

For the information of Railway Staff only.



EASTERN REGION

J. MIDCALF

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

Sunday 24 November 1985.

**East Suffolk Line and the
Sizewell Branch —**

**Introduction of Radio
Electronic Token Block
Signalling.**

SIGNALLING RECORD SOCIETY

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DIGITAL ARCHIVE

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SUNDAY 24TH NOVEMBER - BETWEEN WESTERFIELD JUNCTION AND OULTON BROAD NORTH,
(OULTON BROAD SOUTH STATION) ALSO BETWEEN SAXMUNDHAM AND SIZEWELL -
INTRODUCTION OF RADIO ELECTRONIC TOKEN BLOCK SIGNALLING

Melton, Halesworth and Beccles signal boxes will be abolished together with all signals worked therefrom.

The existing signalling between Westerfield Junction and Oulton Broad North (both exclusive) will be abolished, and the Radio Electronic Token Block Regulations (R.E.T.B. signalling) controlled from Saxmundham signal box will apply. The R.E.T.B. sections will be :-

Westerfield Junction - Woodbridge (double line section)
Woodbridge - Saxmundham
Saxmundham - Halesworth (double line section)
Halesworth - Oulton Broad South
Saxmundham - Siding
Saxmundham - Branch (Saxmundham Junction)
Branch (Saxmundham Junction) - Sizewell

Each location will become a Token Exchange Point

R.E.T.B. signalling will apply in both directions on both lines of the double line sections and whilst the normal method of working will be for Down trains to travel on the Down line and Up trains on the Up line a movement may travel in the opposite direction on either line at any time.

Between Westerfield Junction and Melton

The double line between Woodbridge and Melton will be singled from 79m 28chs to Melton, retaining the Down line as the Single line. A new connection from the Single line to the Up line at Woodbridge will be provided and this will be of the "Hydro-Pneumatic" type.

All points at Melton will be secured out of use for through running on the former Down line and passenger trains will use the platform on the Down side .

At Westerfield Junction

The Down Main Starting signal will be abolished.

The Up Main First Home signal will be provided with a telephone.

The "diamond" sign will be removed from the Up Main 2nd Home signal.

The Up Main distant signal will be abolished and replaced by a Distant board 1097 yds before reaching the Up Main First Home signal. The provisions of Rule C 5.9. will not apply at Westerfield Junction Up 1st and 2nd Home signals (See Section D of the Weekly Operating Notice). A Distant board applicable to Up trains on the Down line will be provided in the cess opposite the Up line board.

A notice board worded "STOP, PHONE SIGNALMAN FOR PERMISSION TO PROCEED" applicable to Up trains on the Down line will be provided in the cess opposite the Up Main 1st Home signal.

At Westerfield Junction (Cont'd)

A notice board worded "EAST SUFFOLK TRAINS STOP, GIVE UP TOKEN" will be provided at the Ipswich end of the Up platform and a board worded "EAST SUFFOLK TRAINS STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" at the Lowestoft end of the Up Platform. In the event of a movement being required to run on the Up line to Woodbridge, such movement will be hand-signalled over the facing points.

A notice board worded "STOP, GIVE UP TOKEN", will be provided at the Ipswich end of the Down Platform and a Board worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" at the Lowestoft end of the Down platform. Up movements arriving at Westerfield on the Down line will normally terminate at Westerfield.

Station limits boards (white with diagonal blue stripes) will be provided for both lines 150 yds Lowestoft side of the "Obtain Token" notice boards.

Woodbridge

Notice Boards worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided at the Ipswich end of both platforms and towards the Lowestoft end of both platforms.

Distant Boards for Down movements will be provided for both lines, 512 yds before reaching the Down direction "STOP" boards.

Station limits boards for Up movements will be provided for both lines 150 yds Ipswich side of the Up direction "STOP" boards.

A station limits board for Down movements will be provided 560 yds Lowestoft side of Sun Wharf level crossing.

Ferry Level Crossing at 79m 2chs and Haywards Level Crossing at 79m 7chs (at Woodbridge Station)

The level crossings will be converted to Automatic Open (A.O.C.L.) type crossings with steady amber/flashing red, road traffic lights.

Each crossing will be provided with headlamp-type crossing illumination.

Drivers white light signals will be provided on the Down rail approach to Ferry level crossing and on the Up rail approach to Haywards level crossing and these will be applicable to both level crossings. These white light signals will indicate that the road traffic lights are working at both crossings and will apply to movements approaching the crossing in both right and wrong directions.

