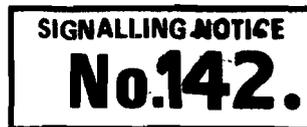


For the information of Railway Staff only.



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

Sunday 1 December 1985.

Harwich Branch.

YORK
DECEMBER 1985

M042-6503

R.M. WILLIAMS
REGIONAL OPERATIONS MANAGER

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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HARWICH BRANCH RESIGNALLING

Between Sunday 1 and Monday 2 December, the Harwich Branch will be resignalled and new colour light signalling will be commissioned. The following should be read in conjunction with the diagrams attached hereto.

Parkeston Goods Junction, Parkeston West and Harwich Town signal boxes, together with all signalling worked therefrom will be abolished.

A new signal box named "PARKESTON" will be brought into use housed in temporary accommodation adjacent to the former Parkeston West signal box. This signal box will control all points and signalling between Colchester automatic signals CO233/CO234 and Harwich Town station.

The Track Circuit Block Regulations will apply throughout. Parkeston signal box will be in direct communication with Colchester.

The Down and Up Main lines on the Branch will be renamed Down and Up Harwich respectively. The single line between Parkeston West and Harwich will be renamed Up/Down Harwich single line.

The Down Harwich line between Parkeston Quay Station Platform No. 1 (Down Side Platform) and the crossover adjacent to the former Goods Junction signal box will be signalled in both directions.

Existing colour light signalling will be replated as follows:-

- (PG) = former Parkeston Goods Junction signal
- (PW) = former Parkeston West signal
- (P) = Parkeston new signal box.

<u>Former No.</u>	<u>New No.</u>
PG71 Down Harwich automatic	P1
PG72 Up Harwich automatic	P2
PG73 Down Harwich semi-automatic	P3
PG74 Up Harwich semi-automatic	P4
PG75 Down Harwich automatic	P5
PG76 Up Harwich automatic	P6
PG77 Down Harwich automatic	P7
PG76R Up Harwich 2-aspect distant	P8 Converted to 3-aspect automatic signal.
PG29 Down Harwich Home	P9*
PG44 Up Harwich Home	P14
PW37 Down Harwich Home	P21*
PW17 Platform 1 (Up) Starting	P22*

* (See description of signals for altered route indications)

Area formerly Signalled by Parkeston Goods Junction. (West End of Parkeston Yard)

The "Dead-end" will be reinstated as the Shunt spur.

The line leading to the New Yard will be reinstated as the Shunt Neck.

The New Yard Sidings will be renamed Freight Sidings Nos.1-12.

No. 1 Yard Sidings will be renamed Carriage Sidings Nos.1-6.

No. 2 Yard will be renamed Parkeston Yard.

The Siding line on the route towards the former West Quay Terminal will be renamed Parkeston Quay West Siding.

Parkeston Quay Station

The trackwork at the Parkeston West Level Crossing end of the station will be remodelled.

Parkeston Quay West Level Crossing at 68 $\frac{1}{2}$ mp

New lifting barriers controlled from Parkeston Signal Box will be provided in place of the former Boom Gates.

Parkeston Cripple Sidings Ground Frame

The 4-lever ground frame will be replaced by a new 2-lever ground frame with release from and telephone communication with Parkeston signal box. This ground frame will work the points - Through Siding/Cripple Siding. The new position light signal (No. 248) associated with this movement will be worked from Parkeston Signal box.

Dovercourt Bay Ground Frame

Dovercourt Bay 6-lever ground frame (former signal box) will be abolished and its associated crossover secured out of use. A new crossover between the Single line and the Through Siding line located 300yds nearer to Parkeston Quay will be brought into use at Dovercourt.

Alexandra Road Level Crossing at 70m. 38chs.

New lifting barriers will be installed and the crossing will be supervised from Parkeston signal box with the aid of closed circuit television.

Maria Street Level Crossing - Harwich Town (70m. 50chs.)

A new 3-lever level crossing ground frame will be installed for the control of the locking of the pedestrian wicket and road gates. Telephone communication will be provided between the ground frame and Parkeston signal box. The ground frame will be released automatically from Parkeston New signal box whenever Alexandra Road Level Crossing is open for road traffic.

