

For the information of Railway Staff only.



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

Sunday 28 June - 1987,

Between Wymondham and

Trowse Junction (exclusive).

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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SUNDAY 28 JUNE - BETWEEN TROWSE JUNCTION AND WYMONDHAM

Hethersett Signal Box will be abolished.

New colour light signalling will be commissioned between Wymondham Station (Down Main Platform Departure signal excluded) and Hethersett thereby completing the resignalling of the Down and Up Main/Thetford lines between Wymondham and Trowse Junction. Automatic Warning System track inductors will be provided in conjunction with all new colour light signals.

The Track Circuit Block Regulations will apply between Wymondham and Trowse Junction (controlled by Colchester).

Reference should be made to the diagrams included herein.

Hethersett

The trailing crossover will be secured out of use pending removal and the associated ground shunting signals abolished.

Hethersett Ground Frame

A new "Hethersett Ground Frame" will be brought into use to operate the points - Up Thetford to Headshunt Siding and Oil Terminal. The trailing points in the Up Thetford and associated trap points will be secured and padlocked when not in use.

Telephone communication will be provided between the ground frame and Colchester Signal Box.

Wymondham

The ground shunting signal applying:-

Up Main to Down Main; to Up Main "LIMIT OF SHUNT" or to Up Siding, will be resited 35 yards further from the crossover points.

The Up Main LIMIT OF SHUNT will be repositioned on the Up Main adjacent to Wymondham ground frame. The Down Main LIMIT OF SHUNT (situated 50 yards on the station side of the Down Main 1st Home signal) will be resited 60 yards nearer to the signal box.

Level Crossings

Suton Automatic Half-Barrier Level Crossing at 112m 30chs (Between Spooner Row and Wymondham)

The level crossing barriers will now also work automatically when approached in the wrong direction, and for this purpose combined St. Andrews Cross/30mph speed restriction signs will be provided on each wrong direction rail approach.

The "WHISTLE" boards associated with this crossing will be removed.

/Continued.....

Browick Road Level Crossing at 114m 32chs (Between Wymondham and Hethersett)

The crossing will be converted to automatic half-barriers and the Gate Box will be abolished.

These barriers will also work automatically in conjunction with wrong direction working and for this purpose, combined St. Andrews Cross/30mph speed restriction signs will be provided on each wrong direction rail approach.

Telephone communication will be provided between this crossing and Wymondham signal box.

Spinks Lane Level Crossing at 115m 15chs (between Wymondham and Hethersett)

The crossing will be converted to a Miniature Warning Lights crossing and the Gate Box will be abolished. Telephone communication will be provided between the crossing and Wymondham Signal Box. (The gates will be converted to user-operation).

The Miniature Warning Lights will also work automatically in conjunction with wrong direction working, and for this purpose, a combined St. Andrews Cross/ 30 m.p.h. Speed Restriction sign will be provided 668 yards from the crossing on each wrong direction rail approach.

A "WHISTLE" board will be provided on each rail approach to Spinks Lane Level Crossing (for all normal and wrong direction approaches) at the distances from the crossing as indicated on the diagram.