A combined St. Andrews Cross/speed restriction sign in the form $\frac{\times}{15}$ will be provided at the following distances from the level crossings :-

Down rail approach (normal direction of travel) :-

94 yards before reaching Ferry level crossing. This sign will be also applicable to Haywards level crossing.

Up rail approach (normal direction of travel) :-

130 yards before reaching each crossing.

Working in the wrong direction

102 yards before reaching Ferry level crossing when approaching in the wrong (Down) direction on the Up Main. This sign will also be applicable to Haywards level crossing.

130 yards before reaching each level crossing when approaching in the wrong (Up) direction on the Down main.

A St. Georges Cross advance warning sign (applicable to both crossings) will be provided on the Saxmundham side of the crossing 155 yards before reaching the St. Andrews Cross/speed restriction signs applicable to Haywards level crossing.

Lime Kiln Level Crossing 79m. 29chs. and Sun Wharf Level Crossing 79m. 31chs.

The level crossings will be converted to automatic open (AOCL) type crossings with steady amber/flashing red, road traffic lights.

Each crossing will be provided with headlamp-type crossing illumination.

A drivers white light signal will be provided on the Down approach to Lime Kiln level crossing and on the Up approach to Sun Wharf level crossing (applicable to both crossings). These will indicate that the road traffic light signals are working at both crossings.

A combined St. Andrews Cross/speed restriction sign in the form $\frac{X}{15}$ and applicable to both crossing will be provided on the Down rail approach on both Up and Down main lines, 180 yards before reaching Lime Kiln level crossing and on the Up rail approach, 181 yards before reaching Sun Wharf level crossing.

The St. George's Cross warning signs will be provided on each line on the Westerfield Junction side of the crossings, 155 yards before reaching the St. Andrews Cross/speed restriction signs applicable to Lime Kiln level crossing. A St. George's Cross will also be provided on the Up single line 480 yards before reaching the combined St. Andrew's Cross/speed restriction sign applicable to Sun Wharf level crossing. (This is carried on the post of the reflectorised Distant board applicable to the "Points indicator" light associated with the Hydro-pneumatic facing points.

New Single/Double line points

When the Single/Double line points are approached in the facing direction, a "Points Indicator" light is provided and when the points are in the correct position for a facing movement to be made onto the Up line, a steady yellow light will be shown.

The light is positioned approximately 80 yds before reaching the points and is the lower light on the same post as the Drivers white light for Sun Wharf and Lime Kiln level crossings. The indicators work independently of one another and the appropriate instructions apply in each case. An Up Distant board will be provided 660 yds before reaching the "Points Indicator".

When the points indicator is not illuminated, or when Up trains have to proceed to the Down line, the points will be operated by the Driver or by a nominated member of the Operating staff as directed by the Signaller.

Saxmundham

The existing semaphore signals will be abolished also, the "LIMIT OF SHUNT" indicator on the Up Main and the "STOP" board at the Sizewell Branch ground frame.

The telephone at Down colour light signal SM4 will be removed.

A Down direction Distant board will be provided, 684 yds before reaching the Down colour light signal SM4.

A "Station Limits" board for Up movements will be provided 300 yds on the Ipswich side of signal SM4.

A notice board for Up movements worded "STOP, OBTAIN TOKEN" will be provided at the Up direction colour light signals SM1 and SM2. Distant boards will be provided for both lines, 821 yds before reaching signals SM1 and SM2.

Notice boards for Down movements worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided at the Lowestoft end of the Down platform and for the Up line 170 yds Lowestoft side of signal SM2.

Station limits boards for Down movements will be provided for Down and Up lines, 320 yds Lowestoft side of signals SM1 and SM2.

A miniature Distant board and a Station limits board will be provided for Up Branch line trains 170 yds Saxmundham side of the Branch ground frame points.

Saxmundham Siding

A notice board worded "STOP, OBTAIN TOKEN" will be provided at the exit points. The ground frame must only be operated when the Driver is in possession of the Saxmundham to Siding or Siding to Saxmundham Token or the Saxmundham Shunting Token.

The ground frame will continue to be padlocked with the key held in the signalbox.

Darsham Level Crossing

When Down trains are travelling on the Up line, or Up trains on the Down line, the level crossing will be locally controlled.

