

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 9 FEBRUARY 1975**

between

**LANGLEY-HITCHIN-LETCWORTH-**  
**THREE COUNTIES**

York  
FEBRUARY, 1975

MO42/51470/5

F.J. Burge  
Chief Operating Manager

# SIGNALLING RECORD SOCIETY

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**LANGLEY – HITCHIN – LETCHWORTH – THREE COUNTIES : RE-SIGNALLING**

During the period of this work on 8, 9 and 10 February the signal box at Hitchin South together with all semaphore signalling controlled therefrom will be abolished. Certain existing colour light signalling formerly controlled by Hitchin South will be transferred to a new panel located in Cambridge Junction signal box which will be renamed Hitchin. New colour light signalling will be brought into operation on the Cambridge Branch – Hitchin side of Letchworth box replacing the existing semaphore signalling. Also on the Up and Down Fast and Slow lines to augment the existing colour light signalling.

Track Circuit Block Working will apply between:—

Langley – Hitchin – over Up and Down Fast and Up and Down Slow lines and Hitchin – Letchworth over Up and Down Cambridge.

Absolute Block working will apply between Hitchin → Three Counties over Up and Down Fast and Up and Down Slow lines:

**Permanent Way Alterations**

A new main to main trailing connection on the Cambridge Branch will be brought into use at 32½ m.p. controlled from Hitchin signal box.

New Down Fast – Down Slow connections at 31¼ m.p. and 32 miles 10 chains will be brought into use.

**Alterations to existing signalling**

J.44 signal will be provided with an additional red aspect and a junction indicator position 4 applying Up Slow to Up Fast and will be re-lettered and re-numbered HT.718.

J.37R signal will be provided with an additional red aspect re-lettered and re-numbered HT.716.

J.37 signal will be provided with an additional red aspect and become an automatic signal re-lettered and re-numbered HT.712.

H.15, H.3 signals will become automatic signals re-lettered and re-numbered L.688 and L.690 respectively.

H.43 signal will be equipped with a junction indicator position 1 applying Down Fast – Down Slow and will be re-lettered and re-numbered H.T.689.

J.18 signal will be equipped with a junction indicator position 1 applying Down Fast – Down Slow and will be re-lettered and re-numbered HT.699.

Other than those signals mentioned above the following signals will be re-lettered and/or re-numbered as shown:—

Old	New
J.43	HT.714
J.36	HT.708
J.41	HT.710
H.14	HT.696
H.2	HT.698
H.669	HT.669
H.671	HT.671
H.673	HT.673
H.675	HT.675
H.677	HT.677
H.679	HT.679
H.55	HT.687
J.8	HT.697
H.26	HT.222
J.13	HT.232
J.26	HT.231

**Ground Frames**

Hitchin Yard Ground Frame will be abolished and the points will be worked from Hitchin signal box.

Cadwell Gas Works & Hitchin 'A' Ground Frames will be released by Hitchin signal box.

**Catch Points**

There will be no alteration to existing catch points as previously advised.

Two new sets will be installed on the Down Cambridge Branch 716 yards before reaching LE.945 signal and 700 yards before reaching LE.18 signal on a rising gradient of 161.

**LANGLEY - HITCHIN - LETCHWORTH - THREE COUNTIES : RE-SIGNALLING - continued****Automatic Warning System**

Automatic Warning System equipment will be provided for all main running signals.

**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 hand signalled as necessary. Further details will be included in the weekly notice of Engineering Operations.

**DESCRIPTION OF SIGNALS**

LE = Letchworth HT = Hitchin L = Langley TC = Three Counties

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

No.	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
<b>Down Direction Running Signals</b>				
HT679 (existina)	Down Fast Auto	M	—	HT689
HT677 (existina)	Down Slow Auto	M	—	HT687
HT689	Down Fast	M M	— Position 1	HT699 HT697
HT687	Down Slow	M	—	HT697
HT699	Down Fast	M M M	— Position 1 Position 4	HT713 HT711 HT943
HT697	Down Slow	M M M	— Position 4 Position 5	HT711 HT713 HT943
HT713	Down Fast	M	—	TC56 (existing)
HT711	Down Slow	M	—	TC64 (existing semaphore)
HT943	Down Cambridge	M	—	LE945
LE945	Down Cambridge Auto	M	—	LE18
LE18	Down Cambridge	M	—	LE19
LE19	Down Cambridge	M	—	LE20 (existing semaphore)
		S S	R Y	Reception line Down Siding
<b>Up Direction Running Signals</b>				
TC26 (existing)	Up Fast	M	—	HT716R
TC20 (existing)	Up Slow	M	—	HT718R
HT716R	Up Fast Auto	M	—	HT716
HT718R	Up Slow Auto	M	—	HT718
HT716	Up Fast	M	—	HT712
HT718	Up Slow	M M	— Position 4	HT714 HT712
HT712	Up Fast Auto	M	—	HT708
HT714	Up Slow	M	—	HT710