Description of new colour light signals (Routing Signals Only)

<u>Signal</u>	<u>Line</u>	<u>Aspect</u> M= Main PL= Position light	<u>Route</u> <u>indication</u>	<u>Application to or</u> <u>towards</u>
P9(PG29) P21	Down Harwich	M		Down Harwich P21 signal
		PL	P	Parkeston Quay West Siding.
		PL	Y	Parkeston Yard
		PL	C	Carriage Sidings 1-6
		PL	S	Freight Sidings 1-12
P10	Parkeston Yard Departure line	M		Up Harwich P8 signal
		PL		Head Shunt
P12	Down Harwich (Up direction)	M		Up Harwich P8 signal
P14	Up Harwich	M		Up Harwich P8 signal
P21	Down Harwich	M	1	Platform 1
		M	2	Platform 2
		M	3	Platform 3
		PL	1	Platform 1 line occupied
		PL	2	Platform 2 line occupied
		PL	3	Platform 3 line occupied
P22	Platform 1 Parkeston Quay Station (Up direction)	M		Down Harwich P12 signal
		PL	S	Freight Sidings 10,11 & 12
		PL	C	Carriage Sidings 1-6
P24	Up Harwich single (Parkeston Quay Platform 2)	M	U	Up Harwich P14 signal
		M	D	Down Harwich P12 signal
P26	Up Harwich single (Parkeston Quay Platform 2)	M	-	Up Harwich P24 signal
		PL	S	Freight Sidings 10,11 or 12
		PL	C	Carriage Sidings 1-6
P28	Parkeston Quay Station Platform 3	M	U	Up Harwich P14 signal
		M	D	Down Harwich P12 signal

A signal showing a fixed "RED" aspect only plated P37 will be provided at the Harwich end of Platform 1 with position light applying towards the Through Siding.

P39	Down Harwich Single (Parkeston Quay Platform 2)	M		Down Harwich P57 signal
		PL	S	Through Siding notice board.
P57	Down Harwich Single	M		Down Harwich Single P65 Signal.
		PL		Through Siding 261 signal
P65	Down Harwich Single	M		Harwich Town Station Passenger Platform
		PL	S	Train Ferry Terminal Sidings
		PL	P	Harwich Town Station Passenger Platform line occupied

The route indications associated with the main signal aspects above are of the fibre optic display type.

Double sided "OFF" Indicators will be provided in conjunction with Platform Starting signals Nos. P22, P24/P26, P28 (Parkeston Quay platforms Up Direction) P58 (Dovercourt platform Up direction). The Indicators will be plated P22R, P24/26R, P28R and P58R and these will be illuminated whenever the relevant signal is showing a proceed aspect.

Position Light Shunting Signals

<u>Signal</u>	<u>Line</u>	<u>Route indication</u>	<u>Application to or towards</u>
<u>Parkeston Goods Junction Area</u>			
211	Up Harwich	P Y C S D X T	Parkeston Quay West Sidings Parkeston Yard Carriage Sidings 1-6 Freight Sidings 1-12 Down Harwich Up Harwich Up Tip Siding

The route indications associated with 211 position light shunting signal are of the miniature theatre fibre optic display type.

Double sided "OFF" indicators 211R and 211RR will be provided 504 and 260yds respectively before reaching 211 signal. These will be illuminated when 211 signal with route indication has been cleared.

213	Headshunt		215 signal
212	Parkeston Quay West Siding		Departure line
214	Parkeston Yard	D S	Departure line Shunt spur
215	Departure line	P Y C S	Parkeston Quay West Siding Parkeston Yard Carriage Sidings 1-6 Freight Sidings 1-12 Departure line
216	Carriage Sidings West end		
217	Shunt spur		Parkeston Yard
218	Freight Sidings West End	N	Shunt Neck
		D	Departure line Freight Sidings 1-12
219	Shunt Neck		
223	Up Harwich	X T	Up Harwich Up Tip Sidings Up Tip Sidings
225	Headshunt/Carless Private Siding		
226	Up Tip Siding	H U	Headshunt/Carless Private Siding Up Harwich

Parkeston West Area

231/233/	Carriage Sidings	1	Platform 1
235/237/	East End	2	Platform 2
239/241			
243	Freight Sidings	1	Platform 1
	East End	2	Platform 2
245	Up Harwich	2	Platform 2
		3	Platform 3
246	Through Siding		Platform 1
248	Through Siding	U	Platform 2
		S	Through Siding

