

For the information of Railway Staff only.

*H Q Traction Inspector  
Room 50  
Hamilton House  
LIVERPOOL STREET.*



**British Rail**

SIGNALLING NOTICE

**No 144**

**EASTERN REGION**

**SUPPLEMENTARY  
NOTICE  
of  
SIGNALLING  
ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 3 AUGUST 1986,  
in the NORWICH STATION AREA.**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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SUNDAY 3 AUGUST - NORWICH STATION AND THORPE JUNCTION (Between Trowse Swing Bridge and Norwich and between Thorpe Junction and Whitlingham Jn.)

This notice contains details of work carried out on Sunday 3 August and also, a comprehensive Description of Signals of the Norwich area resignalling, including new signal routes brought into use with the commissioning of the new crossovers on Sunday 3rd August (and the signal routes associated with the headshunt which will be reinstated on Sunday 17 August).

The Track Circuit Block Regulations apply throughout the area.

Diagrams sheets 1 and 2 illustrate the track and signalling after completion of the work on Sunday 3rd August.

The reduced size diagram on page 4 of the text, illustrates the realignment of the Down Main at Trowse Swing Bridge on Sunday 10 August. The relevant Section "C" Notice will appear in the Weekly Operating Notice.

Norwich Station

Platform 4 Departure signal NO580 will be mounted on an overhead gantry 8 yards nearer to the signalbox (the signal post telephone will be provided on a separate post).

Thorpe Junction

A new crossover will be brought into use at Thorpe Junction between Line C and Line W.

A new facing connection from line W adjacent to and on the Station Side of the above mentioned new crossover will provide direct access to Thorpe Goods Yard and the Carriage Sidings. (The new signal routes associated with this crossover/connection are included in the Description of Signals below).

The Thorpe Goods Yard and Carriage Sidings Headshunt will be temporarily taken out of use together with the associated signals/signal routes but will be reinstated on Sunday 17 August.

Thorpe Goods Yard exit signal NO570 and Carriage Sidings exit signal NO572 will now function as 3-aspect signals. The new route indications from these signals are shown in the Description of Signals below.

Trowse Swing Bridge

The route to Thorpe Goods Yard from Trowse Swing Bridge via the Goods Yard Siding will be abolished. The Goods Yard Siding will be taken out of use and the facing connection and associated signalling at Trowse Swing Bridge will be temporarily taken out of use.

The Through Siding Line from Crown Point Maintenance Depot via the former DCE Depot, connecting into the Up Main at Trowse Swing Bridge will be taken out of use. The trailing points in the Up Main and associated trap points, will be secured out of use pending future remodelling when this Through Siding Line will be reinstated. Until then, the Siding Line within Crown Point Depot will be a "dead end" Siding and temporary buffer-stops will be installed. Associated shunting signals operated from Trowse Swing Bridge signalbox will be abolished.

Description of Signals

Signalbox prefixes:-

NO = Norwich Station

WH = Whitlingham Junction

TSB = Trowse Swing Bridge

\* = Implies the route may be made via the use of alternative crossovers

<u>Signal Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application</u>
	M=Main		<u>To or Towards</u>
	PL=Position		
	Light		
NO499 Down Lowestoft (Down Lowestoft Banner Repeating signal NO499R provided for Signal NO499)	M		NO501
NO500 Up Lowestoft	M		NO531 (Up Lowestoft)
NO501 Down Lowestoft Automatic Signal	M		WH2 ( <i>Whitlingham Junction Down Main Home</i> )
WH2 Down Lowestoft/ Main (Whitlingham Jn Down Main Home)	M M	Junction Indicator Position 1	Whitlingham Jn Down Main Starting signal Whitlingham Jn Down Branch Starting signal
WH28 Up Main/Up Lowestoft	M		NO500 (Up Lowestoft)
NO531 Up Lowestoft	M (Yellow only) PL PL PL PL	1 to 6 1 to 6 W C E	According to Platform According to Platform Line Occupied Line W signal NO1783 Line C (Signal NO1785) via line B or line A Line E (Signal NO. 1787)
(Routes to platforms 1 and 2 from NO.531 signal are via Line B and alternative crossovers. Routes to platforms 3, 4, 5 or 6 are via Line B or Line A)			
NO533 Crown Point No2) Reception ) )	M (Yellow only)	1 to 6	According to Platform
NO535 Crown Point No1) Reception )	PL PL PL	1 to 6 W C	According to Platform Line Occupied Line W NO1783 signal Line C (Signal NO.1785)
(Routes to Platforms 1 or 2 from NO533/535 may be made via alternative crossovers/connections).			
NO565 Down Main	M (Yellow only) PL PL	1 to 6 1 to 6 W	According to Platform According to Platform Line Occupied Line W (Signal NO. 1783)
(Route to platform 1 may be via alternative crossover/connections).			

