

For the information of Railway Staff only.



**British Rail**

SIGNALLING NOTICE

**No.130**

**EASTERN REGION**

**SUPPLEMENTARY  
NOTICE  
of  
SIGNALLING  
ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 9 DECEMBER 1984.**

**BETWEEN IPSWICH EAST  
SUFFOLK JUNCTION (exclusive)  
and  
STOWMARKET.**

# SIGNALLING RECORD SOCIETY

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RESIGNALLING OF LINES - BETWEEN IPSWICH EAST SUFFOLK JUNCTION (EXCLUSIVE) AND STOWMARKET.

On Sunday 9th December, the following signalboxes (together with all signals worked therefrom) will be abolished:-

Sproughton.  
Claydon (reduced in status to a Gate Box).  
Needham.

New colour light signalling will be commissioned and the Track Circuit Block Regulations will apply on all lines with Stowmarket as the outpost to COLCHESTER signalbox.

Claydon.

The area will be controlled from Colchester.

The Down Goods Siding will be converted to the Claydon Down Goods Loop.

The 3-lever ground frame controlling the connection - Down Goods Loop/Down Main, also, Barham Private Sidings ground switch panel will be abolished. The associated connections at these locations will be controlled from Colchester Signalbox.

A new 2-lever "Claydon Down Sidings" ground frame (with release from and telephone to Colchester) will be provided to control the points - Down Goods Loop to Down Siding Sulphacrete.

Needham

The trailing crossover will be abolished.

Level Crossings.

Baylham Level Crossing Automatic Half-Barriers at 75m. 17chs.

The barriers will work automatically when approached in the wrong direction, and in association therewith, combined St. Andrews Cross/50 m.p.h. speed restriction signs have been erected 910 yards from the crossing applicable to movements towards the crossing on each rail approach in the wrong direction.

The telephones associated with the crossing will now communicate with Colchester.

Coddenham Road Level Crossing at 76m. 70chs.

Gypsy Lane Level Crossing at 77m. 64chs.

The telephones associated with these crossings will communicate with Stowmarket.

Level Crossing No.75 (Footpath) at 77m. 56chs.

A "WHISTLE" board will be provided 490 yds from the crossing on each rail approach.

The above should be read in conjunction with the diagrams and with the "Description of signals" contained herein.

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Description of Signals (Routing Signals Only)

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Destination</u>
		M = Main PL = Position Light		
		"CO" = Colchester.	"ST" = Stowmarket (diagram only).	
C0371	Down Main	M M PL	Junction Indicator Pos.1	Down Goods Loop C0377 Down Main C0375 Cement Sidings

A Banner Repeating Signal (371R) will be provided 211 yards before reaching C0371 signal.

