

No.116

EASTERN REGION

SUPPLEMENTARY NOTICE of SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 17 OCTOBER 1982

at

CAMBRIDGE STATION AREA (including the Newmarket Branch)

SIGNALLING RECORD SOCIETY

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RESIGNALLING OF CAMBRIDGE STATION AREA (Including Shepreth Branch Junction to Chesterton Junction and the Newmarket Branch)

On Saturday/Sunday 16/17 October – the following signal boxes and all signalling controlled therefrom will be abolished.

Cambridge South
Cambridge North
Coldham Lane Junction

A new signal box named 'CAMBRIDGE' will be brought into use at the South end of Cambridge Station, from which all points and new colour light signalling in the station area and on the approaches thereto will be controlled.

The Track Circuit Block Regulations will apply between Shepreth Branch Junction — Cambridge and Chesterton Junction.

Newmarket Branch

The Newmarket Branch will be singled between Coldham Lane Jn. and Fulbourne and revised signalling will be commissioned.

Brookfields Ground Frame will be abolished and the associated trailing connection in the (Down) Newmarket Branch will be taken out of use.

Coldham Lane Junction

The junction between the Down and Up Main and Branch lines will be secured out of use pending removal. New points (immediately on the Chesterton Jn. side of the facing crossover) will be brought into use forming the new Coldham Lane Jn. (between 56½ and 56¾m.p.) between Single line and Up Main.

The Track Circuit Block Regulations will apply between Coldham Lane Junction (controlled by Cambridge) and Fulbourne.

Level Crossings (Newmarket Branch)

Cherry Hinton High Street Level Crossing Ground Frame 2m. 17ch.

Fulbourne Old Drift Level Crossing Ground Frame at 2m. 67ch.

New 3-aspect colour light signal CA401 will act as the Fulbourne Old Drift level crossing Down Distant signal and also as the Cherry Hinton High Street level crossing Down Home signal. This signal will be jointly controlled by the level crossing ground frames and by Cambridge signal box. (New CA401R signal will function as the Down Distant for Cherry Hinton High Street level crossing).

Teversham Road Level Crossing Ground Frame at 3m. 44ch.

The ground frame together with all signals controlled therefrom will be abolished.

Teversham Road level crossing will be converted to an automatic half-barrier level crossing. Telephone communication with Cambridge will be provided.

Laundry Lane Automatic Locally Monitored Open Level Crossing at 0m. 29ch.

Advance Warning/Speed Restriction signs will be provided on the Single line on the rail approaches to Laundry Lane level crossing (130 yards from the crossing in the Down direction and 453 yards and 118 yards from the crossing in the Up direction) and also at 400 yards from the crossing on the Down Main line approach from Coldham Lane Jn.

Permanent Way Alterations

The layout in the Cambridge Station area (North and South of the station) will be rationalised and redundant connections will be secured out of use pending removal. The Up Main line (immediately North of the station) may also be used in the Down direction for the route from Through line to Down Main.

New Nos. 1, 2 and 3 Reception lines will be brought into use.

As a temporary arrangement, access to Platform 1 (shortened to approximately 130 yards in length) will only be available from the North end and there will be no Up Goods line on the East side of Cambridge station.

Cambridge Up Yard ground frame will be abolished and certain points converted to hand-operation. Access to the Up Sidings over the former ground frame points will be via Esso Siding.

Renaming of Lines

The Down Goods Loop between Shepreth Branch Jn. and the Down Siding at Cambridge (South end of the Station) will be renamed Down Goods Loop South.

Parley Siding will be renamed Down Siding.

The Reception Road between Cambridge (North end) and Coldham Lane Jn. will be renamed **Down Goods** Loop North.

The following lines will also be renamed:-

Old		New
Down Reception	,	No.4 Reception
No.1 Siding (Down Yard)		No.5 Reception

Alterations to Existing Signalling

Shepreth Branch Jn. Down Main 3-aspect colour light signal SBJ8 will be replaced 468 yards nearer to Shepreth Branch Jn. signal box by a 4-aspect signal.

