

For the information of Railway Staff only.



No. 2A

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING AND**  
**PERMANENT WAY ALTERATIONS**

**affecting the working of the line**

**from**

**SATURDAY, 13 JANUARY, 1968**

**PARKESTON EAST AND HARWICH**  
**SINGLING OF LINE**

York  
January 1968

MO42/50832

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Movements Manager

# SIGNALLING RECORD SOCIETY

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**BETWEEN PARKESTON EAST AND HARWICH – SINGLING OF LINE**

Between 14 00 hours, Saturday 13th January and 22 00 hours Sunday 14th January the Up Main line between Harwich and Parkeston East will become the Single line and will be worked in accordance with the "Direction Lever and Track Circuit" system of signalling. A train staff, or token, is not provided.

The Down Main line will become the Through Siding.

**Parkeston East Signal Box**

A new facing crossover from Down Main line to Single line will be provided immediately on the Harwich side of the signal box.

A new connection from the Through Siding to the Container Terminal will be brought into use.

**Dovercourt Bay**

The signal box will cease to be a block post and will become a covered Ground Frame.

**Harwich**

All passenger trains will, in future, use the former Up Platform line and, with the exception of this Platform line and the Single line, the remaining lines will become sidings. Certain points will become hand operated and the redundant connections will be subsequently removed.

**General**

The diagram, which is attached to this notice, illustrates the revised track layout and signalling and a description of the signals is included in this notice.

During the period of the work, points and signals will be disconnected and Drivers will be hand-signalled, as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

**DESCRIPTION OF SIGNALS**

(The numbers shown are for reference purposes only)

**PARKESTON EAST**

No.	Description	Application to or towards
PE 2	Down Main Home	PE 4
PE 3	Bay Platform Home	PE 4
PE 4	Down Main Starting	Single line
PE 13	From Tip Siding – shunting	PE 4
PE 17	Up to Down Main – shunting	PE 4
PE 22	Through Siding to Tip Siding – shunting	Tip Siding
PE 23	Through Siding to Up Main – shunting	Parkeston West Up Main First Home
PE 24	Along Through Siding – shunting	PE 22/23
PE 26	Down Main to Through Siding – shunting	Through Siding "Stop" board at Dovercourt Bay
PE 28	Through Siding to Up Main Starting	Parkeston West Up Main First Home.
PE 29	Miniature Arm	To or From Container Terminal
PE 32	Single line to Bay Platform	Bay Platform
PE 33	Single line Up Starting	Parkeston West Up Main First Home.
PE 34	Single line Up Home	PE 33/32

## DESCRIPTION OF SIGNALS—continued.

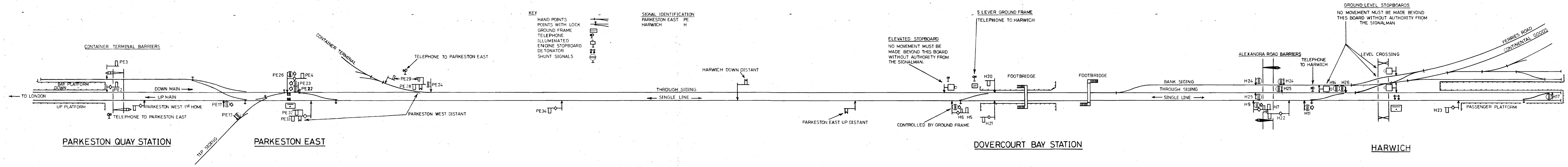
No.	Description	Application to or towards
<b>HARWICH</b>		
H 5	Single line Down First Home	H 7
H 6	Single line — Down Miniature Arm	H 7 — single line occupied.
H 7	Single line Down Second Home	Passenger Platform clear
H 8	Single line Down Miniature Arm	Passenger Platform occupied
H 9	Single line — Down Shunting	H 11
H 11	Single line — Down Shunting	Sidings or Passenger Platform
H 14	Sidings to Single line — shunting	H 22
H 17	To Passenger Platform — shunting	H 23
H 20	Through Siding Up Starting	Single line
H 21	Single line Up Starting	Single line
H 22	Single line Up Second Home	H 21
H 23	Single line Up First Home	H 22
H 24	Along Bank Siding — shunting	“ Stop ” board or H 20.
H 25	Along Through Siding — shunting	“ Stop ” board or H 20
H 26	Sidings to Through Siding — shunting	H 25

**DOVERCOURT BAY GROUND FRAME**

This Ground Frame is released electrically by Harwich signal box and operates the connection from Single line to Through Siding also the shunt signal situated adjacent to the Single line which controls movements from Single line to Through Siding. The Ground Frame has, also, control on signal H.20.

**DISTANCES BETWEEN SIGNALS**

Harwich Down Distant signal will be 711 yards in rear of signal H 5. Parkeston East Up Distant signal will be 960 yards in rear of signal PE 34.



**KEY**

- HAND POINTS
- POINTS WITH LOCK
- GROUND FRAME
- TELEPHONE
- ILLUMINATED
- ENGINE STOPBOARD
- DETONATOR
- SHUNT SIGNALS

**SIGNAL IDENTIFICATION**

- PARKESTON EAST PE
- HARWICH H

**5 LEVER GROUND FRAME**

TELEPHONE TO HARWICH

**ELEVATED STOPBOARD**

NO MOVEMENT MUST BE MADE BEYOND THIS BOARD WITHOUT AUTHORITY FROM THE SIGNALMAN.

**GROUND-LEVEL STOPBOARDS**

NO MOVEMENT MUST BE MADE BEYOND THIS BOARD WITHOUT AUTHORITY FROM THE SIGNALMAN

**PARKESTON QUAY STATION**

**PARKESTON EAST**

**DOVERCOURT BAY STATION**

**HARWICH**