

For the information of Railway Staff only.



SIGNALLING NOTICE  
**No.145.**

EASTERN REGION

**SUPPLEMENTARY  
NOTICE  
of  
SIGNALLING  
ALTERATIONS**

affecting the working of the line

from

**Sunday 5 October 1986.**

**Diss and Tivetshall —**

**abolition of signal boxes.**

# SIGNALLING RECORD SOCIETY

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SUNDAY 5 OCTOBER - DISS-TIVETSHALL-SWAINSTHORPE

Diss and Tivetshall signalboxes will be abolished.

New colourlight signalling will be commissioned and the Track Circuit Block Regulations will apply. Swainsthorpe will become the new outpost to Colchester signalbox.

All points in the vicinity of Diss Station will be controlled from Colchester and the new facing crossover at the south end of the Station Platforms will be brought into use.

The trailing crossover at Swainsthorpe will be secured out of use pending removal.

Reference should be made to the attached diagram(s).

Alterations to Existing Signalling

All former Diss controlled signals which have been retained (south of Diss Station) will be replated and/or renumbered with Colchester (CO) prefixes.

The position 4 Junction Indicator and the position light on Down Main Signal CO429 (former Diss Signal D23) and the position light and route indicator on Up Main signal CO430 (former Diss Signal D3) will be brought into use in conjunction with the new facing crossover referred to above.

Flordon Emergency Crossover Ground Switch Panel at 106m. 64chs.

The new trailing crossover at 106m. 64chs. will be brought into use operated from the new "Flordon Emergency Crossover Ground Switch Panel" released from Colchester Signal Box. Telephone communication will be provided between the Ground Switch Panel and the signal box.

Level Crossings

Hales Street Level Crossing at 100m 27chs

Tivetshall Level Crossing at 100m 43chs

These crossings will be converted to automatic half-barrier level crossings. Telephone communication will be provided between the crossings and Colchester Signal Box.

Wrong Direction Working

Hales Street and Tivetshall Level Crossing barriers are equipped to work automatically when approached in the wrong direction and for this purpose, combined St. Andrews Cross/50 m.p.h. speed restriction signs (applicable to each wrong direction rail approach) will be provided. The location of these signs is shown on the diagram(s).

All telephones at existing automatic half-barrier level crossings, previously communicating with Diss or Tivetshall will now communicate with Colchester Signal Box.

Automatic Warning System

A.W.S. will be provided in conjunction with all new colour-light signals.

/Continued

Description of Signals (Routing Signals Only)

<u>Signal</u>	<u>Line</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Application to or Towards</u>
		M=Main PL=Position Light		
C0429	Down Main	M M PL PL	- Junction Indicator Position 4  Junction Indicator Position 4	C0431 Signal Down Main C0433 Signal Up Main  Down Main Platform Line Occupied Up Main Platform Line occupied
C0430	Up Main	M PL	X	C0424 Up Main Down Main "Limit of Shunt"
C0433 (Down Direction)	Up Main	M† PL PL	U S	C0439 Signal Down Main  Up Main 1413 Position Light Up Siding

