

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 23 NOVEMBER 1975

between

HITCHIN - ROYSTON

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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HITCHIN – ROYSTON : RESIGNALLING

During the period of this work on 22 and 23 November, the signal boxes at Letchworth and Baldock will be abolished, together with all semaphore signals and points controlled therefrom. Baldock and Letchworth Up Cambridge Colour Light Distant signals will also be abolished.

New colour light signalling together with full track circuiting will be installed and controlled from Hitchin signal box.

Track circuit block working will apply between Hitchin – Royston over both lines.

Alterations to existing signalling

Signals LE945, LE18, and LE19 will be re-lettered and renumbered HT945, HT947, and HT949 respectively.

LE26 signal will be converted to an automatic signal, re-lettered and renumbered HT948.

R961R signal will become a three-aspect automatic signal, capable of displaying red, yellow and green aspects, renumbered R959.

R976 signal will have the yellow aspect brought into use and the signal will be converted to automatic working.

Permanent Way Alterations

A new Arrival/Departure line will be installed between the Down Cambridge and Reception line at Letchworth. Access to this new line will be via the Facing Connection from Down Cambridge at 34 miles 60 chains. A new facing connection from the Arrival/Departure line to the Reception Line will be installed and access to the Down Siding will be from the Baldock end only.

The new Arrival/Departure line will be extended to approximately the 35½m.p. and a connection to the Down Cambridge line will be installed at this point.

Main to main facing crossovers will be brought into use at approximately 35 miles 50 chains and 36 miles 38 chains.

Ground Frames

Letchworth Ground Frame

A new three-lever ground frame released by Hitchin signal box will be provided controlling a trailing connection C.E.G.B. sidings to Up Cambridge at 35m.p. A telephone will be provided communicating with the signal box.

Letchworth Down Yard three-lever ground frame will be abolished.

Catch Points

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

Line	Location	Gradient Rising 1 in
Down Cambridge	716 yards before reaching HT945 signal	161
Down Cambridge	700 yards before reaching HT947 signal	161
Up Cambridge	701 yards before reaching HT970 signal	183
Up Cambridge	700 yards before reaching HT954 signal	244
Up Cambridge	700 yards before reaching HT952 signal	244
Up Cambridge	1178 yards before reaching HT948 signal	244

Notice Boards at Letchworth

Notice boards will be provided as shown on the diagram.

Automatic Warning System

Automatic Warning System equipment will be provided for all Main Line Running signals.

General

A description of the new signals and altered routing is included in the 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 handsignalled as necessary. Further details will be included in the Weekly Notice of engineering operations.

DESCRIPTION OF SIGNALS

R = ROYSTON

HT = HITCHIN

Down Direction Running Signals

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
HT945 (existing)	Down Cambridge Auto	M	—	HT947
HT947 (existing)	Down Cambridge	M	—	HT949
HT949	Down Cambridge	M S S	— R A	HT953 Reception line Arrival/Departure line.
HT953	Down Cambridge	M	—	HT955
HT951	Arrival/Departure Line	M	—	HT955
HT955	Down Cambridge	M M	— Position 4	R959 Up Cambridge HT957 (Fixed Red)
R959	Down Cambridge Auto	M	—	R961 (existing)
Up Direction Running Signals				
R976 (existing)	Up Cambridge Auto	M	—	R974
R974	Up Cambridge Auto	M	—	HT972
HT972	Up Cambridge Auto	M	—	HT970
HT970	Up Cambridge Auto	M	—	HT968
HT968	Up Cambridge Auto	M	—	HT966
HT966	Up Cambridge Auto	M	—	HT964
HT964	Up Cambridge Auto	M	—	HT962
HT962	Up Cambridge Auto	M	—	HT960
HT960	Up Cambridge	M	—	HT956
HT956	Up Cambridge	M	—	HT954
HT954	Up Cambridge	M S	— —	HT952 Arrival/Departure Line.
HT952	Up Cambridge	M	—	HT948 (existing)

Ground Position Light Signals

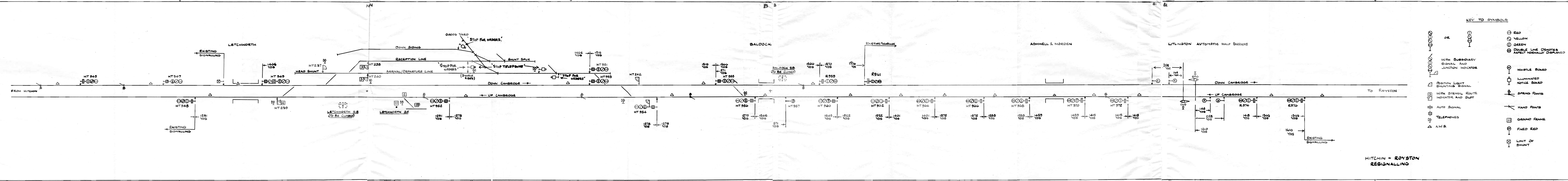
No.	Location	Route or Junction Indication	Application to and towards
HT237	Head Shunt	—	Reception line or arrival/departure line.
HT239	Up Cambridge	R A M X	Reception line Arrival/Departure Line. Down Cambridge HT953 G.F. Letchworth
HT242	Down Cambridge	—	Arrival/Departure Line.

DESCRIPTON OF SIGNALS – continued

Ground Position Light Signals – continued

No.	Location	Route or Junction Indication	Application to and towards
HT238	Reception Line	M	Up Cambridge HT948
		X	Down Cambridge LOS
		H	Head Shunt
HT240	Arrival/Departure	M	Up Cambridge HT948
		X	Down Cambridge LOS
		H	Head Shunt

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



KEY TO SYMBOLS

- RED
- YELLOW
- GREEN
- ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
- OR
- WITH SUBSIDIARY SIGNAL AND JUNCTION INDICATOR
- △ POSITION LIGHT SHUNTING SIGNAL
- WITH STENCIL ROUTE INDICATOR AND SLOT
- ⊖ AUTO SIGNAL
- ⊖ TELEPHONES
- △ A.W.S.
- ⊖ WHISTLE BOARD
- ⊖ ILLUMINATED NOTICE BOARD
- ⊖ SPRING POINTS
- ⊖ HAND POINTS
- ⊖ GROUND FRAME
- ⊖ FIXED RED
- ⊖ LIMIT OF SHUNT

HITCHIN - ROYSTON
RESIGNALLING