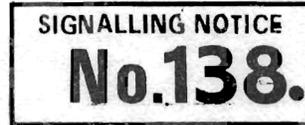


C. J. Woolsterholmes,

For the information of Railway Staff only.



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

Sunday 11 August 1985.

**Between Haughley Junction
(exclusive) and
Bury St. Edmunds.**

York
August 1985

M042. 6504

R.M. Williams
Regional Operations
Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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SUNDAY 11 AUGUST - BETWEEN HAUGHLEY JUNCTION (EXCLUSIVE) AND BURY ST. EDMUNDS.

Elmswell Signalbox, together with all signals worked therefrom will be abolished.

Bury St. Edmunds Yard signal box will be renamed Bury St. Edmunds.

Between Haughley Junction (Exclusive) and Bury St. Edmunds (Exclusive)

New colourlight signals with CO (Colchester) prefixes will be provided. All signalpost telephones on new signals will communicate with Colchester Signalbox.

The Track Circuit Block Regulations will apply on the Down and Up Bury lines, with Bury St. Edmunds as the new outpost to Colchester.

Signalling alterationsBury St Edmunds

The following alterations to Bury St. Edmunds controlled signals will be carried out.

Down Main 2-aspect signal BY17 (former Down Main Starting signal) will be renewed and repositioned further from the signalbox as shown on the diagram.

Up Direction

The Up Distant signal (BY51) will be replaced by a new Distant signal plated BY50R situated further from the signal box as shown on the diagram.

BY50 - 3-aspect signal (former Up 1st Home) will be renewed further from the signalbox as shown on the diagram.

Warning IndicatorsDown Bury

A Warning Indicator will be provided at 39¹/₂m.p. giving warning of the reduction in the permanent speed restriction to 30mph at 40m. 42chs.

Up Bury

A Warning Indicator will be provided at 29m. 46chs., giving warning of the reduction in the permanent speed restriction to 30mph at 28m. 52chs.

Automatic Warning System

A.W.S. track inductors will be provided in conjunction with all new colourlight signals up to and including Bury St. Edmunds Signal BY17 (Down Bury) and BY49 (Up Bury) and in conjunction (permanent magnets only) with each of the above mentioned Warning Indicators..

Elmswell Ground Switch Panel

The existing trailing crossover at Elmswell will be controlled from the new "Elmswell Ground Switch Panel" released from Colchester Signalbox. Telephone communication will be provided between the Ground switch panel and Colchester Signal Box.

Bury St. Edmunds A.B.M. Sidings Ground Frame

The connection - Up Main to A.B.M. Private Siding (between 28 $\frac{1}{2}$ and 29m.p.) will be secured out of use pending removal and the ground frame abolished.

Level Crossings

Thurston Station Platforms miniature warning lights (foot) crossing at 32 miles 55 chains

The crossing (for access to the Station Platforms) will be equipped with miniature warning lights for the benefit of passengers using the crossing.

Elmswell Level Crossing at 37 miles 15 chains

The level crossing gates will be abolished and replaced by lifting barriers controlled and supervised from Stowmarket Gate Box in conjunction with Colchester and with the aid of closed circuit television..

The signals on the immediate approach to Elmswell Level Crossing - CO691 (Down Bury) and CO692 (Up Bury), will be jointly controlled by Colchester Signal Box and Stowmarket Gate Box.

Diagrams illustrating the above are included herein.

Up Direction

The Up Distant signal (BY21) will be replaced by a new Distant signal placed BY20 situated further from the signal box as shown on the diagram.
BY20 - 3-aspect signal (former Up Jct Home) will be renewed further from the signalbox as shown on the diagram.

Warning Indicators

Down Bury

A Warning Indicator will be provided at 29 $\frac{1}{2}$ m.p. giving warning of the reduction in the permanent speed restriction to 30mph at 40m. 25chs.