Dovercourt Bay/Harwich Town Area

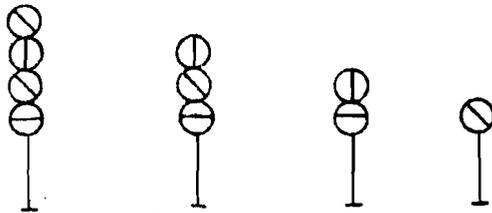
259	Through Siding		Along Through Siding
260	Through Siding	U	Up Harwich Single
		S	Through Siding
261	Through Siding	B	Bank Siding
		S	Through Siding
262	Bank Siding		Through Siding
264	Through Siding		Along Through Siding
267	Bank Siding		Train Ferry Terminal Sidings
269	Through Siding		Train Ferry Terminal Sidings
270	Bank Siding		Along Bank Siding
272	Through Siding	U	Up Harwich Single
		S	Through Siding

A double sided "OFF" indicator plated 261/267/269R will be provided in conjunction with position light shunting signals Nos. 261 and 267 or 269. The indication "OFF" will be illuminated when the associated signals to which it refers have been cleared.

Automatic Warning System

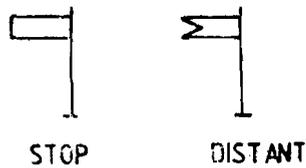
A.W.S. Track Inductors will be provided in conjunction with all running signals. Certain inductors will be suppressed as appropriate on sections of line signalled in both directions.

KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM
FIXED SIGNALS - COLOUR LIGHT

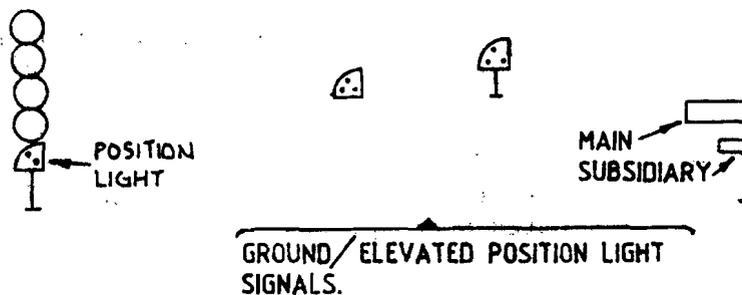


- ⊙ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊙ RED ASPECT
- ASPECT NOT IN USE
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED

