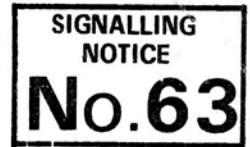


For the information of Railway Staff only.



Eastern Region



SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 20 JANUARY 1974

BETWEEN

LANGLEY - HITCHIN

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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Between Langley Junction – Hitchin : Remodelling and Resignalling

During the period of this work from Friday – Monday 18 to 21 January, 1974 the signal box at Stevenage North together with all points and signals worked therefrom will be abolished. Certain existing colour light signals North of Langley and all semaphore signalling controlled from Langley together with Hitchin South Down Goods distant, Down Main Outer Home semaphores and D30, UM29 colour light signals will be abolished. New colour light signalling together with full track circuiting will be installed between Langley and Hitchin South controlled by a new panel in Langley signal box and the existing facilities at Hitchin South signal box.

Track circuit block regulations will apply between Langley and Hitchin South signal boxes on all lines.

The existing Down Goods and Down Main between Stevenage North and Hitchin South will be renamed Down Slow and Down Fast respectively.

Permanent Way Alterations

The facing connection Up Slow to Up Hertford at Langley will be moved approximately 150 yards further South. The connection Down Hertford to Down Slow at Langley will be re-aligned.

The trailing main to main crossover at Langley will be abolished.

Facing connections Down Fast – Down Slow, Down Slow – Down Fast, and Up Fast – Up Slow, and Up Slow – Up Fast will be provided at the North and South ends of Stevenage New Station together with a trailing main to main crossover at the North end of the station.

All connections will be removed at Stevenage Old Station and the track re-aligned.

Alterations to Existing Signalling

L639 signal will have the second yellow aspect brought into use and be capable of displaying red, yellow, doubled yellow and green aspects.

L27 signal will become an automatic signal renumbered L653.

L31 signal will be renumbered L651.

L33 signal will be renumbered L939.

H54, 47, 42 and Y8 and Y16 signals will be equipped with intensified lights.

Catch Points

Catch points will be provided as follows:—

Line	Location	Gradient Rising
Up Slow	719 yards before reaching L686 signal	1 in 200
Up Fast	700 yards before reaching L676 signal	1 in 200
Up Slow	700 yards before reaching L678 signal	1 in 200
Up Slow	700 yards before reaching L674 signal	1 in 200
Up Slow	700 yards before reaching L668 signal	1 in 200
Up Slow	491 yards before reaching H3 signal	1 in 200

Automatic Warning System

A.W.S. equipment will be provided for all main line signals.

Ground Frames

Langley 'B' Ground Frame

A new 3-lever ground frame released by Langley signal box will be provided controlling the crossover Up Siding to Up Slow. A telephone communicating with Langley signal box will be provided.

Stevenage North Old Station Ground Frame

Will be known as Stevenage Ground Frame and released by Langley signal box.

General

A description of the new signals are included in this notice, the diagram which illustrates the layout and signalling 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

L – LANGLEY

H – HITCHIN SOUTH

Y – HITCHIN YARD

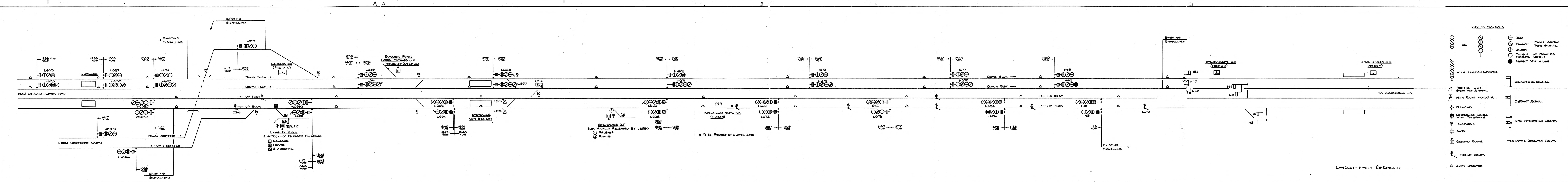
The numbers of semaphore signals are quoted for reference purposes only.

No.	Location	Aspect M = Main S = Sub	Route or Junction indication	Application to or towards
Down Direction Running Signals				
L653 (Existing)	Down Fast Auto	M	—	L661
L651 (Existing)	Down Slow	M	—	L659
L661	Down Fast	M	—	L667
		M	Position 1	L665
L659	Down Slow	M	—	L665
L667	Down Fast	M	—	H671
L665	Down Slow	M	—	H669
		M	Position 1	H671
H671	Down Fast Auto	M	—	H675
H669	Down Slow Auto	M	—	H673
H675	Down Fast Auto	M	—	H679
H673	Down Slow Auto	M	—	H677
H679	Down Fast Auto	M	—	H43
H677	Down Slow Auto	M	—	H55
H43	Down Fast	M	—	H42 (semaphore existing)
H55	Down Slow	M	—	H54 (semaphore existing)
Up Direction Running Signals				
H14 (Existing)	Up Fast (semaphore)	M	—	H15
H2 (Existing)	Up Slow (semaphore)	M	—	H3
H15	Up Fast) Existing	M	—	L684
H3	Up Slow)	M	—	L686
L684	Up Fast	M	—	L676
L686	Up Slow Auto	M	—	L678
L676	Up Fast Auto	M	—	L672
L678	Up Slow Auto	M	—	L674
L672	Up Fast Auto	M	—	L666
L674	Up Slow	M	—	L668
L666	Up Fast	M	—	L662
		M	Position 1	L664
L668	Up Slow	M	—	L664
L662	Up Fast	M	—	WC656
L664	Up Slow	M	—	L658
		M	Position 4	WC656
WC656	Up Fast Auto	M	—	WC650 (existing)
L658	Up Slow	M	—	WC652 (existing)
		M	Position 1	HD940 (existing)

Description of Signals—continued

No.	Location	Route Indication	Application to or towards
Ground Position Light Signals			
L210	Up Sidings	H	Shunting in Up Sidings
		U	To Up Hertford
		S	To Up Slow
L213	Up Fast	—	To Down Fast — H671
L214	Down Fast	F	Up Fast
		S	Up Slow
L215	Up Slow	—	To Down Fast H671

The position numbers quoted in the column headed 'Route or Junction Indicator' refer to Rule C.3.1.6.



KEY TO SYMBOLS

	RED
	YELLOW
	GREEN
	DOUBLE LINE DENOTES NORMAL ASPECT
	ASPECT NOT IN USE
	WITH JUNCTION INDICATOR
	SEMAPHORE SIGNAL
	POSITION LIGHT SHUNTING SIGNAL
	WITH ROUTE INDICATOR
	DISTANT SIGNAL
	DIAMOND
	CONTROLLED SIGNAL WITH TELEPHONE
	TELEPHONE
	AUTO
	GROUND FRAME
	MOTOR OPERATED POINTS
	SPRING POINTS
	AWS INDUCTOR

LANGLEY-HITCHIN RE-SIGNALING