

INSTRUCTION No. 15

**BRITISH TRANSPORT COMMISSION
BRITISH RAILWAYS—EASTERN REGION
GREAT EASTERN LINE**

COLCHESTER

**TEMPORARY SIGNALLING AND TRACK
ALTERATIONS IN CONNECTION WITH
RECONSTRUCTION WORK**

The instructions contained herein must be
carefully read and observed by all concerned.

Liverpool Street Station,
3rd February, 1961

W. G. THORPE,
Line Traffic Manager.
(ER2/Pad 21/7)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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From Saturday, 11th February to Monday, 13th February, 1961, the following signalling and permanent way alterations will be carried out :—

BETWEEN STANWAY AND COLCHESTER JUNCTION. PERMANENT WAY ALTERATIONS.

Colchester Station Up Platform will be extended 52 yards towards London. The stop blocks in the former Up Platform line at Colchester Station will be removed and the line restored to use and extended to join the Up Main line 18 yards east of the Station signal box.

The temporary stop block in the Carriage line will be removed and the line will form part of a new Down Main line which will be brought into use from a point 1,173 yards west of the Station signal box, connected to the Carriage line and extended to pass along the south face of the Down platform.

The remaining portion of the Carriage line between a point 250 yards west of the Station signal box to a point 200 yards west of the signal box will be abolished.

Switch diamonds will be brought into use at the crossing between the Down Main and Up Goods Outlet lines.

The former Down Main line along the north face of the Down Platform will become the Down Back Platform line.

A new elevated engine stop board will be brought into use on the left-hand side of the former Down Main line 650 yards west of the Station signal box and this line from a point 1,173 yards west of the Station signal box to the new stop board will become the Down Goods Inlet. Catch points will be provided in the new Down Goods Inlet 1,073 yards west of the signal box.

A stop block will be provided in the former Down Main line opposite the Station signal box and the line between the new engine stop board and stop block will be taken out of use.

The hand-worked points at the Outlet from the Down Sidings opposite the Station signal box will be worked from the signal box.

A new facing lead from the Down Back Platform line to the Down Main line will be brought into use 105 yards west of Colchester Junction signal box.

The slip connection from the Down Main to the Down Branch line at the country end of the Station will be clamped out of use.

The Down Goods Yard 6-lever ground frame together with all applicable signalling will be abolished and the points formerly worked from the ground frame will become hand points.

The temporary lorry level crossing in the Down Goods Yard together with the single lever ground frame will be abolished.

Colchester Junction Coal Sidings and Engine Siding will be abolished.

COLCHESTER STATION. SIGNALLING ALTERATIONS.

The Down Main Outer Home signal will become the Down Main First Home signal and will also act as Colchester Junction Down Main Outer Distant signal.

A new miniature yellow colour light signal will be brought into use on a left-hand offset fixed to the Down Main First Home signal post and will apply Down Main to Down Goods.

A new Down Main Second Home colour light signal displaying Red, Yellow or Green aspects will be brought into use on the left-hand side of the Down Main line 523 yards West of the signal box and will also act as Colchester Junction Down Main Inner Distant signal. A Diamond sign will be fitted to the signal post and a telephone communicating with Colchester Station signal box will be provided.

A new position light "Calling On" to Down Main Platform Occupied signal will be brought into use on the Down Main Second Home signal post.

The former Down Main Inner Home signal with Colchester Junction Down Main Outer Distant signal will be abolished.

(Continued)

The former Down Main Starting signal with Colchester Junction Down Main Inner Distant signal will be abolished.

The miniature armed signal formerly applying Down Sidings to Down Back Platform will in future apply Down Sidings or Down Reception to Down Back Platform.

A new Up Goods to Up Main colour light signal displaying Red or Yellow aspects, will be brought into use on the left-hand side of the Up Goods Outlet line 937 yards West of the signal box. A telephone communicating with the signal box will be provided.

A new disc signal will be brought into use between the Down Main and Up Main lines opposite the signal box and will apply Set Back Along Down Main.

The Engine Stop Board on the left-hand side of the Down Reception Road 134 yards West of the signal box will be replaced by a new disc signal in the same position and will apply Outlet from Down Reception.

The Engine Stop Board at the Outlet from the Down Sidings 120 yards West of the signal box will be replaced by a new disc signal in the same position and will apply Outlet from Down Sidings.

A new Engine Stop Board will be brought into use on the cess side of the Down Sidings inlet line 500 yards West of the signal box.

The miniature signal applying Carriage Line to Down Platform will be abolished.

The disc signals applying Up Reception to Down Sidings Outlet and Down Main to Carriage Sidings or Up Goods will be abolished.

COLCHESTER JUNCTION. SIGNALLING ALTERATIONS.

The Down Main Home signals will become the Down Back Platform signals.

A new colour light signal fitted with a right-hand junction indicator will be brought into use between the Down Main and Down Back Platform lines 125 yards West of the signal box and will display Red, Yellow, Double Yellow or Green aspects. The signal will apply Down Main Home when showing a main aspect without the junction indicator and Down Main Home to Down Branch with the junction indicator. A Diamond sign will be fitted to the signal post.