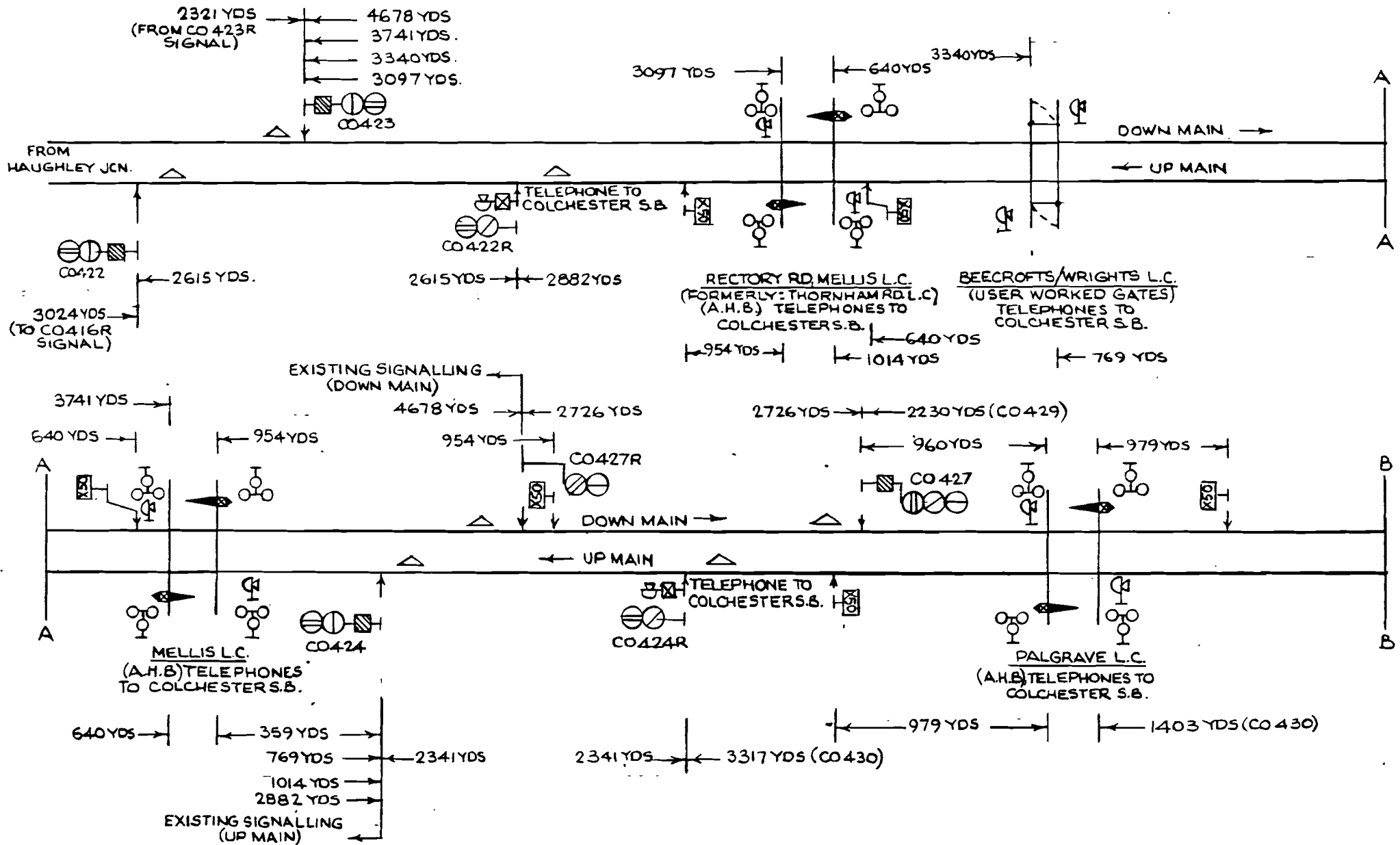
† - cleared in conjunction with 1413 Position Light.