Up Bury

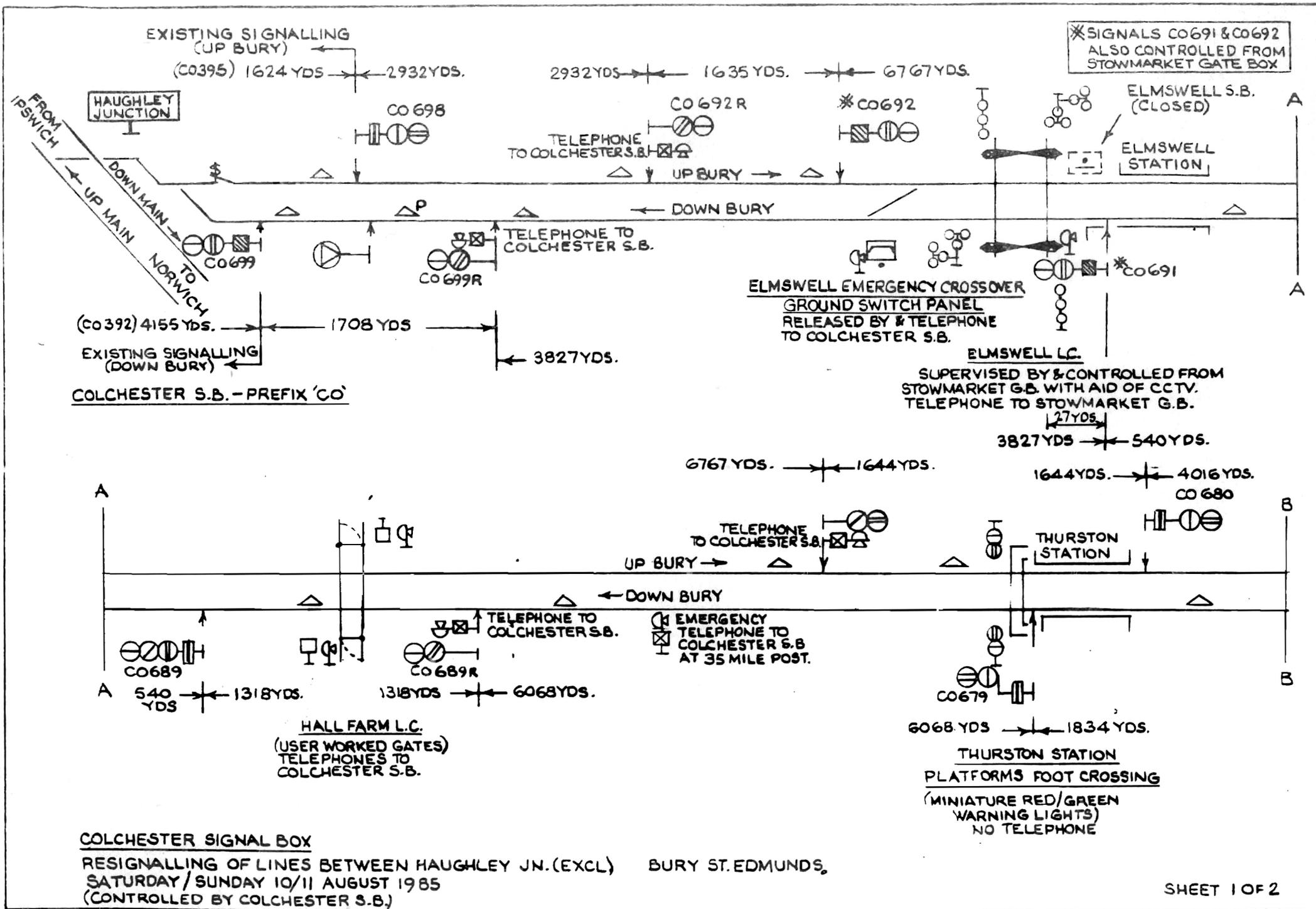
A Warning Indicator will be provided at 29m. 40chs., giving warning of the reduction in the permanent speed restriction to 30mph at 28m. 25chs.