NO565R Banner Repeating Signal will be provided on Sunday 17 August.

The Diagram shows NO565 signal in its final form and position on the left-hand side of the line as it will be on Sunday 17 August. Until then however the signal will be on the right-hand side of the line.

<u>SIGNAL</u>	<u>LINE</u>	<u>ASPECT</u> M=Main PL=Position Light	<u>ROUTE</u> <u>INDICATION</u>	<u>APPLICATION</u> <u>TO or TOWARDS</u>
NO570	Thorpe Goods Yard	M	B	Down Lowestoft signal NO499
		M	C	Up Main TSB22 signal
		PL	1 or 2	Reception Lines 1 or 2
NO572	Carriage Sdgs	PL	H †	Headshunt
		PL		
NO574	Platform 1	M	A	Down Lowestoft NO499 via Line A
		M	B	Down Lowestoft NO499 via Line B *
		M	C	Up Main (TSB22) Signal *
		PL	1	Reception Line No 1 *
		PL	2	Reception Line No 2 *
		PL	H †	Headshunt
		M	A	Down Lowestoft Signal NO499 via Line A
NO576	Platform 2	M	B	Down Lowestoft NO499 via Line B *
		M	C	Up Main TSB22 signal *
		PL	1	Reception Line No 1 *
		PL	2	Reception Line No 2 *
		M	A	Down Lowestoft NO499 signal via Line A
NO578	Platform 3	M	B	Down Lowestoft NO499 signal via Line B
		M	C	Up Main TSB 22
NO580	Platform 4 )	PL	1	Reception Line No 1
		PL	2	Reception Line No 2
NO584	Platform 5 )	M	A	Down Lowestoft NO499
NO586	Platform 6 )	M	C	Up Main TSB22
		PL	F	Diesel Fuelling siding
		PL	1	Reception Line No 1
		PL	2	Reception Line No 2

A "RIGHT AWAY" indicator is provided on each of the Platform Departure signals.

NO588	Jubilee Sidings	M		Down Lowestoft NO499
		PL	F	Diesel Fuelling siding

Position Light Shunting Signals

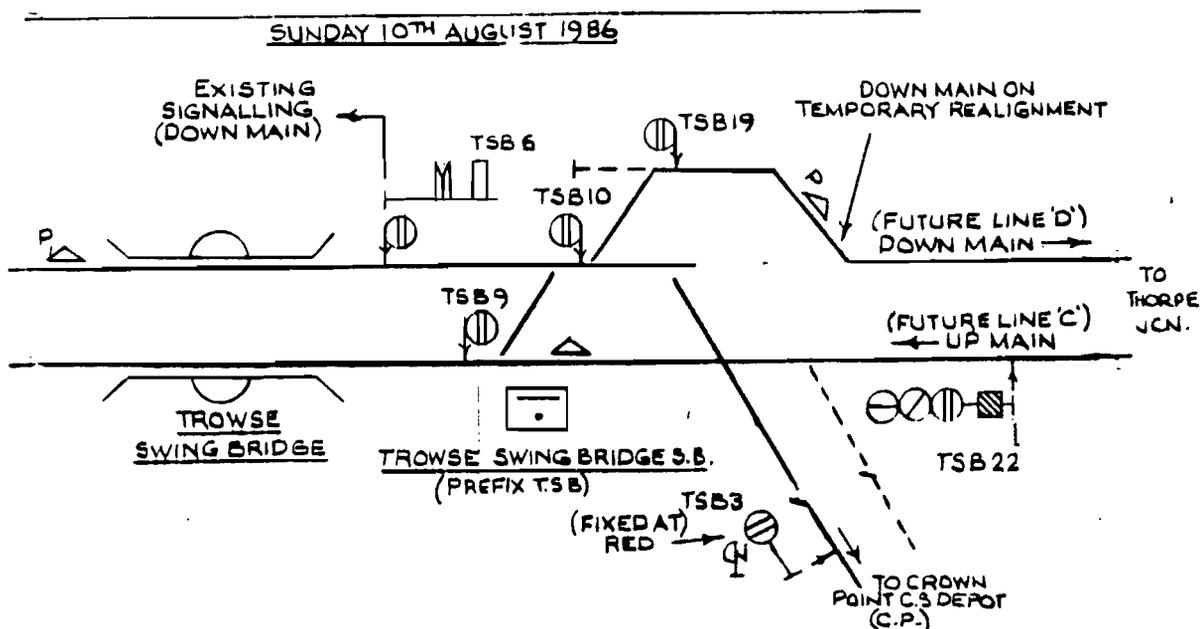
NO1775	Down Lowestoft	W		Line W (Signal NO1783)
		C		Line C (Signal NO1785) via Line B or Line A
NO1781	Headshunt †	E		Line E (Signal NO1787)
		Y		Goods Yard
		S		Carriage Sidings
		1		Platform 1

