

For the information of Railway Staff only.

**SIGNALLING
NOTICE
No.74**



Eastern Region

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND

PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 27 APRIL 1975

between

LITTLE BYTHAM - HIGHDYKE

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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LITTLE BYTHAM – HIGHDYKE: RESIGNALLING

During the period of this work on Saturday/Sunday 26/27 April the signal box at Corby Glen together with all points and signals worked therefrom will be abolished.

The existing colour light and semaphore signalling at Stoke will be abolished and the new colour light signalling installed and together with the existing signalling at Little Bytham will be controlled by panels in Little Bytham and Stoke signal boxes.

Track Circuit Block Regulations will apply over all lines between Little Bytham – Stoke – Highdyke.

Between Little Bytham and Stoke

The Up and Down Main Lines become Up and Down Fast Lines and Up and Down Goods Lines become Up and Down Slow Lines.

Permanent Way Alterations.

The facing Down Goods to Down Main connection at 98 miles 20 chains will be abolished.

The existing Up and Down Goods Lines will be shortened and new facing connections from Slow to Main and Main to Slow Lines will be provided at approximately 99 miles 50 chains.

The existing connections from Down Goods to Down Main and Up Main to Up Goods at Stoke together with the trailing Main to Main crossover will be abolished.

New facing and trailing emergency main to main crossovers will be provided at 99 miles 67 chains controlled by a ground switch panel released by Stoke Signal box.

Alterations to Existing Signalling

Signals LB577 and 579 will have the yellow aspect(s) brought into use. H13 and LB575 signals will have the second yellow aspect brought into use.

Signals LB580R and 578R will have the red aspects brought into use and become automatic signals, being re-numbered LB584 and 582 respectively.

Ground Frame

New facing and trailing emergency main to main crossovers at 99 miles 67 chains will be controlled by a miniature ground switch panel released by Stoke Signal box.

Catch Points

New catch points will be provided or existing catch points retained as follows:—

Line	Location	Gradient Rising 1 in.
Down Slow	695 yards before reaching LB581 signal	200
Down Slow	1005 yards before reaching LB585 signal	200
Down Slow	1208 yards before reaching LB589 signal	200
Down Slow	695 yards before reaching LB593 signal	200
Down Slow	696 yards before reaching S597 signal	200
Down Slow	700 yards before reaching S605 signal	178
Down Slow	695 yards before reaching S609 signal	178
Down Slow	714 yards before reaching S613 signal	178
Up Main	665 yards before reaching S612 signal	200

Automatic Warning System

Automatic warning system equipment will be provided for all main running signals.

General

A description of the new signals and routing is included in this notice, the diagram which illustrates the layout is attached. During the period of this work points and signals will be disconnected and drivers will be hand signalled as necessary. Further details will be included in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

LB – Little Bytham

S – Stoke

H – Highdyke

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals.				
LB575 (existing)	Down Fast Auto	M	—	LB579
LB573 (existing)	Down Slow	M	—	LB577
LB579 (existing)	Down Fast	M	—	LB583
		M	Position 1	LB581
LB577 (existing)	Down Slow	M	—	LB581
		M	Position 4	LB583
LB583	Down Fast Auto	M	—	LB587
LB581	Down Slow Auto	M	—	LB585
LB587	Down Fast Auto	M	—	LB591
LB585	Down Slow Auto	M	—	LB589
LB591	Down Fast Auto	M	—	LB595
LB589	Down Slow Auto	M	—	LB593
LB595	Down Fast Auto	M	—	S599
LB593	Down Slow Auto	M	—	S597
S599	Down Fast Auto	M	—	S603
S597	Down Slow Auto	M	—	S601
S603	Down Fast Auto	M	—	S607
S601	Down Slow Auto	M	—	S605
S607	Down Fast Auto	M	—	S611
S605	Down Slow Auto	M	—	S609
S611	Down Fast Auto	M	—	S615
S609	Down Slow Auto	M	—	S613
S615	Down Fast	M	—	HDI
S613	Down Slow	M	—	HDI
HDI	Down Main Auto	M	—	H24 (existing)

DESCRIPTION OF SIGNALS — continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Up Direction Running Signals				
H13 (existing)	Up Main	M	—	S612
S612	Up Main	M M	— Position 1	S610 S608
S610	Up Fast Auto	M	—	S606
S608	Up Slow Auto	M	—	S604
S606	Up Fast Auto	M	—	S602
S604	Up Slow Auto	M	—	S600
S602	Up Fast Auto	M	—	S598
S600	Up Slow Auto	M	—	S596
S598	Up Fast Auto	M	—	LB594
S596	Up Slow Auto	M	—	LB592
LB594	Up Fast Auto	M	—	LB586 (existing)
LB592	Up Slow Auto	M	—	LB584 (existing)
LB586	Up Fast Auto	M	—	LB582 (existing)
LB584	Up Slow Auto	M	—	LB580 (existing)
LB582	Up Fast Auto	M	—	LB578 (existing)
LB580	Up Slow	M	—	LB576 (existing)

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C3.1.6.