YORK
JUNE 1987

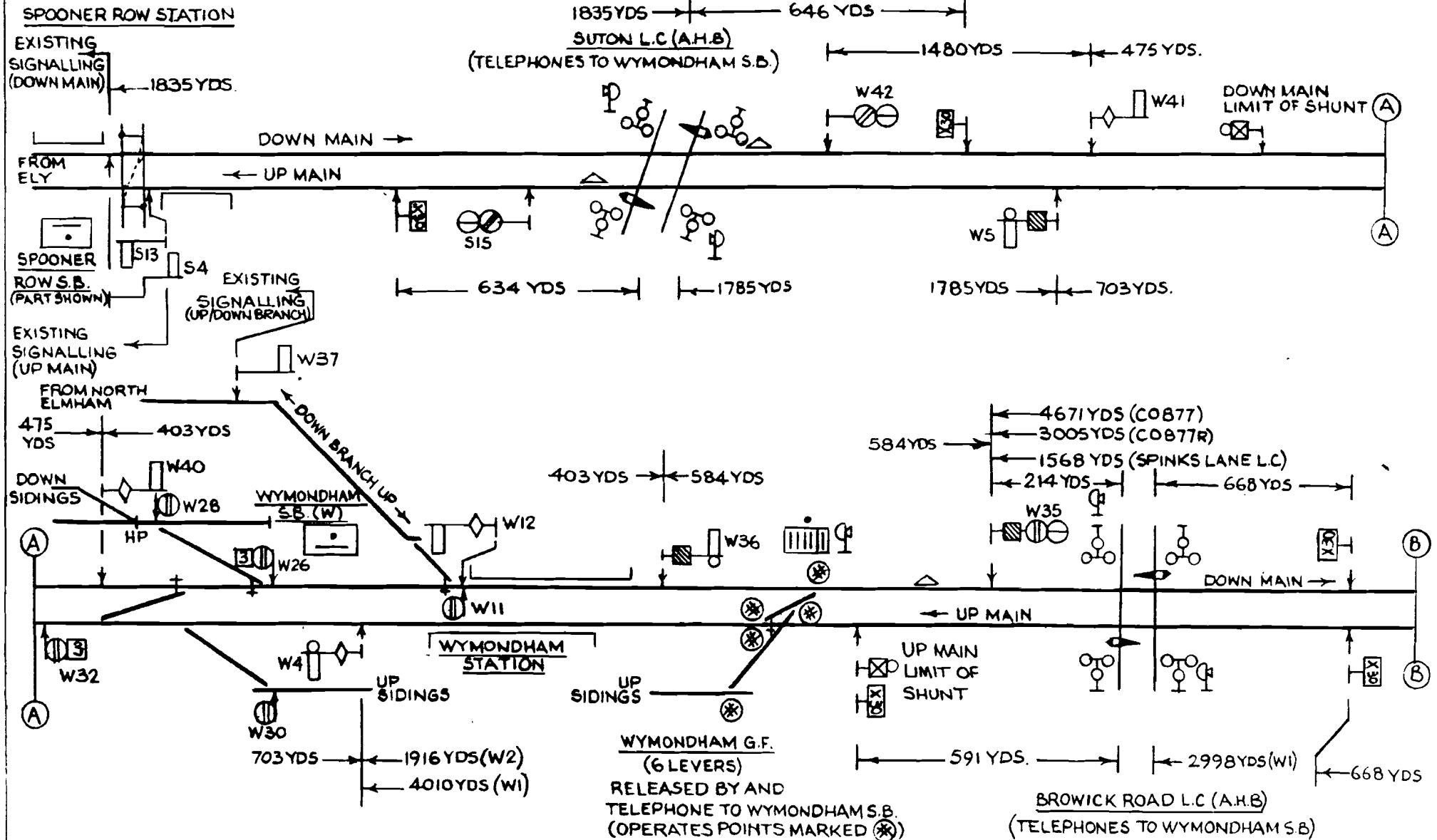
M042-6504

C. McKEEVER
REGIONAL OPERATIONS MANAGER

RESIGNALLING BETWEEN WYMONDHAM AND TROWSE JCN. (EXCL)

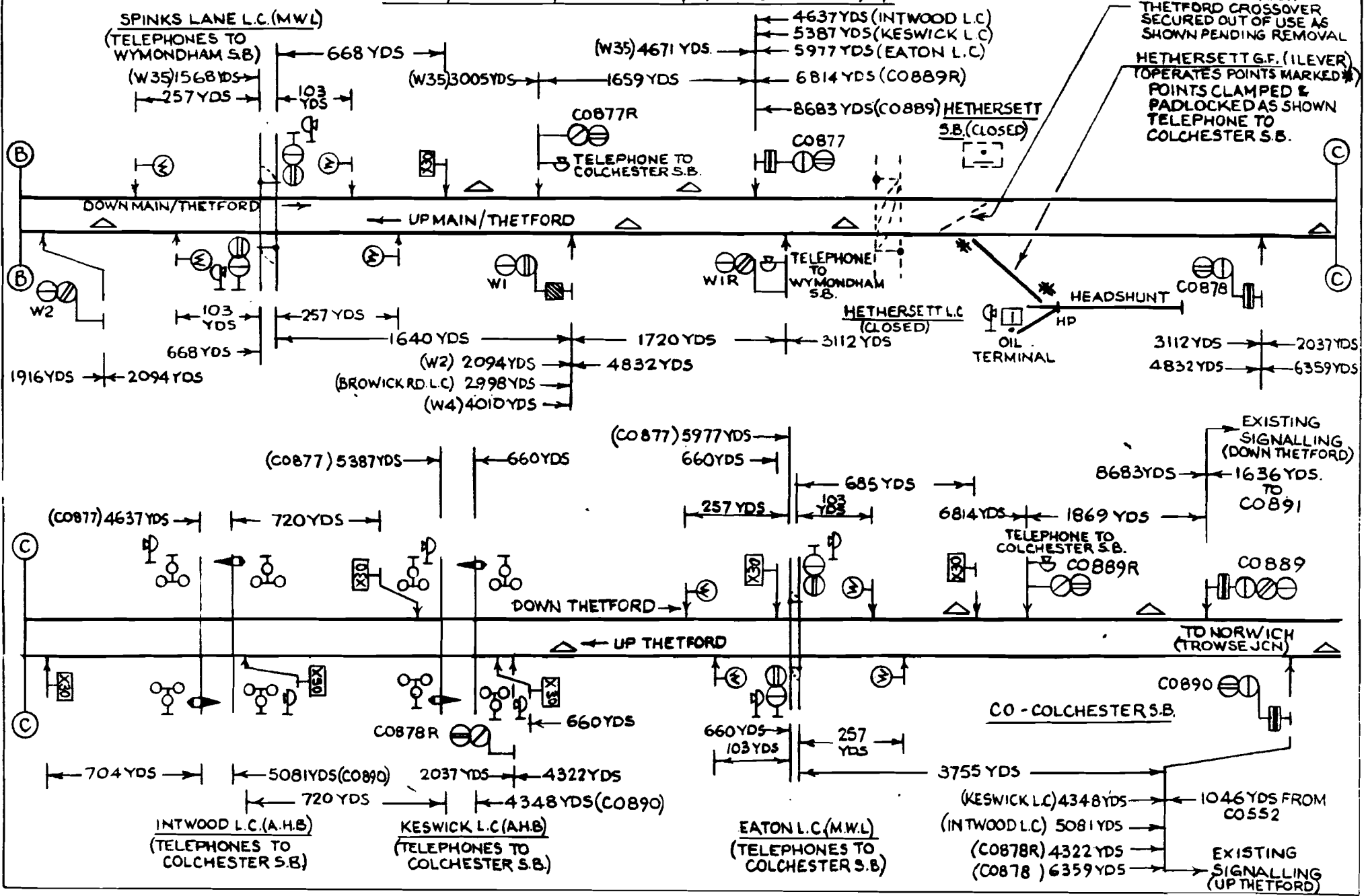
FRIDAY/SATURDAY/SUNDAY 26TH/27TH/28TH JUNE 1987.