<u>SIGNAL</u>	<u>LINE</u>	<u>ASPECT</u> M=Main PL=Position Light	<u>ROUTE</u> <u>INDICATION</u>	<u>APPLICATION</u> TO or TOWARDS
NO1783	Line W		Y	Goods Yard
			S	Carriage Sidings
			1 to 6	According to Platform
			M	Middle Siding
(Route to Platform 1 from NO1783 Signal may be made via alternative crossovers/connection)				
NO1785	Line C		1 to 6	According to Platform
			M	Middle Siding
NO1787	Line E		4 to 6	According to Platform
			M	Middle Siding
			J	Jubilee Sidings
NO1789	Diesel Fuelling Siding		4 to 6	According to Platform
			M	Middle Siding
			J	Jubilee Siding
NO1792	Middle Siding		F	Diesel Fuelling Siding
			A	NO499 (Down Lowestoft)
			1	Reception Line No 1
			2	Reception Line No 2
			C	TSB22 (Up Main)

† - The Headshunt and associated signal routes included herein will not be available until Sunday 17 August.

SUNDAY 10 AUGUST - TROWSE SWING BRIDGE

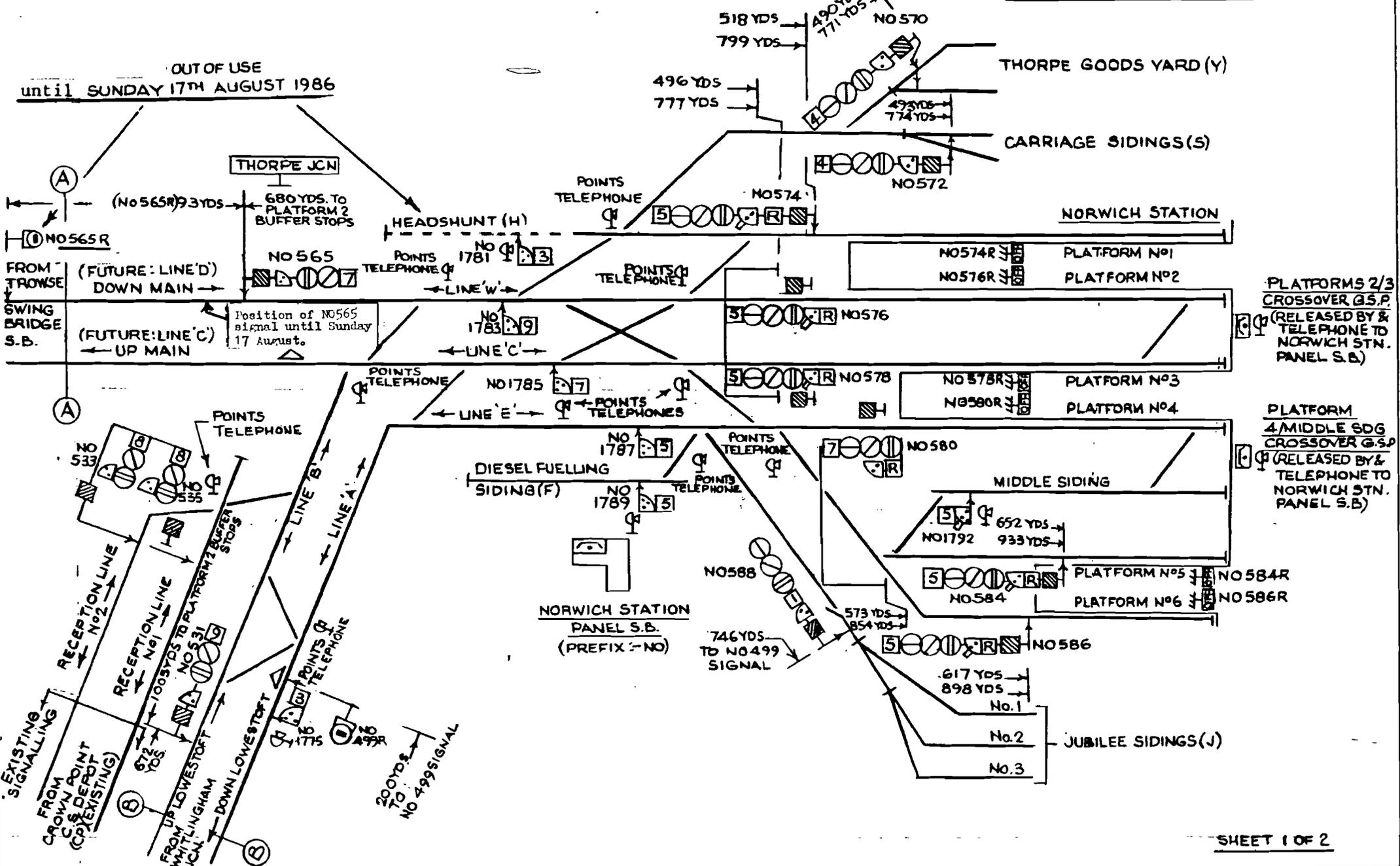
Below is a diagram (to be read in conjunction with the Section "C" item in the Weekly Operating Notice). This illustrates the temporary realignment of the Down Main Line at Trowse Swing Bridge.