Halesworth

The trailing crossover will be secured out of use pending removal. When the points indicator is not illuminated or when Up trains have to proceed to the Down line, the hydro-pneumatic single/double line points will be operated by the driver or by a nominated member of the Operating staff, as directed by the Signalman.

Notice boards for Down movements worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided towards the Lowestoft end of both platforms. Distant boards for Down movements will be provided for both lines, 762 yds before reaching the Stop boards and a Station limits board 320 yds after passing the Double/Single line points.

Notice boards for Up movements worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided at the Ipswich end of both platforms and Station limits boards will be provided for both lines 150 yds Ipswich side of the Stop boards. The existing Up Distant board will also apply to the Up Stop boards.

Oulton Broad South

The striped plate signal post sign on signal OB18, will be replaced by a St. Andrews Cross sign.

A notice board for Down movements worded "STOP, GIVE UP TOKEN" will be provided at the Lowestoft end of the Platform.

A notice board for Up movements worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided at the Ipswich end of the platform. A Distant board will be provided 594 yds before reaching the Stop board and a Station Limits board 270 yds Ipswich side of Oulton Broad North Down signal OB18.

Sizewell Branch

The "One Train Working", will be replaced by R.E.T.B.

Access to the branch will continue to be via the existing ground frame connection which must only be operated when the Driver is in possession of the Saxmundham, to Branch or Branch to Saxmundham Token.

Notice boards worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED" will be provided for Up movements at the branch exit trap points and for Down movements, 170 yds Sizewell side of the trap points. A Station limits board for Down movements is provided 150 yds Sizewell side of the Down Stop board.

A Distant board will be provided for Up movements 476 yds before reaching the Up direction "Stop" board.

At Sizewell

A notice board for Down movements worded "STOP, PROCEED IF LINE CLEAR, OPEN CROSSING GATES BEFORE PROCEEDING" will be provided 25 yds before reaching Sizewell level crossing and just beyond the level crossing a board worded "GIVE UP TOKEN". A distant board will be provided 404 yds before reaching the Stop board.

A notice board for Up movements and shunting worded "STOP, OBTAIN TOKEN AND PERMISSION TO PROCEED, OPEN CROSSING GATES BEFORE PROCEEDING" will be provided immediately before reaching Sizewell level crossing.

Automatic Warning System

A.W.S. track inductors will be provided generally 200 yds before reaching colour light signals, Distant Boards and St. Georges Cross boards exceptions being :-

- (a) Sizewell Branch
- (b) Saxmundham No. 1 and 2 signals
- (c) Where A.O.C.L.'s are close together, A.W.S. is only provided at the first St. Georges Cross board.

Cancelling indicators will be provided where appropriate.

Radio Channel Change Boards

Radio Channel Change Boards (black oval displaying a white reflective diamond on which there is the channel number) will be provided at :-

- Westerfield Junction
- Wickham Market
- Brampton
- Beccles
- Oulton Broad South

Telephones

In the event of a failure of radio communication, telephones communicating with Saxmundham signal box are provided as follows:-

- Westerfield Junction signal box
- Woodbridge Down Platform †
- Halesworth Down Platform †
- Oulton Broad South Platform †
- Sizewell staff room

† These telephones are installed in a locked cabinet which also contains a supply of Drivers special authority cards.

Drivers Special Authority cards will also be provided at Westerfield Junction signal box and in a locked box in Sizewell Staff room.

Permanent Speed Restrictions

For details of revised PERMANENT SPEED RESTRICTIONS see Section D of the Weekly Operating Notice.

Electronic Tokens

A list of the Electronic Tokens which may be transmitted is included in this notice.

Layout sketches

A sketch showing the track layout and location of notice boards etc. for each Token Exchange point is included in this notice.

