



British Rail

Eastern Region



SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 7 OCTOBER 1973

BETWEEN

WOOLMER GREEN - LANGLEY

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

BETWEEN WOOLMER GREEN AND LANGLEY : REMODELLING AND RESIGNALLING

During the period of this work from Friday 5 October to Monday 8 October the signal boxes at Woolmer Green and Knebworth will be abolished together with all points and signals worked therefrom.

New colour light signalling together with full track circuiting will be installed between Woolmer Green and Langley, controlled by Welwyn Garden City and Langley signal boxes.

The Track Circuit Block Regulations will apply to all running lines between Welwyn Garden City and Langley signal boxes.

Permanent Way Alterations

The Up Main and Up Goods lines between Knebworth and Woolmer Green will be redesignated the Up Fast and Up Slow lines respectively.

New connections Down Fast to Down Slow and Up Slow to Up Fast will be provided 700 yards further north from the existing connections at 23½ m.p. which will be abolished. The portions of the Down Slow and Up Goods lines between the old and new connections will also be abolished.

The Down Slow line at the north end of Knebworth station will be realigned away from the platform face.

The facing connection Up Slow to Up Fast at the south end of Knebworth station will be abolished.

Alterations to Existing Signalling

Signal G.623 will be re-lettered WC.623.

Signal G.625 will have the second yellow aspect brought into use and will be capable of displaying red, yellow, double yellow and green aspects, and will be re-lettered WC.625.

Signal G.1 will have the second yellow aspect brought into use and will be capable of displaying red, yellow, double yellow and green aspects, and will be re-lettered and re-numbered WC.627.

Signal G.18 will become an automatic signal re-lettered and re-numbered WC.628.

Langley Up Slow Home signal will be equipped with a two aspect colour light head displaying yellow and green aspects on the same post beneath the semaphore arm. This signal will act as distant signal for the new colour light signal WC.652. Langley Down Fast and Down Slow Home semaphore signals will be equipped with intensified lights.

Woolmer Green Ground Frame

A two lever ground frame will be provided at Woolmer Green, controlling the new main to main crossover at 23¾ m.p. and released by Welwyn Garden City signal box. A telephone will be provided communicating with the signal box.

Catch Points

Catch points will be provided as follows:—

Line	Location	Gradient Rising
Up Slow	514 yards before reaching WC.652 signal	1 in 220
Up Slow	706 yards before reaching WC.640 signal	1 in 220

AUTOMATIC WARNING SYSTEM

A.W.S. equipment will be provided for all running signals capable of displaying a caution aspect.

GENERAL

A description of the new signals is included in this notice, and a diagram which illustrates the layout and signalling is attached.

During the period of the work points and signals will be disconnected and Drivers will be handsignalled as necessary.

Further details will be included in the weekly notice of engineering operations.

DESCRIPTION OF SIGNALS

WC = Welwyn Garden City

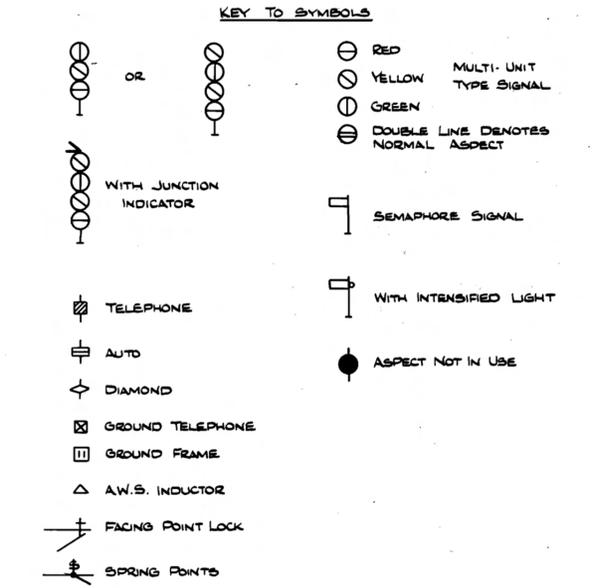
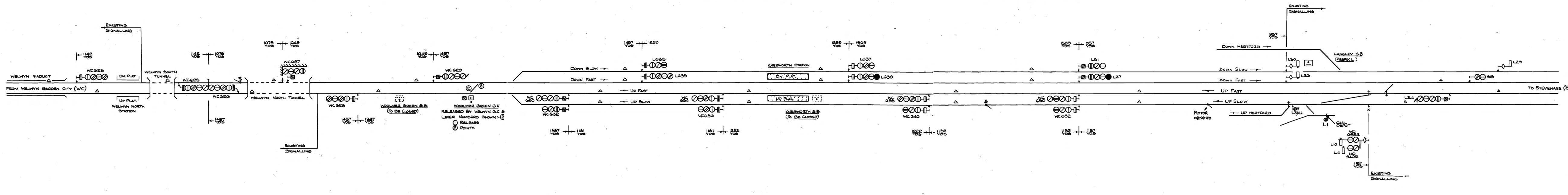
L = Langley

HD = Hertford North

S = Stevenage

Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals				
WC.623 (existing)	Down Main Auto	M	—	WC.625
WC.625	Down Main Auto.	M	—	WC.627
WC.627	Down Main	M	—	WC.629
WC.629	Down Main	M	—	L.635
		M	Position 1	L.633
L.635	Down Fast Auto	M	—	L.639
L.633	Down Slow Auto	M	—	L.637
L.639	Down Fast Auto	M	—	L.27
L.637	Down Slow Auto	M	—	L.31
L.27	Down Fast	M	—	L.26 (existing)
L.31	Down Slow	M	—	L.30 (existing)
Up Direction Running Signals				
L.24 (existing)	Langley Up Fast Home	M	—	WC.650
		M	Position 1	WC.652
		M	Position 2	Up Hertford
L.10 (existing)	Langley Up Slow Home	Semaphore	—	WC.652
WC.652R	Up Slow Distant	Colour light head	—	WC.652
L.4 (Existing)	Langley Up Slow Home to Up Hertford	Semaphore	—	Up Hertford
HD.940R (existing)	Up Slow to Up Hertford Distant	Colour light head	—	Up Hertford
WC.650	Up Fast Auto	M	—	WC.638
WC.652	Up Slow Auto	M	—	WC.640
WC.638	Up Fast Auto	M	—	WC.634
WC.640	Up Slow Auto	M	—	WC.636
WC.634	Up Fast Auto	M	—	WC.630
WC.636	Up Slow Auto	M	—	WC.632
WC.630	Up Fast	M	—	WC.628
WC.632	Up Slow	M	—	WC.628
WC.628	Up Main Auto	M	—	WC.626 (existing)

The position numbers indicated in the column headed Route or Junction Indication refer to Rule C.3.1.6.



WOOLMER GREEN - LANGLEY
RESIGNALLING