C0436	Up Main	M PL PL	Y S	C0430 Signal Up Main Goods Yard Up Siding
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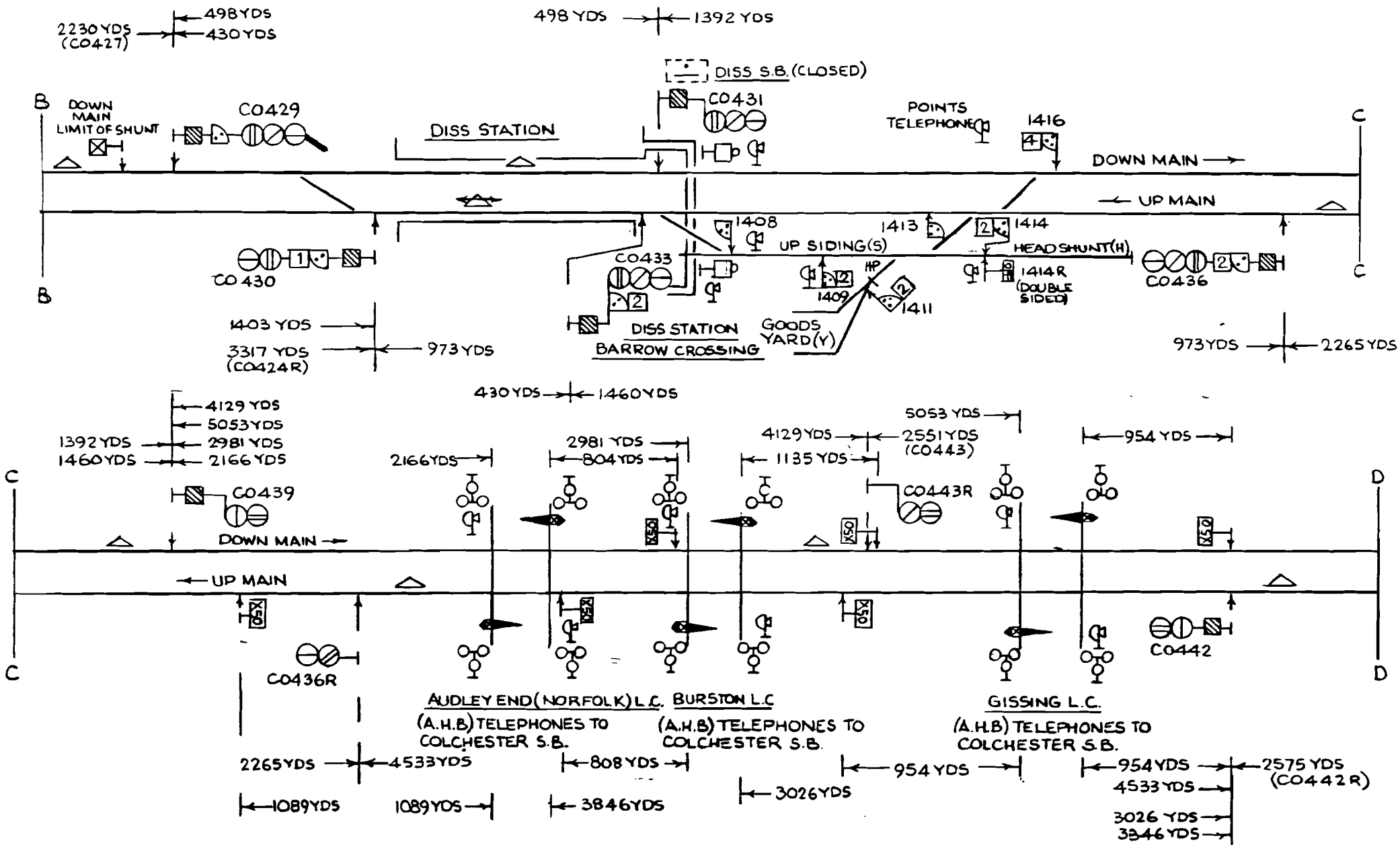
Position Light Signals (Controlled from Colchester SB)

1408	Up Siding			Up Main
1409	Up Siding		D H	Down Main Headshunt
1411	Goods Yard		D H	Down Main Headshunt
1413	Up Main			Down Main
1414	Headshunt		Y S	Goods Yard Up Siding
1416	Down Main		Y S U X	Goods Yard Up Siding Up Main Down Main "Limit of Shunt"

A double-sided "OFF" indicator will be provided in the cess of the Headshunt which will be illuminated when 1414 position light signal is cleared.