LIST OF TOKENS AVAILABLE

| <u>UPPER DISPLAY</u> | <u>LOWER DISPLAY</u> | <u>TYPE</u> |
|----------------------|----------------------|---|
| OULTON BROAD STH | HALESWORTH | FULL |
| OULTON BROAD STH | HALESWORTH DN (P) | FULL (TO HALESWORTH DOWN PLATFORM) |
| OULT BD HALESWTH | ENGRS POSSESSION | ENGINEERING |
| HALESWORTH | OULTON BROAD STH | FULL |
| HALESWORTH | SAXMUNDHAM | FULL |
| HALESWORTH | SAXMUNDHAM DN (D) | FULL (OTHER THAN NORMAL DIRECTION) |
| HALESWTH SAXMUND | UP-DN ENGRS POSN | ENGINEERING |
| HALESWTH OULT BD | ENGRS POSSESSION | ENGINEERING |
| HALESWTH SAXMUND | UP ENGRS POSSN | ENGINEERING |
| HALESWTH SAXMUND | DN ENGRS POSSN | ENGINEERING |
| HALESWORTH | SHUNTING | SHUNT |
| SAXMUNDHAM | HALESWORTH | FULL |
| SAXMUNDHAM | BRANCH | FULL |
| SAXMUNDHAM | WOODBIDGE | FULL |
| SAXMUNDHAM | SIDING | FULL |
| SAXMUNDHAM | HALESWORTH UP (D) | FULL (OTHER THAN NORMAL DIRECTION) |
| SAXMUNDHAM | WOODBIDGE DN (P) | FULL (TO WOODBRIDGE DOWN PLATFORM DIRECTION) |
| SAXMUND HALESWTH | UP-DN ENGRS POSN | ENGINEERING |
| SAXMUND HALESWTH | UP ENGRS POSSN | ENGINEERING |
| SAXMUND HALESWTH | DN ENGRS POSSN | ENGINEERING |
| SAXMUND WOODBDGE | ENGRS POSSESSION | ENGINEERING |
| SAXMUNDHAM | SHUNTING | SHUNT |
| SIDING | SAXMUNDHAM | FULL |
| BRANCH | SIZEWELL | FULL |
| BRANCH | SAXMUNDHAM | FULL |
| BRANCH SIZEWELL | ENGRS POSSESSION | ENGINEERING |
| BRANCH | SHUNTING | SHUNT |

