

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 14 DECEMBER 1975

between

HOLME - HUNTINGDON

York
December 1975

MO42/1204/1

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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Holme – Huntingdon : Resignalling

During the period of this work on 13, 14 December, the signal boxes at Connington North, Connington South, and Abbots Ripton will be abolished, together with most colour light and semaphore signals controlled from these boxes. Holme signal box will be converted to a Gate Box.

New colour light signalling, together with full track circuiting will be installed between Huntingdon North No.2 and Holme Gate Box controlled from Peterborough and Huntingdon North No.2 signal boxes.

Track Circuit Block Regulations will apply between Huntingdon North No.2 and Peterborough.

The Down Main, Down Goods, and Up Main, Up Goods lines between Connington North and Huntingdon North No.2, will be re-designated Down Fast, Down Slow, and Up Fast, Up Slow respectively.

Permanent Way Alterations

The facing crossovers Down Goods to Down Main and Up Goods to Up Main at Abbots Ripton will be abolished. A new facing crossover Down Fast to Down Slow will be installed at Connington South.

The facing connection Down Goods to Down Main at Connington North will be abolished.

The Through Siding at Holme will be shortened by approximately 466 yards and a new connection installed on to the Down Main.

Alterations to Existing Signalling

Signals H28, H29, and H23 will be converted to semi-automatic signals relettered and renumbered P396, P398 and P397 respectively.

H27 Up Main colour light signal and Holme Down Main Home semaphore signal will be abolished.

CS24 signal will be converted to a four aspect signal capable of displaying red, yellow, double yellow and green aspects re-lettered and re-numbered P390.

Huntingdon North No.2 Up Main Home and Up Goods Home semaphore signals with Huntingdon North No.1 semaphore Distant beneath will be abolished.

Huntingdon North No.1 Up Main Home and Up Goods Home semaphore signals together with Huntingdon North No.2 Down Main Starting signal will be equipped with intensified lights. Huntingdon North No.1 Up Main Home and Up Goods Home and the Huntingdon North No.2 No.29 signal will be fitted with "diamond" signs.

P399 signal will have the red aspect brought into use and become an automatic signal.

Level Crossing

The lifting barriers at Connington North will be remotely controlled by C.C.T.V. from Holme Gate Box.

Catch Points

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

Line	Location	Gradient rising 1 in . . .
Down Fast	446 yards before reaching HU2.361R signal	200
Up Fast	1,020 yards before reaching P380 signal	200
Up Fast	1,420 yards before reaching HU2.368 signal	200

Automatic Warning System

A.W.S. track equipment will be provided for all new colour light running signals.

General

A description of the new signals is included in this notice and a 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

HU1 = Huntingdon North 1 HU2 = Huntingdon North 2 P = Peterborough

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
Up Direction Running Signals				
P402 (existing)	Up Main Auto	M	-	P398 (existing as H29)
P398 (existing as H29)	Up Main Semi Auto	M	-	P396 (existing as H28)
P396 (existing as H28)	Up Main Semi Auto	M	-	P394
P394	Up Main	M	-	P392
P392	Up Main Auto	M	-	P390 (existing as CS24)
P390 (existing as CS24)	Up Main	M M	- Position 1	P384 P382
P384	Up Fast Auto	M	-	P380
P382	Up Slow Auto	M	-	P378
P380	Up Fast Auto	M	-	P376
P378	Up Slow Auto	M	-	P374
P376	Up Fast Auto	M	-	HU2.372
P374	Up Slow Auto	M	-	HU2.370
HU2.372	Up Fast Auto	M	-	HU2.368
HU2.370	Up Slow Auto	M	-	HU2.366
HU2.368	Up Fast Auto	M	-	HU2.364
HU2.366	Up Slow Auto	M	-	HU2.362
HU2.364	Up Fast Auto	M	-	HU2.360
HU2.362	Up Slow Auto	M	-	HU2.358
HU2.360	Up Fast Auto	M	-	HU2.356
HU2.358	Up Slow Auto	M	-	HU2.354
HU2.356	Up Fast Auto	M	-	HU2.56
HU2.354	Up Slow Auto	M	-	HU2.43
HU2.56	Up Fast	M	-	HU1.33 (existing semaphore)
HU2.43	Up Slow	M	-	HU1.33 (existing semaphore)
Down Direction Running Signals				
HU2.18 (existing)	Down Fast Semaphore	M	-	HU2.361RR
HU2.6 (existing)	Down Slow Semaphore	M	-	HU2.355R
HU2.361RR	Down Fast Outer Distant	M	-	HU2.361R
HU2.355R	Down Slow Distant	M	-	HU2.355
HU2.361R	Down Fast Distant	M	-	HU2.361
HU2.355	Down Slow Auto	M	-	HU2.359
HU2.361	Down Fast Auto	M	-	HU2.365