(MECHANICAL SIGNAL NUMBERS SHOWN FOR REFERENCE PURPOSES ONLY)



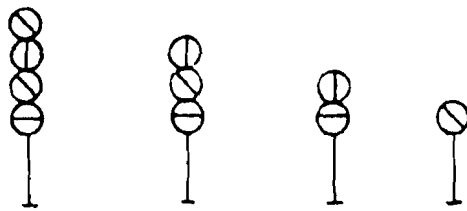
RESIGNALLING BETWEEN WYMONDHAM AND TROWSE JCN. (EXCL)
FRIDAY/SATURDAY/SUNDAY 26TH/27TH/28TH JUNE 1987

SHEET 2 OF 2



HETHERSETT UP/DOWN THETFORD CROSSOVER SECURED OUT OF USE AS SHOWN PENDING REMOVAL
 HETHERSETT G.F. (1 LEVER) OPERATES POINTS MARKED *
 POINTS CLAMPED & PADLOCKED AS SHOWN
 TELEPHONE TO COLCHESTER S.B.

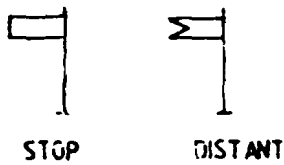
KEY TO THE SYMBOLS SHOWN ON THE DIAGRAM
FIXED SIGNALS - COLOUR LIGHT



- ⊕ GREEN ASPECT
- ⊙ YELLOW ASPECT
- ⊖ RED ASPECT
- ASPECT NOT IN USE

⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED

FIXED SIGNALS - SEMAPHORE

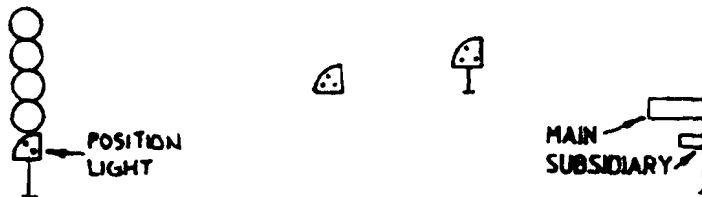


☒ CONTROLLED SIGNAL WITH TELEPHONE



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

FIXED SIGNALS - POSITION LIGHT SHUNTING



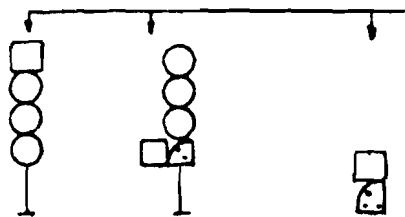
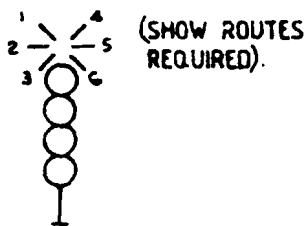
GROUND/ELEVATED POSITION LIGHT SIGNALS.

AW S EQUIPMENT SUPPRESSED FOR MOVEMENTS IN OPPOSITE DIRECTION TO ARROW

△ = A W S. INDUCTOR

△ P = 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 -
 - △ P = 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