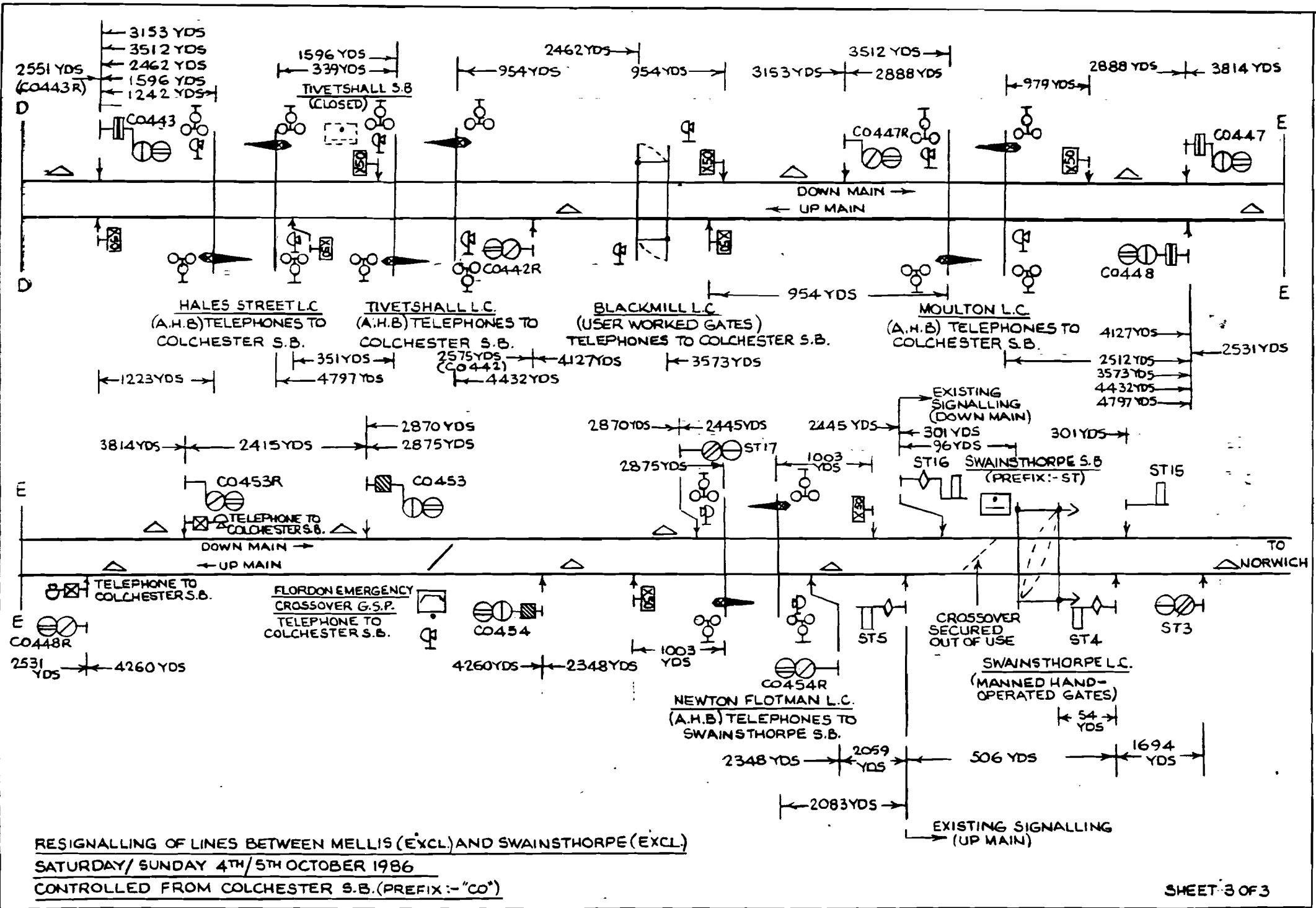
RESIGNALLING OF LINES BETWEEN MELLIS (EXCL.) AND SWAINSTHORPE (EXCL.)  
SATURDAY/SUNDAY 4<sup>TH</sup>/5<sup>TH</sup> OCTOBER 1986  
CONTROLLED FROM COLCHESTER S.B. (PREFIX :- "CO")



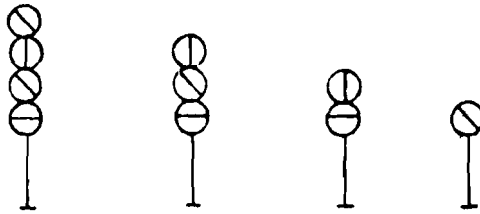
RESIGNALLING OF LINES BETWEEN MELLIS (EXCL.) AND SWAINSTHORPE (EXCL.)

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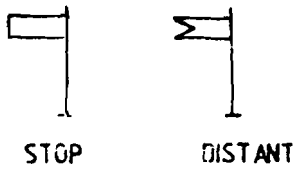


KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM  
FIXED SIGNALS - COLOUR LIGHT



- ⊙ 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

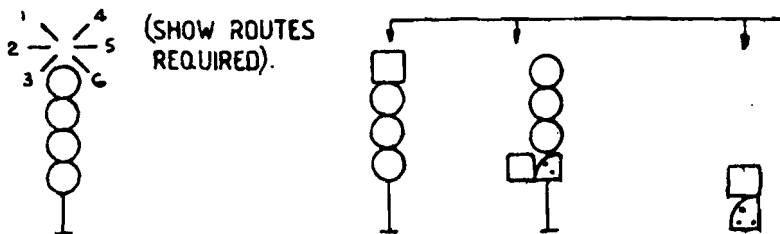


GROUND/ELEVATED POSITION LIGHT SIGNALS.

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)
- } 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.