Former Cambridge South Up Main I.B.H. Signal CS58 (also acting as the Shepreth Branch Jn. Distant) will be replated SBJ20 (signal post telephone to Shepreth Branch Jn.) and replaced 550 yards nearer to Shepreth Branch Jn. signal box by a new 4-aspect Shepreth Branch Jn. Up Home signal (4th aspect added for future use.)

The Chesterton Jn. Up Main I.B.H signal CJ15 will be replated as a controlled signal.

The Chesterton Jn. Down Main Home signal CJ52 will be converted to a 4-aspect controlled signal and replated accordingly.

Newmarket Branch

The Fulbourne semaphore Down Distant and Down Home signals will become applicable to the Single line (former Up line). The ground disc signals associated with the former crossover at Fulbourne (converted to the Single/Double line connection) will be abolished.

The Down Home signal will become the Down Newmarket Single line Home signal to Down Newmarket via this Single to Double line connection.

Coldham Lane

Co-operative sidings ground frame (previously released by Annetts Key) will be released from Cambridge.

The Shunt Spur will be renamed Head-Shunt.

Description of signals: - SBJ = Shepreth Branch Junction
CA = Cambridge
CJ = Chesterton Junction

Signal	Line	Aspect M = Main S = Sub	Route Indication (Position No. refers to Junction Indicator)	Destination
Down dir SBJ8	ection running signals Down Main	М	• 00	Down Main CA143.
CA143	Down Main	M		Down Main CA145.
CA145	Down Main	M M	Position "1"	Down Goods Loop South CA147. Down Main CA149.
		S	Position "1"	Down Goods Loop South line occupied.

Signal	Line	Aspect M = Main S = Sub	Route Indication (Position No. refer Junction Indicator)	
Down di CA147	rection running signal Down Goods Loop S	s – continued outh M	3	Platform 3 via Down Siding or Down Main.
		Μ	2	Platform 2 via Down Siding or Down Main.
		M	T	Through line CA163.
		M	"G"	Down Goods CA179.
		S	3	Platform 3 line occupied via Down Siding or Down Main.
		S	2	Platform 2 line occupied via Down Siding or Down Main.
		S	"S"	Down Siding 653 signal.
		S S	W.,	Down Main 655 signal.
		c	G	Down Goods line occupied.
		S S	R	Reception lines.
CA149	Down Main	M	3	Platform 3.
0, 11 10	Dominiani	M	•••2••	Platform 2.
		M	"T"	Through line CA163.
		M	G	Down Goods CA179.
		S	3	Platform 3 line occupied.
		S	**2**	Platform 2 line occupied.
		S	W	Down Main 655 signal.
		S S	"G"	Down Goods line occupied.
		S	"R"	Receptions.
CA161	Platform "1"	M		Platform 4 CA175.
		M	"T"	Through line CA177.
		S	4	Platform 4 line occupied.
		S	"т"	Through line occupied.
CA163	Through line	M	4	Platform 4 CA175.
		M		Through line CA177.
		S	4	Platform 4 line occupied.
		S	"T"	Through line occupied.
CA171	Platform 6	M	G.,	Down Goods Loop North CA193.
		M	W.,	Down Main CA195.
		S	"E"	Engine Spur.
		S	G.,	Down Goods Loop North line occupied.
		S	[Coldham Lane Depot Diesel Siding.
		S	"H"	Headshunt.
		S	"A"	Arrival line.
		\$ \$ \$ \$ \$	**1**	No.1 Carriage Siding.
		S	···2··	No.2 Carriage Siding.
		S	"S"	Nos.3-5 Carriage Sidings.
CA173	Platform 5	M	"G"	Down Goods Loop North CA193
U. 170	, rationii o	M	. "M"	Down Main CA195
		S	E	Engine Spur
		S	"Ğ"	Down Goods Loop North line occupied
		S	"L"	Coldham Lane Depot
		Š	<i>"</i> h"	Headshunt
		Š	"A"	Arrival Line
		Š	"1"	No.1 Carr Siding
		S S S S S	"2"	No.2 Carr Siding
		S	"S"	Nos. 3-5 Carr Sidings