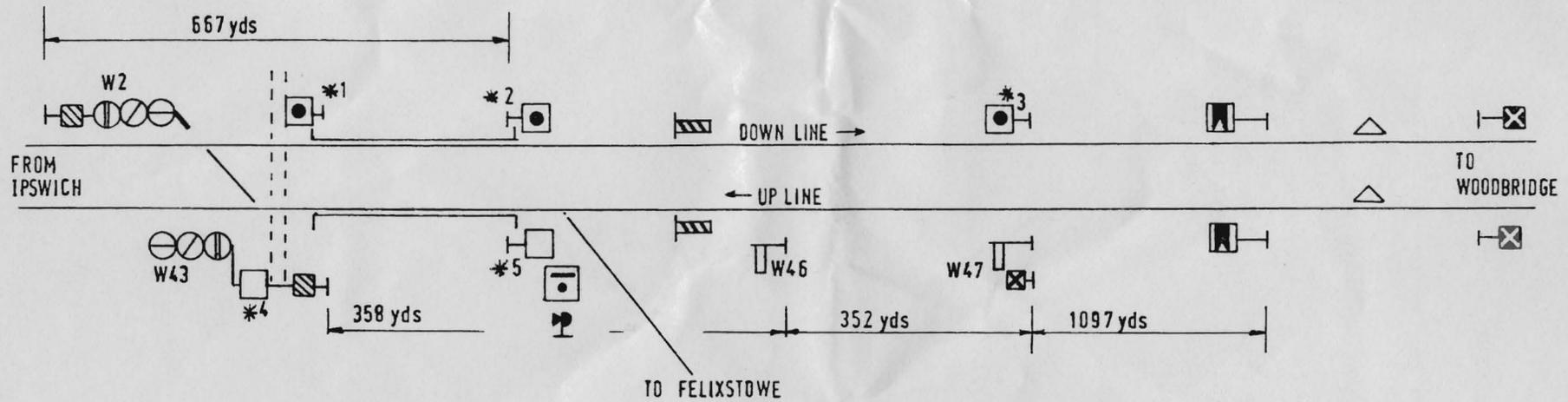
LIST OF TOKENS AVAILABLE continued

| | | |
|-------------------|------------------|---------------------------------------|
| SIZEWELL | BRANCH | FULL |
| SIZEWELL BRANCH | ENGRS POSSESSION | ENGINEERING |
| SIZEWELL | SHUNTING | SHUNT |
| <hr/> | | |
| WOODBIDGE | SAXMUNDHAM | FULL |
| WOODBIDGE | SAXMUNDHAM UP | FULL |
| WOODBIDGE | WESTERFIELD | FULL |
| WOODBIDGE | WESTERFIELD DN | FULL (OTHER THAN NORMAL DIRECTION) |
| WOODBIDGE WESTFLD | UP-DN ENGRS POSN | ENGINEERING |
| WOODBIDGE SAXMUND | ENGRS POSSESSION | ENGINEERING |
| WOODBIDGE WESTFLD | UP ENGRS POSSN | ENGINEERING |
| WOODBIDGE WESTFLD | DN ENGRS POSSN | ENGINEERING |
| WOODBIDGE | SHUNTING (L-C) | SHUNT |
| <hr/> | | |
| WESTERFIELD | WOODBIDGE | FULL |
| WESTERFIELD | WOODBIDGE UP | FULL (OTHER THAN NORMAL DIRECTION) |
| WESTFLD WOODBDGE | UP-DN ENGRS POSN | ENGINEERING |
| WESTFLD WOODBDGE | UP ENGRS POSSN | ENGINEERING |
| WESTFLD WOODBDGE | DN ENGRS POSSN | ENGINEERING |
| <hr/> | | |
| TESTING | EQUIPMENT | TEST |

Note :

- (P) - Hydro-Pneumatic points to be operated
- (D) - Stop and await handsignal before passing over Darsham level crossing
- (LC) - Shunting movement to run to Station Limits board in order to clear level crossing controls

WESTERFIELD



EXPLANATION OF SYMBOLS

-  A.W.S. INDUCTOR
-  A.W.S. CANCELLING INDICATOR
-  DISTANT BOARD
-  STATION LIMITS BOARD
-  TELEPHONE IN SIGNAL BOX TO SAXMUNDHAM S.B.
-  TELEPHONE FOR USE AT W47 SIGNAL or NOTICE BOARD 3



NOTICE BOARD :-

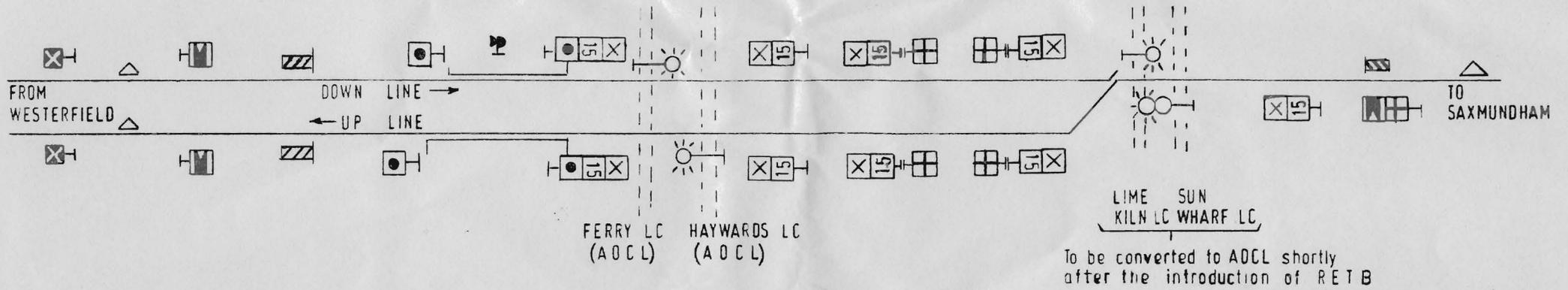
- * 1. ~ WORDED " Stop. Give up token "
- * 2. ~ WORDED " Stop. Obtain token and permission to proceed "
- * 3. ~ WORDED " Stop. Phone signalman for permission to proceed "



NOTICE BOARD :-

- * 4 ~ WORDED " East Suffolk trains stop give up token "
- * 5 WORDED " East Suffolk trains stop obtain token and permission to proceed "

WOODBIDGE



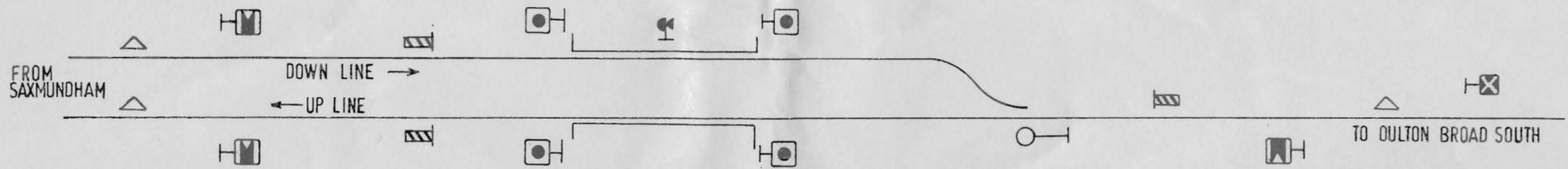
EXPLANATION OF SYMBOLS

-  AWS INDUCTOR
-  AWS CANCELLING INDICATOR
-  DISTANT BOARD
-  STATION LIMITS BOARD
-  TELEPHONE TO SAXMUNDHAM S.B.
-  DRIVERS WHITE LIGHT
-  DRIVERS WHITE LIGHT (TOP)
POINTS INDICATION LIGHT (BOTTOM)

