2
812	Reception Siding No.1		808 Position light
814	Reception Siding No.2		808 Position light
815	No.2 Field Siding	"Y"	Reception Siding No.3/Upper Yard
816	Upper Yard/Reception Siding No.3	"S" "R"	No.2 Field Siding No.808 Position light
820	Down Main	"3" "4" "S" "C"	Platform 3 Platform 4 Fuelling point/Carriage Sidings Carriage Sidings
822	Down Main	"2" "U" "D"	Platform 2 Up Main Down Main
828	Shunt Spur (East Suffolk Junction)	"Y"	Ipswich Upper Goods Yard
832	Down Lowestoft (East Suffolk Junction)	"Y" "L" "U"	Ipswich Upper Goods Yard Up Lowestoft Up Main

"OFF" Indicators to indicate when the signal to which it applies has been cleared will be provided on Ipswich Station Platforms and plated as shown on the diagram.

**Catch Points**

The catch points in the Down Lowestoft at 71m. 31ch. will be secured out of use pending replacement by plain line.

**Automatic Warning System**

A.W.S. will be provided in conjunction with all new colour light running signals except as shown otherwise on the diagram.