**NORWICH THORPE STATION AND THORPE JUNCTION**

**RESIGNALLING BETWEEN NORWICH STATION AND TROWSE SWING BRIDGE S.B. AND BETWEEN THORPE JUNCTION AND WHITLINGHAM JUNCTION S.B.**

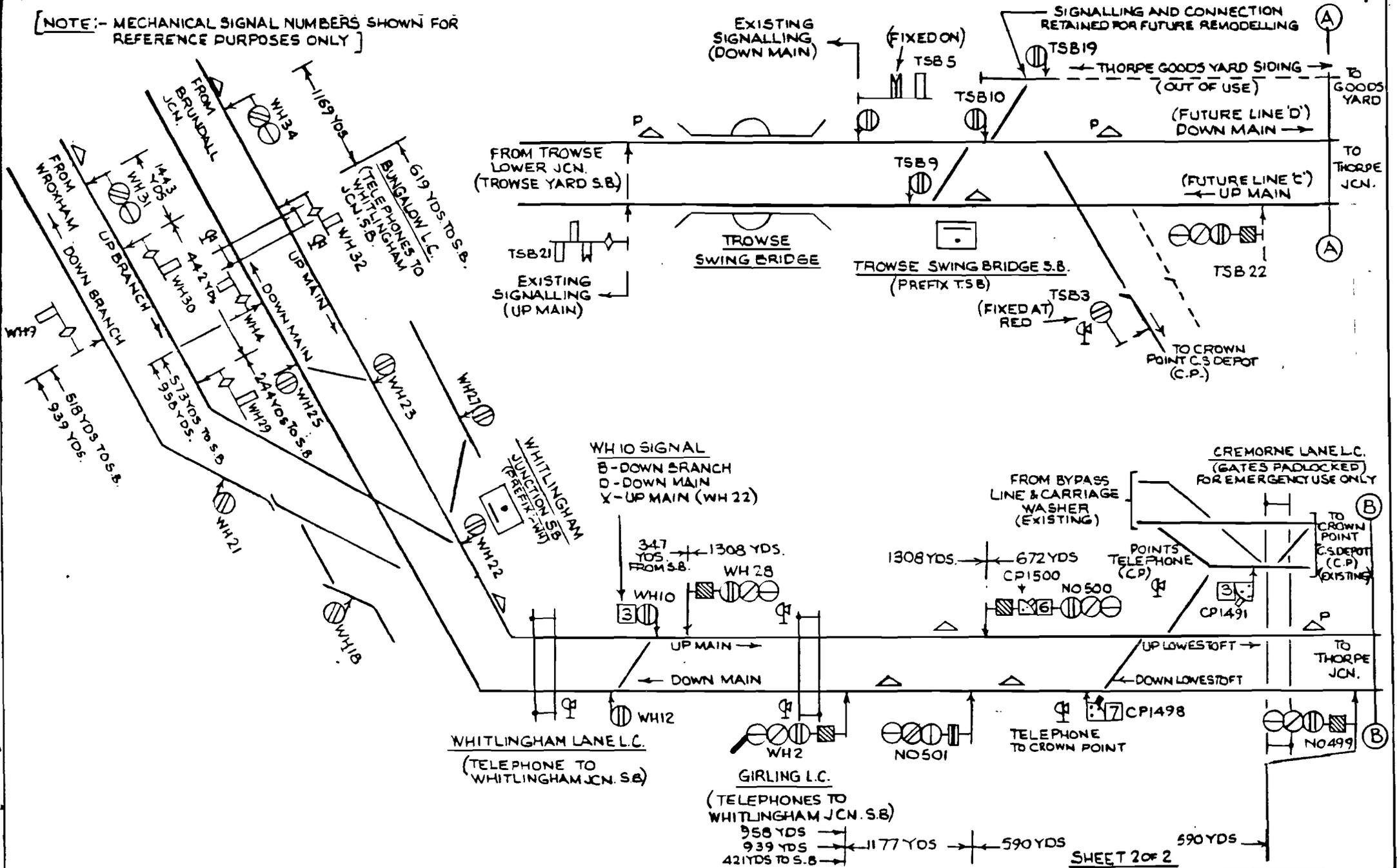
— SUNDAY 03<sup>RD</sup> AUGUST 1986



NORWICH THORPE JUNCTION AND TROWSE SWING BRIDGE  
AND  
NORWICH THORPE JUNCTION AND WHITLINGHAM JUNCTION

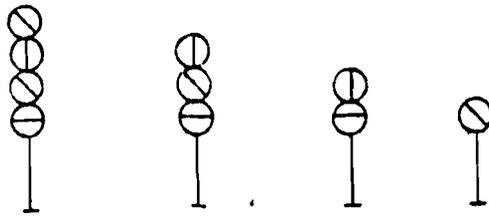
RESIGNALLING BETWEEN NORWICH STATION AND TROWSE SWING BRIDGE S.B. AND  
BETWEEN THORPE JUNCTION AND WHITLINGHAM JUNCTION S.B.  
SUNDAY 03<sup>RD</sup> AUGUST 1986

[NOTE:- MECHANICAL SIGNAL NUMBERS SHOWN FOR REFERENCE PURPOSES ONLY]



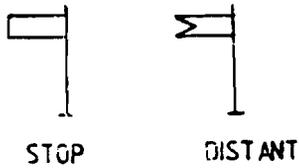
KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM

