

For the information of Railway Staff only.



Eastern Region



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

affecting the working of the line

from

**SUNDAY 7 SEPTEMBER 1975**

between

**ROYSTON - SHEPRETH**

# SIGNALLING RECORD SOCIETY

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**ROYSTON – SHEPRETH : RESIGNALLING**

During the period of this work on the 6th, 7th and 8th September the semaphore signalling at Royston will be abolished and replaced by new colour light signalling controlled from a panel in Royston Signal Box.

Track Circuit Block Working will apply between :-

Baldock – Royston – Shepreth over the Down Cambridge and between Shepreth and Royston over the Up Cambridge.

Absolute Block Working will apply between Royston and Baldock over the up Cambridge

**Alterations to Existing Signalling**

Baldock's Down Cambridge Semaphore starting signal will be abolished.

Shepreth's Down Cambridge Outer Home semaphore signal will be abolished.

R35 Up Cambridge colour light distant signal will be converted to a three-aspect controlled signal capable of displaying red, yellow, and green aspects together with junction indicator position 4 re-numbered R986.

**Permanent Way Alterations**

Facing and trailing main to main crossovers will be brought into use at 45 miles 20 chains and 45 miles 24 chains.

A new facing connection Up Cambridge to E.M.U. Siding at Royston will be brought into use.

Facing and trailing main to main crossovers will be brought into use at 44 miles 60 chains and 44 miles 50 chains. The existing connection Down Siding to Down Cambridge at Royston will be renewed in the same position.

**Notice Boards**

Illuminated notice boards worded "Stop Here" will be erected on the Up Cambridge Platform at 44 miles 71 chains facing Royston and at 44 miles 72 chains facing Shepreth, the distance between these boards will be 22 yards.

**Catch Points**

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

Line	Location	Gradient Rising 1 in.
Up Cambridge	700 yards before reaching R.986 signal	175
Up Cambridge	711 yards before reaching R.976 signal (worked)	163
Up Cambridge	700 yards before reaching R.984 signal	175
Down Cambridge	2.270 yards before reaching R.961 signal	197
Down Cambridge	719 yards before reaching R.961 signal	197

**General**

A description of the new signals and altered 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 held at signals as necessary. Further details will be included in the Weekly Notice of Engineering Operations.

## DESCRIPTION OF SIGNALS

I = Royston

S = Shepreth

B = Baldock

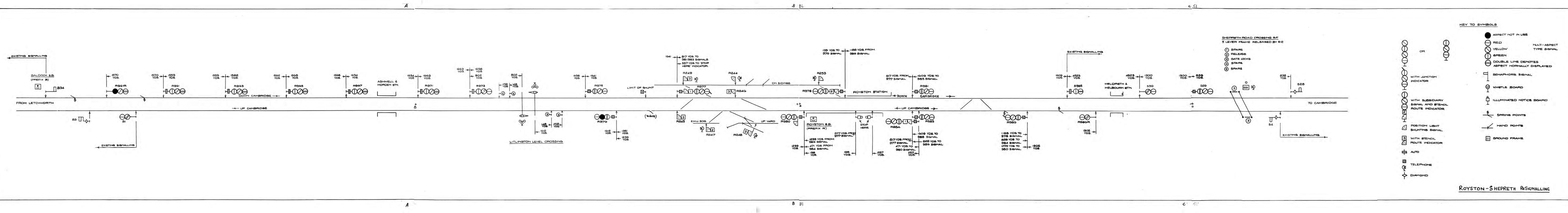
The numbers of semaphore signals are quoted for reference purposes only.

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Down Direction Running Signals.</b>				
134 (existing)	Down Cambridge Home Semaphore		—	R961
1961R	Down Cambridge Distant	M	—	R961
1961	Down Cambridge Auto	M	—	R963
1963	Down Cambridge Auto	M	—	R965
1965	Down Cambridge Auto	M	—	R967
1967	Down Cambridge Auto	M	—	R971
1971	Down Cambridge Auto	M	—	R973
1973	Down Cambridge Auto	M	—	R975
1975	Down Cambridge	M	—	R977
1977	Down Cambridge	M M S	— Position 4 X	R981 R983 or Up Platform Stop Board Up Plat. Stop Board.
1981	Down Cambridge	M	—	S985
1983	Up Cambridge (applicable to Down Trains)	M	—	S985
1985	Down Cambridge Auto	M	—	S30 (existing)
130 (existing)	Down Cambridge Distant	M	—	S29 (existing)
<b>Up Direction Running Signals</b>				
1984 (existing)	Up Cambridge Starting Semaphore	M	—	R986R
1986R	Up Cambridge Distant	M	—	R986
1986	Up Cambridge	M M	— Position 4	R984 R978

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
<b>Up Direction Running Signals – continued</b>				
R984	Up Cambridge	M	—	R980 or Up Platform Stop Board
		S	U	Up Platform Stop Board.
R978	Down Cambridge (applicable to up trains)	M	—	R976
		S	X	R246
		S	D	Down through siding
R980	Up Cambridge	M	—	R976
		S	—	EMU Siding
R976	Up Cambridge	M	—	B3 existing Semaphore
<b>Ground Position Light Signals</b>				
R244	Down through siding	—	D	Down Siding
R245	Up Cambridge	—	X	Along Up Cambridge to R983 or Up Platform stop board.
		—	M	Down Cambridge R981
		—	Y	Up Yard
R246	Down Cambridge	—	X	Down Cambridge L.O.S.
		—	M	Up Cambridge R976
		—	D	Down Sidings
R247	EMU Siding	—	X	Up Cambridge R983 or Up Platform stop board
			Y	Up Yard
R248	Up Siding	—	H	Head Shunt
		—	E	EMU Siding
		—	M	Up Cambridge R976
R249	Down Siding	—	D	Down through siding
			M	Down Cambridge R981
			X	Up Cambridge R983 or Up Platform Stop board
R253	Down Through Siding		—	Down Cambridge R981

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

**NOTE** The suffix letter 'R' (ie R986R) on the signal plate denotes that the signal is an isolated colour light distant applicable to and bearing the same number as the stop signal next ahead.



KEY TO SYMBOLS

- ASPECT NOT IN USE
- RED
- YELLOW
- GREEN
- DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
- OR ○
- WITH JUNCTION INDICATOR
- WITH SUBSIDIARY SIGNAL AND STENCIL ROUTE INDICATOR
- WITH STENCIL ROUTE INDICATOR
- POSITION LIGHT SHUNTING SIGNAL
- TELEPHONE
- DIAMOND
- MULTI-ASPECT TYPE SIGNAL
- SEMAPHORE SIGNAL
- WHISTLE BOARD
- ILLUMINATED NOTICE BOARD
- SPRING POINTS
- HAND POINTS
- GROUND FRAME
- AUTO
- TELEPHONE
- DIAMOND

ROYSTON-SHEPRETH RESIGNALLING