C0377	Down Goods Loop	M PL		Down Main C0379 Barham Private Sidings
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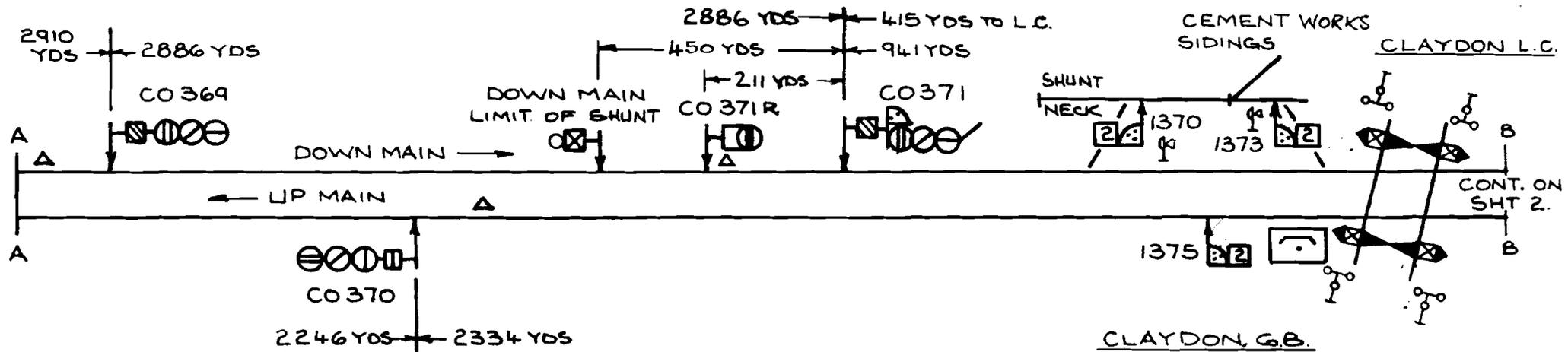
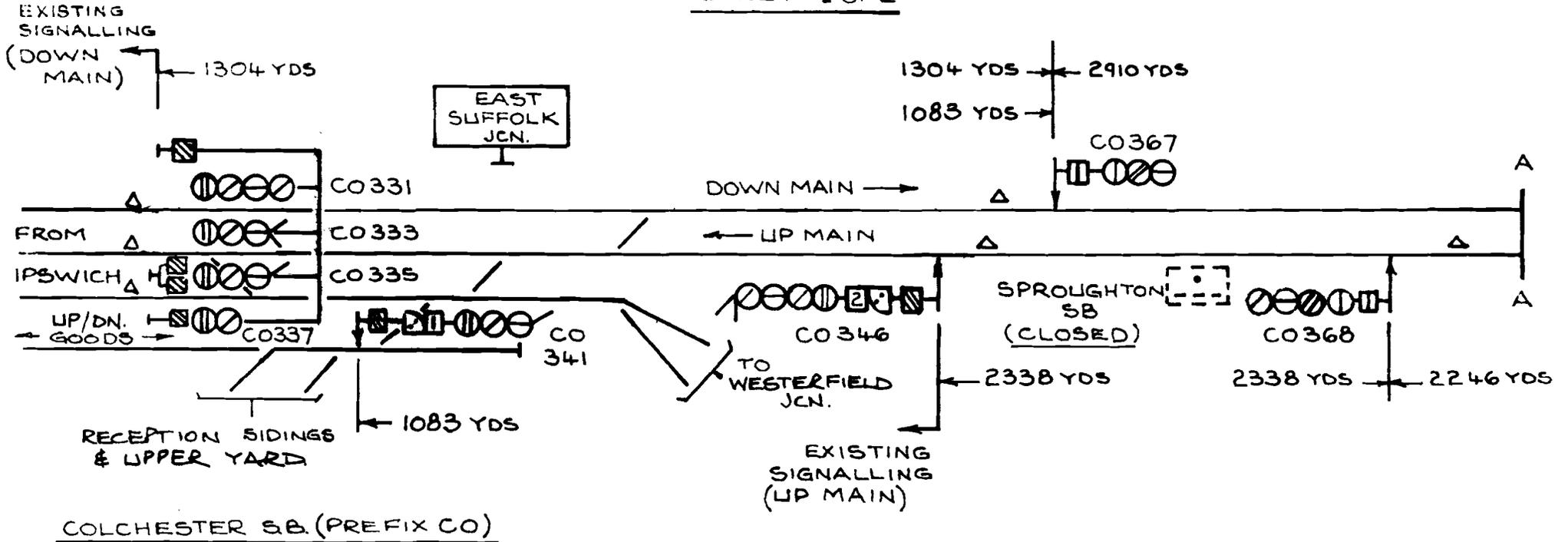
Position Light Signals (Controlled from Colchester).

<u>Signal</u>	<u>Line</u>	<u>Route Indication</u>	<u>Destination</u>
1370	Down Cement Siding	"X" "H"	Down Main "LIMIT OF SHUNT" Shunt Neck
1372	Down Goods Loop	"M" "X" "C" "S"	Up Main C0370 Down Main "LIMIT OF SHUNT" Cement Siding Down Spur
1373	Down Cement Siding	"G" "M"	Down Goods Loop C0377 Down Main C0375
1374	Down Main	"M" "X" "C"	Up Main C0370 Down Main "LIMIT OF SHUNT" Cement Siding
1375	Up Main	"G" "M"	Down Goods Loop C0377 Down Main C0375
1377	Down Spur		Down Goods Loop C0377
1378	Down Main	"X" "G"	Down Main signal 1374 Down Goods Loop signal 1372 or Down Sidings via Ground frame connection
1379	Up Main		Barham Private Sidings
1380	Barham Private Sidings	"H" "M" "X"	Headshunt Up Main C0374 Down Main 1378 signal

Automatic Warning System.

A.W.S. track inductors will be provided in conjunction with all main line running signals.

SHEET 1 OF 2



RESIGNALLING OF LINES BETWEEN IPSWICH EAST SUFFOLK JCN (EXCL) AND STOWMARKET (EXCL): SUNDAY 9<sup>TH</sup> DEC. 84.