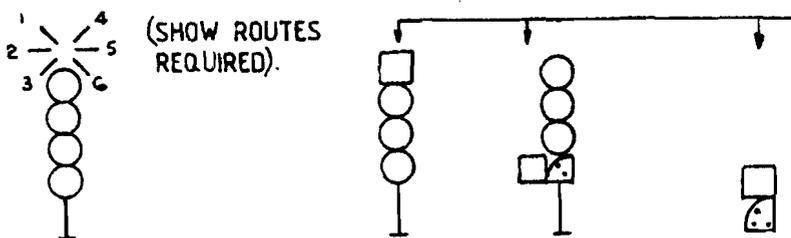
FIXED SIGNALS - SEMAPHORE



FIXED SIGNALS - POSITION LIGHT SHUNTING



ROUTE INDICATORS



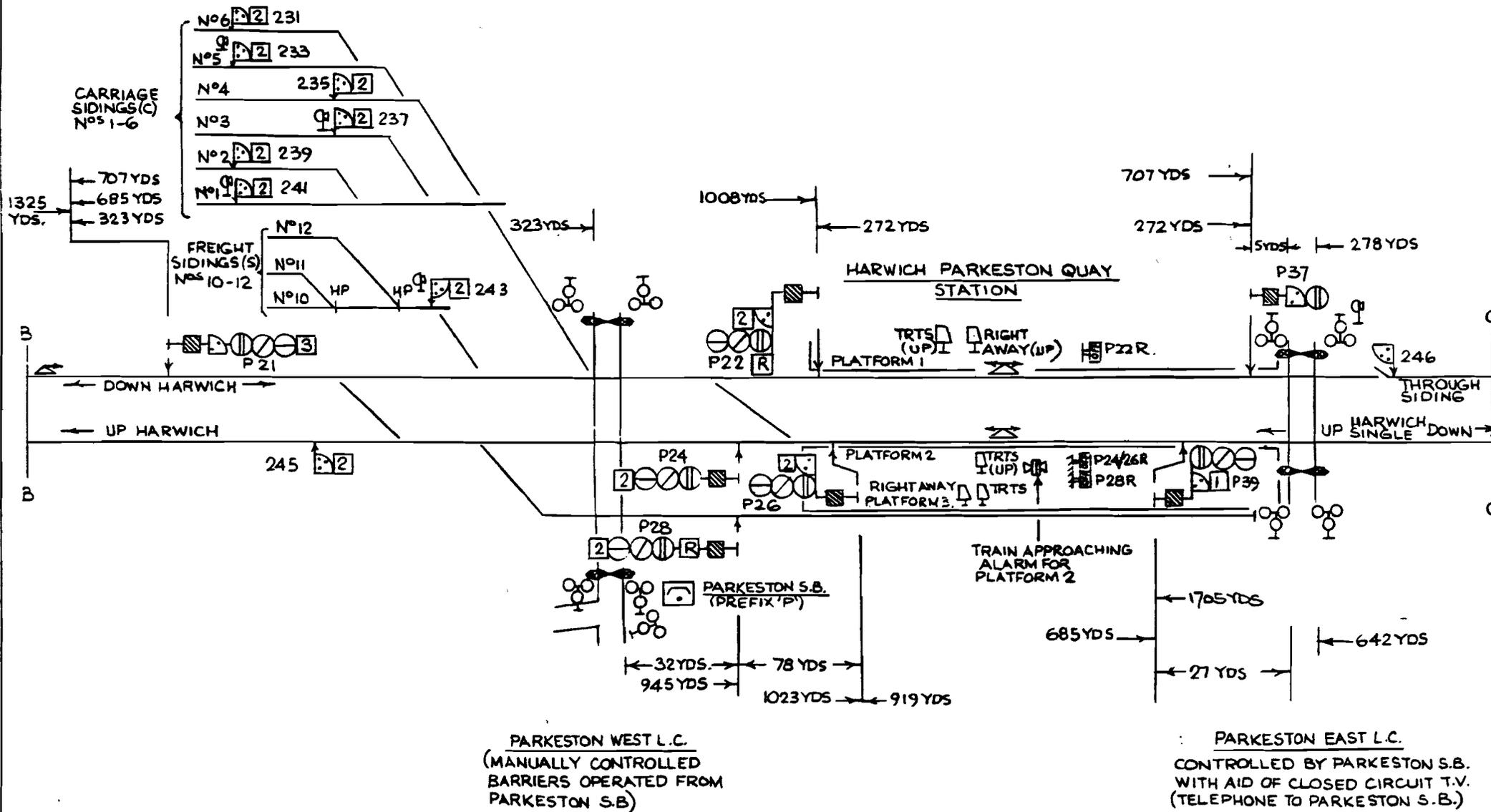
NUMERAL INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED. (EXPLANATION OF ROUTES TO BE GIVEN).

POSITION OF ROUTE INDICATOR RELATIVE TO POSITION LIGHT SIGNAL TO BE SHOWN.

- ⊖ = Denotes AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.3. & 3.3.4.
 - ⊖ = Denotes SEMI-AUTOMATIC SIGNAL - The Rule Book, Section C, Clauses 2.4. & 3.3.4.
 - 3 = ROUTE INDICATOR (Numeral indicates total number of routes).
 - △ = POSITION LIGHT SIGNAL - Associated with main aspect -
 - △ = POSITION LIGHT SIGNAL - Not associated with main aspect -
- (Ground shunting signals)
- } The Rule Book, Section C, Clauses 3.1.3. & 5.1
- ⊖ = LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.

RESIGNALLING OF LINES BETWEEN WRABNESS (EXCL.) & HARWICH (INCL.)

SUNDAY 01ST DECEMBER 1985 - MONDAY 02ND DECEMBER 1985 - (CONTROLLED BY PARKESTON S.B.)



PARKESTON

RESIGNALLING OF LINES BETWEEN WRABNESS (EXCL) & HARWICH (INCL)

SUNDAY 01ST DECEMBER 1985 - MONDAY 02ND DECEMBER 1985 (CONTROLLED BY PARKESTON S.B.)