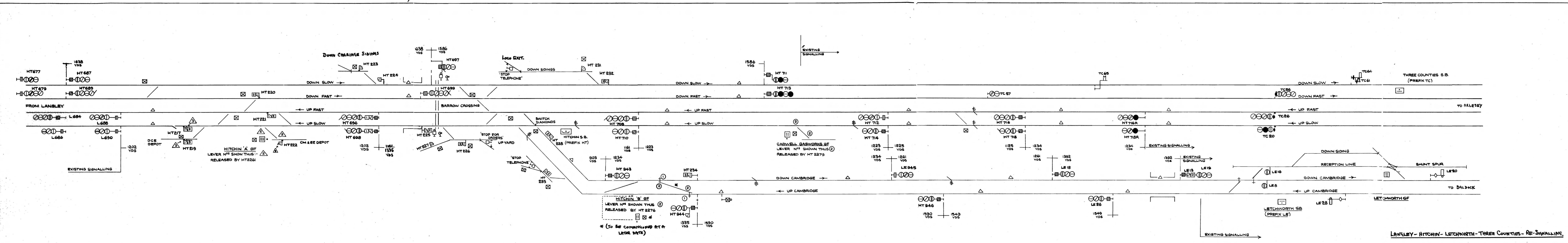
## DESCRIPTION OF SIGNALS—continued

No.	Location	Aspect		Route or Junction Indicator	Application to or towards
		M = Main	S = Sub		
<b>Up Direction Running Signals — continued</b>					
HT708	Up Fast	M		—	HT696
		M		Position 1	HT698
HT710	Up Slow	M		—	HT698
HT696	Up Fast	M		—	HT688
		M		Position 1	HT690
		S		E	D.C.E. Depot
HT698	Up Slow	M		—	HT690
		M		Position 4	HT 688
		S		E	D.C.E. Depot
LE28 (semaphore existing)	Up Cambridge	M		—	LE26
LE26	Up Cambridge	M		—	HT946
HT946	Up Cambridge	M		—	HT944
HT944	Up Cambridge	M		—	HT698
		S		—	Up Yard
L688	Up Fast Auto	M		—	L684 (existing)
L690	Up Slow Auto	M		—	L686 (existing)
<b>Ground Position Light Signals</b>					
HT217	Up Slow	F		—	Down Fast HT699
		X		—	Up Fast HT221 or Up Slow HT225 CM & EE Depot
		Y		—	
HT219	DCE Yard	F		—	Down Fast HT699
		X		—	Up Slow HT225 CM & EE Depot
		Y		—	
HT221	Up Fast	B		—	Down Cambridge HT943
		X		—	Via Up Fast Up Fast
HT222	CM & EE Depot	—		—	To DCE Depot or Up Slow
HT225	Up Slow	B		—	Down Cambridge HT943
		Y		—	Up Yard
HT226	Up Yard	Y		—	CM & EE Depot
		S		—	Up Slow HT698
HT227	CM & EE Depot	—		—	Up Yard
HT233	Up Yard	B		—	Down Cambridge HT943
		X		—	Up Cambridge L.O.S.
HT228	Down Cambridge	S		—	Up Slow HT698
		F		—	Up Fast HT696
		X		—	Down Slow HT224
HT234	Down Cambridge	Y		—	Up Yard
		U		—	Up Slow HT698
		X		—	HT228 Down Cambridge

## DESCRIPTION OF SIGNALS—continued

No.	Location	Aspect M = Main S = Sub	Route or Junction Indicator	Application to or towards
<b>Ground Position Light Signals—continued</b>				
HT223	Down Carriage Sidings	—	—	Down Slow HT697
HT224	Down Slow	—	—	To Down Carriage Sidings
HT231	Down Yard	—	—	To Down Slow HT711
HT232	Down Slow	—	X Z Y	To Down Fast HT220 To Down Slow HT224 To Down Yard

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



**KEY TO SYMBOLS**

	OR			RED
				YELLOW
				GREEN
				DOUBLE LINE DENOTES NORMAL ASPECT
				ASPECT NOT IN USE
				SEMAPHORE SIGNAL
				MINIATURE ARM
				A.W.S. INDUCTOR
				PERMANENT SPEED RESTRICTION BEGINS
				ILLUMINATED NOTICEBOARD
				SPRING POINTS
				HAND POINTS
				FACING POINT LOCK
				ILLUMINATED NOTICEBOARD
				SPRING POINTS
				HAND POINTS
				FACING POINT LOCK

LANSLEY - HITCHIN - LETCHWORTH - THREE COUNTIES - RE-SIGNALLING.