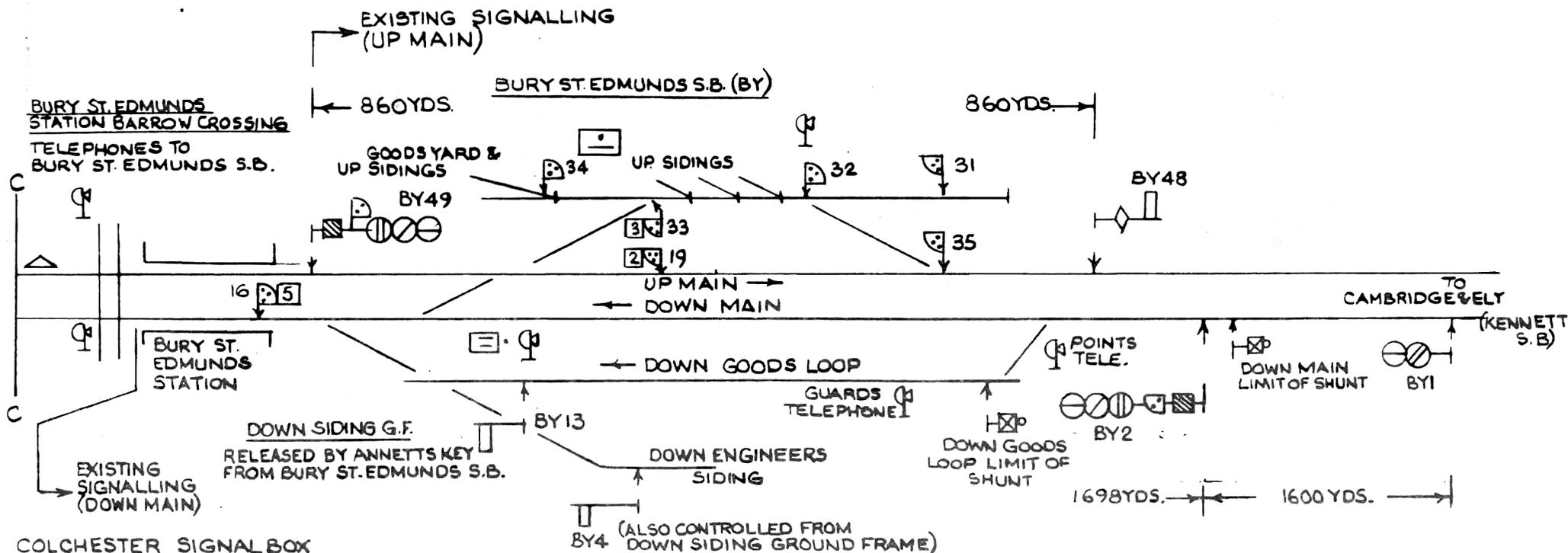
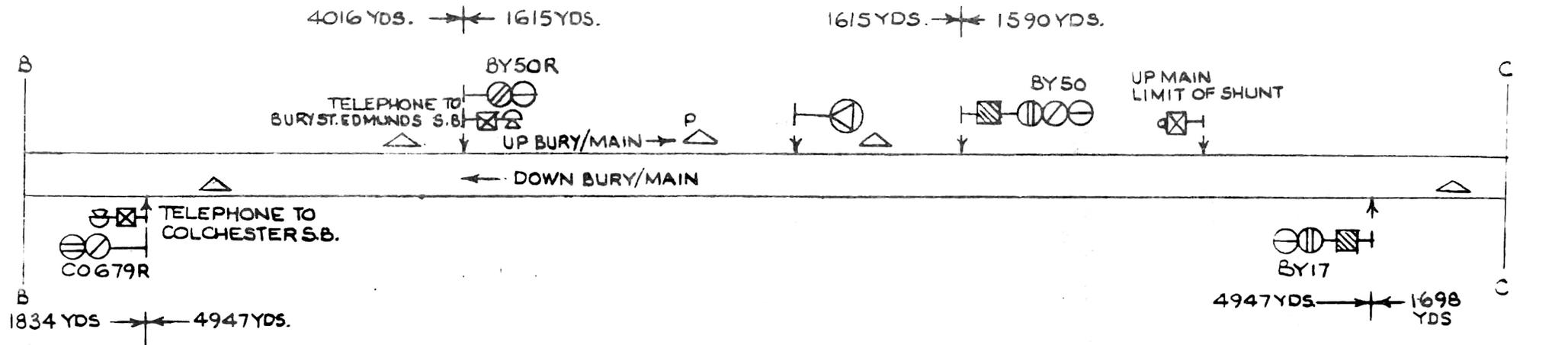
Automatic Warning System

A.M.S. track indicators will be provided in conjunction with all new colourlight signals up to and including Bury St. Edmunds Signal (BY1) (Down Bury) and BY29 (Up Bury) and in conjunction (permanent magnets only) with each of the above mentioned Warning Indicators..

Elmswell Ground Switch Panel

The existing trailing crossover at Elmswell will be controlled from the new "Elmswell Ground Switch Panel" released from Colchester Signalbox. Telephone communication will be provided between the Ground switch panel and Colchester Signal Box.





COLCHESTER SIGNAL BOX

RESIGNALLING OF LINES BETWEEN HAUGHLEY JN. (EXCL.) TO BURY ST. EDMUNDS
 SATURDAY/ SUNDAY 10/11 AUGUST 1985
 (CONTROLLED BY COLCHESTER S.B.)

KEY TO SYMBOLS

FIXED SIGNALS - COLOUR LIGHT



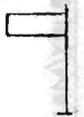
-  GREEN
-  YELLOW
-  RED

ROUTE INDICATORS

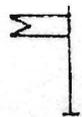


Shunting signal

FIXED SIGNALS - SEMAPHORE



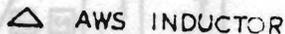
STOP



DISTANT



SIGNAL BOX



AWS INDUCTOR

SIGNAL POST AND TELEPHONE SIGNS



AUTOMATIC SIGNAL



AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

(Numbers shown against semaphore signals are shown for reference purposes only)



DIAMOND SIGN



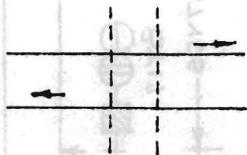
CONTROLLED SIGNAL WITH TELEPHONE



LINESIDE TELEPHONE

NORMAL LIE OF POINTS

LEVEL CROSSINGS



Permanent Speed Restriction Warning Indicator.