 HYDRO PNEUMATIC POINTS

 NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

HALESWORTH



EXPLANATION OF SYMBOLS

△ A.W.S. INDUCTOR

⊠ AWS CANCELLING INDICATOR

▭ DISTANT BOARD

▨ STATION LIMITS BOARD

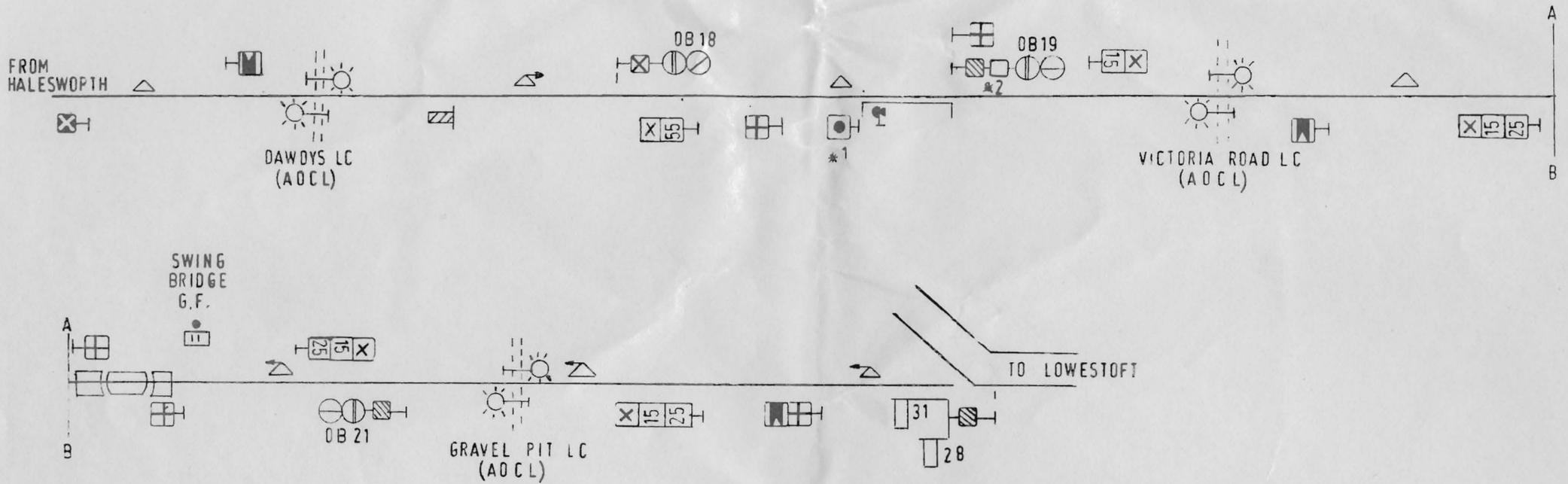
☎ TELEPHONE TO SAXMUNDHAM SIGNAL BOX

◻ NOTICE BOARD WORDED "STOP - OBTAIN TOKEN AND PERMISSION TO PROCEED"

○ POINTS INDICATION LIGHT

⋯ HYDRO PNEUMATIC POINTS

OULTON BROAD SOUTH



EXPLANATION OF SYMBOLS

- △ AWS INDUCTOR
- △ " " EFFECTIVE IN DIRECTION OF ARROW ONLY
- ⊗ AWS CANCELLING INDICATOR
- ⊞ DISTANT BOARD
- ▨ STATION LIMITS BOARD

- ⊞ OR ⊞ TELEPHONE TO OULTON BROAD NORTH S.B.
- ⊞ " " SAXMUNDHAM S.B.
- ⊞ *1 NOTICE BOARD WORDED "STOP OBTAIN TOKEN AND PERMISSION TO PROCEED"
- ⊞ *2 NOTICE BOARD WORDED "STOP GIVE UP TOKEN"