FIXED SIGNALS - COLOUR LIGHT



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

FIXED SIGNALS - SEMAPHORE



⊞ CONTROLLED SIGNAL WITH TELEPHONE



REPEATING SIGNALS  
(CAN ALSO BE USED WITH COLOUR LIGHT SIGNALS)

FIXED SIGNALS - POSITION LIGHT SHUNTING



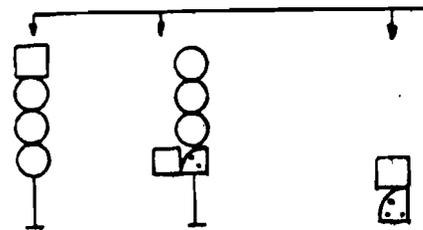
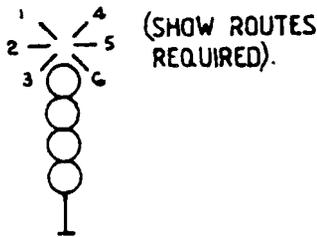
GROUND/ELEVATED POSITION LIGHT SIGNALS.

AWS EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

△ = A.W.S. INDUCTOR.

△<sup>P</sup> = A.W.S. INDUCTOR - PERMANENT MAGNET

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)
- ⊞ = LIMIT OF SHUNT INDICATOR - The Rule Book, Section C, Clauses 3.3.2. & 5.6.

The Rule Book,  
Section C,  
Clauses 3.1.3. & 5.1