

For the information of Railway Staff only.



British Rail

SIGNALLING NOTICE

No.118

EASTERN REGION

**SUPPLEMENTARY
NOTICE**

of

**SIGNALLING
ALTERATIONS**

affecting the working of the line

from

SUNDAY 27 FEBRUARY 1983

**ROYSTON and SHELFORD
TO SHEPRETH BRANCH JUNCTION**

York
February 1983

MO42-7001

R.M. Williams
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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ROYSTON AND SHELFORD TO SHEPRETH BRANCH JUNCTION – RESIGNALLING

(Southern extension of Cambridge signal box area of control)

On Saturday 26 and Sunday 27 February – the following signal boxes will be abolished:–

Shepreth

Shepreth Branch Junction

Foxton signal box will be reduced in status to a Gate Box and all signals worked therefrom will be abolished.

New colour-light signalling will be commissioned and the **Track Circuit Block Regulations** will apply between Shelford and Cambridge on the Down and Up Main lines and between Kings Cross and Shepreth Branch Junction (controlled by Cambridge) on the Down and Up Royston lines.

Permanent Way Alterations

A new trailing crossover will be provided between the Down and Up Royston lines approximately 420 yards South of Foxton level crossing.

The trailing crossover immediately South of Foxton Station will be replaced by a facing crossover.

Remodelling will take place within the Down Sidings.

Alterations to Existing Signalling CA = Cambridge**Shepreth**

The Down Royston 2-aspect automatic signal S985 (approximately 1 mile North of Royston Station), will be replaced by a 3-aspect controlled signal plated CA103.

The Down Royston 3-aspect signal S29 will be converted to an automatic signal and replated CA109. All other signals formerly worked by Shepreth will be abolished.

Shepreth Branch Jn.

The Down Main 4-aspect signal SBJ8 will be converted to an automatic signal and replated CA141.

Up Main signal SBJ20 will be converted to a 4-aspect signal and replated CA142.

All other signals formerly worked by Shepreth Branch Junction signal box will be abolished.

Shelford

The Shelford Down Main Home (S2) will be converted to a 4-aspect signal.

The Up Main Home signal and associated Banner Repeating signal will be abolished, and a new colour light Up Main Home signal plated S31 will be provided.

Royston

The Up Cambridge line 3-aspect signal K986 together with its Junction Route Indicator Position 4 applying towards the Down Cambridge line (Royston Down Platform) will be repositioned 330 yards nearer to Royston Station. The associated Up Distant (K986R) will be abolished.

Level Crossings

The following level crossings across the Down and Up Royston lines will be altered as follows:–

Meldreth Road Level Crossing at 49m. 37ch.

The level crossing gates will be replaced by automatic half-barriers with telephone communication with Cambridge signal box.

Shepreth Station Level Crossing at 49m. 63ch.

The level crossing gates will be replaced by automatic half-barriers with telephone communication with Cambridge signal box.

Harston Automatic Half-Barriers at 52m. 45ch.

Telephone communication will be provided between this level crossing and Cambridge (formerly with Shepreth Branch Junction). The "WHISTLE" boards on the approaches to the crossing will be removed.

Hauxton Automatic Half-Barriers at 54m. 01ch.

Telephone communication will be provided between this crossing and Cambridge. The "WHISTLE" boards on the approaches to the crossing will be removed.

Granhams Level Crossing at 52m. 64ch. Across the Down and Up Main lines (Between Shepreth Branch Junction and Shelford)

The level crossing lifting barriers will be supervised from Cambridge with the aid of Closed Circuit Television. Telephone communication will be provided between this crossing and Cambridge.

General

A description of signals and a diagram illustrating the above is included in this notice.

During the period of this work, points and signals may be disconnected and drivers will be hand-signalled as necessary. Details of Engineer's Possessions will be shown in the Weekly Operating Notice.

Automatic Warning System

* W.S. will be provided on all Main line running signals on the Royston Branch.

Description of Signals CA = Cambridge, S = Shelford, K = Kings Cross

Signal	Line	Aspect M = Main S = Sub	Route Indication	Application towards
Down Direction				
CA103	Down Royston	M		CA105
CA105	Down Royston	M		CA107
CA107	Down Royston	M		CA109
CA109	Down Royston	M		CA113
CA113*	Down Royston	M		CA115
CA115	Down Royston	M		CA117
CA117	Down Royston	M		CA119
CA119	Down Royston	M		CA123
CA123	Down Royston	M		CA141
CA99	Down Main	M		CA141
Up Direction²⁾				
CA140	Up Main	M		S31
		M	Junction Indicator position 4	CA120 (Up Royston)
S31	Up Main	M		Shelford existing signalling
CA120	Up Royston	M		CA118
CA118	Up Royston	M		CA116
CA116	Up Royston	M		CA114
CA114*	Up Royston	M		CA112 (Up Royston)
		S	"U"	Up Royston line occupied
		S	"X"	Down Royston
		S	"S"	Down Sidings
CA112	Up Royston	M		CA110
CA110	Up Royston	M		CA108
CA108	Up Royston	M		CA106
CA106	Up Royston	M		CA104
CA104	Up Royston	M		K986

* indicate that the signal is jointly controlled by Foxton Gate Box and Cambridge.

Description of Signals CA = Cambridge S = Shelford K = Kings Cross – continued

Ground Position Light Signals Controlled by Cambridge

Signal	Line	Route Indication	Application towards
CA551*	Up Royston	"D" "X"	Down Royston Up Royston "LIMIT OF SHUNT" via the Down Royston and the facing crossover. Up Royston CA555 ground position light.
CA552	Down Royston	"Y"	Up Royston
CA553*	Down Siding		Shunt Spur Down Royston Down Siding
CA554	Shunt Spur		Up Royston new "LIMIT OF SHUNT".
CA555*	Up Royston	"X"	Down Royston CA552 Ground position light.
CA556*	Down Royston	"S"	Down Siding.

* indicates that the signal is jointly controlled by Foxton Gate Box and Cambridge.

Vari-type Unit No.472