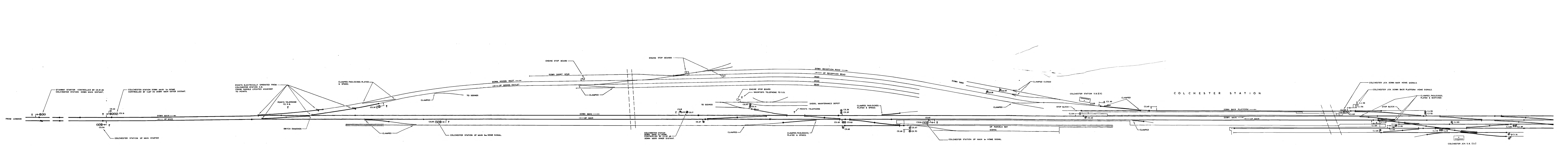
The Down Main Home banner repeaters will be replaced by a single banner repeater on the left-hand side of the Down Main line 309 yards on the approach side of the signal to which it applies.

The disc signals applying Up Main Platform to Down Branch and Up Main to No. 1 Siding or No. 2 Siding will be replaced by a new straight post signal on the cess side of the Up Main line 88 yards West of the signal box and will apply :—

Top arm Up Main Platform to Down Branch.
(at 15 feet above rail level)

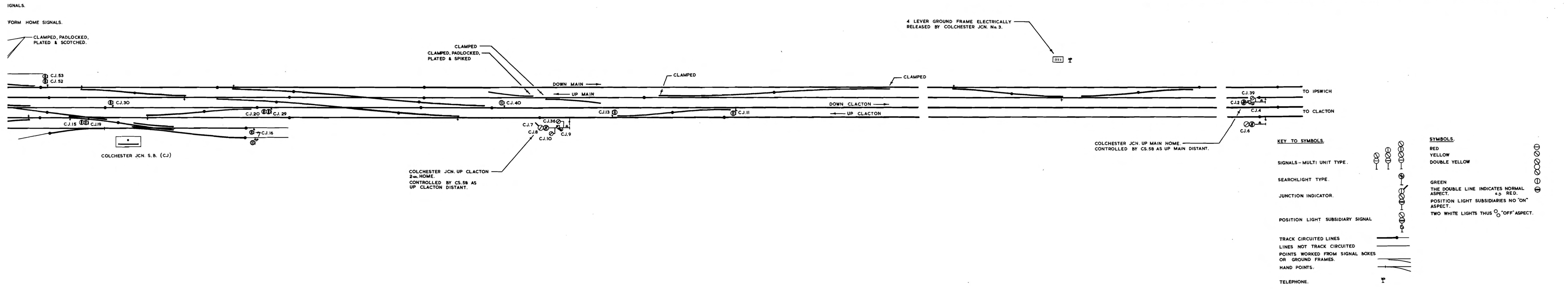
Bottom arm Up Main Platform to No. 1 Siding or No. 2
(at 12 feet above rail level) Siding (miniature arm).

A new disc signal will be brought into use on the right-hand side of the Down Main to Down Main Platform disc signal and will apply Down Main to Down Back Platform.



COLCHESTER

STAGE 5/4 - DOWN MAIN LINE ONTO FINAL ALIGNMENT.



SIGNALS.

FORM HOME SIGNALS.

CLAMPED, PADLOCKED, PLATED & SCOTCHED.

CLAMPED, PADLOCKED, PLATED & SPIKED

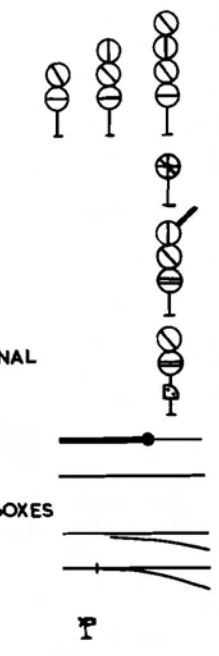
4 LEVER GROUND FRAME ELECTRICALLY RELEASED BY COLCHESTER JCN. No. 3.

COLCHESTER JCN. UP MAIN HOME. CONTROLLED BY CS. 58 AS UP MAIN DISTANT.

COLCHESTER JCN. UP CLACTON 2nd HOME. CONTROLLED BY CS. 58 AS UP CLACTON DISTANT.

KEY TO SYMBOLS.

- SIGNALS - MULTI UNIT TYPE.
- SEARCHLIGHT TYPE.
- JUNCTION INDICATOR.
- POSITION LIGHT SUBSIDIARY SIGNAL
- TRACK CIRCUITED LINES
- LINES NOT TRACK CIRCUITED
- POINTS WORKED FROM SIGNAL BOXES OR GROUND FRAMES.
- HAND POINTS.
- TELEPHONE.



SYMBOLS.

- RED
- YELLOW
- DOUBLE YELLOW
- GREEN
- THE DOUBLE LINE INDICATES NORMAL ASPECT. e.g. RED.
- POSITION LIGHT SUBSIDIARIES NO "ON" ASPECT.
- TWO WHITE LIGHTS THUS "OFF" ASPECT.