DESCRIPTION OF SIGNALS – continued

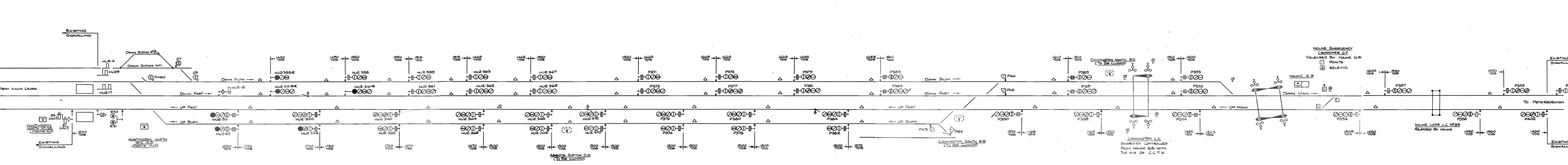
No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Down Direction Running Signals – continued				
HU2.359	Down Slow Auto	M	—	HU2.363
HU2.365	Down Fast Auto	M	—	HU2.369
HU2.363	Down Slow Auto	M	—	HU2.367
HU2.369	Down Fast Auto	M	—	P373
HU2.367	Down Slow Auto	M	—	P371
P373	Down Fast Auto	M	—	P377
P371	Down Slow Auto	M	—	P375
P377	Down Fast Auto	M	—	P381
P375	Down Slow Auto	M	—	P379
P381	Down Fast Auto	M	—	P385
P379	Down Slow Auto	M	—	P383
P385	Down Fast	M	—	P391
		M	Position 1	P389
P383	Down Slow	M	—	P389
P391	Down Fast	M	—	P395
P389	Down Slow	M	—	P393
P395	Down Fast	M	—	P397 (existing as H23)
P393	Down Slow	M	—	P397 (existing as H23)
P397 (existing as H23)	Down Main Semi Auto	M	—	P399 (existing)

Ground Position Light Signals

No.	Location	Route or Junction Indication	Application to or towards
P43	Up Slow	—	Down Slow P389 or Down Fast P391 or Up Sidings
P44	Up Sidings	—	Up Slow P382 signal.
P46	Down Slow	—	Up Fast P384 signal or Up Slow P382 signal.
P48	Down Fast	—	Up Fast P384 signal or Up Slow P382 signal.

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

The suffix letter 'R' (i.e. H2.361R) 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. An isolated outer colour light distant signal will carry the suffix 'RR'. (i.e. H2.361RR).



KEY TO SYMBOLS

	OR			RED
				YELLOW
				GREEN
				DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
				ASPECT OUT OF USE
				SEMAPHORE SIGNAL
				WITH INTENSIFIED LIGHT
				LIMIT OF SHUNT
				SPRING POINTS
				HAND POINTS
				GROUND FRAME
				CCTV. CLOSED CIRCUIT TELEVISION
				POSITION LIGHT SHUNTING SIGNAL
				DISC SIGNAL
				TELEPHONES
				DIAMOND
				AUTO SIGNAL
				SEMI-AUTO SIGNAL
				A.W.S. INDUCTOR

**HOLME ~ HUNTINGDON
RESIGNALLING**