		Aspect M = Main	Route Indication (Position No. refers to	Destination
Signal	Line	S = Sub	Junction Indicator)	Destination
	ction running signals — co	ntinued		
CA175	Platform 4	M	"G"	Down Goods Loop North CA193
		M S	"E"	Down Main CA195 Engine Spur
		S	"G"	Down Goods Loop North Line
		3	G	occupied
		S	"L"	Coldham Lane Depot Diesel Sidings
,		S	"H"	Headshunt
		S	"A"	Arrival Line
		S	"1"	No.1 Carriage Siding
		S S S S	"2"	No.2 Carriage Siding
		S	S	Nos 3–5 Carriage Sidings
CA177	Through Line	M M	"G"	Down Goods Loop North CA193 Down Main CA195
		S	"G"	Down Goods Loop North Line
		Ü	J	Occupied
	4.	S	x.,	Up Main CA733
		\$ \$ \$ \$ \$	"Ĥ"	Headshunt
		S	"A"	Arrival Line
		S	1	No.1 Carriage Siding
		S	''2' '	No.2 Carriage Siding
		S	"S"	Nos. 3-5 Carriage Sidings
CA179	Down Goods	M	"G"	Down Coods Loon North CA100
CAITS	Down Goods	M M	"M"	Down Goods Loop North CA193 Down Main CA195
		S	"Ğ"	Down Goods Loop North line.
		Ü	o o	occupied
	`	S	"s"	Up Siding 721 ground position light
CA193	Down Goods Loop North	M		Down Main CJ52) existing
CA195	Down Main	M	Decition 4	Down Main CJ52) signal
		М	Position 4	Down Newmarket CA401 R/ CA401
CA401R	Down Newmarket	Down Dista	ant for CA401	
CA401	Down Newmarket	M		Fulbourne existing signalling
Up direct CA200R	ion running signals:- Up Newmarket	Up Distant	for CA200	
CA200	Up Newmarket	M		Up Main CA190
CA210	Up Main	M	*	Up Main CA190
CA190	Up Main	M S S	"R" "X"	Up Main CA180 Up Receptions/Up Sidings (710) Down Main 708 ground position light
CA188	Coldham Lane Depot	M		Up Main CA180
		S	′′R′′	Up Reception/Up Sidings (710)
		S	"X".	Down Main 708 ground position light.

		Aspect M = Main	Route Indication (Position No. refers to		
Signal	Line	S = Sub	Junction Indicator)	Destination	
Up directi	on running signals — contin	ued			
CA180	Up Main	M		Through Line CA164	
		M	4	Platform 4	
		M	''5''	Platform 5	
		M	"6"	Platform 6.	
		S	"T"	Through Line occupied.	
		S .	′′4′′	Platform 4 line occupied.	
		S S	"5"	Platform 5 line occupied.	
		S	"6"	Platform 6 line occupied.	
CA164	Through Line	M		Through Line CA156.	
	3		"T"	Through line occupied.	
		S S	"1"	Platform 1.	
CA162	Platform 4	M	1	Through Line CA156	
		S	''T''	Through Line occupied.	
		S	′′1′′	Platform 1.	
CA156	Through Line	NA		Up Main CA148.	
CAISO	modgii Line	M S	"X"	Down Main "Limit of Shunt".	
		S	γ	Down Goods Loop South	
		Ü		"Limit of Shunt"	
		S	"C"	Charringtons Sidings.	
		3	C	Chairingtons Stungs.	
CA152	Platform 2	M		Up Main CA148	
		S .	"X"	Down Main "Limit of Shunt"	
		S	''S''	Down Siding.	
	4				
CA150	Platform 3	M		Up Main CA148.	
		S	. ''X''	Down Main "Limit of Shunt".	
		S	"S"	Down Siding.	
CA148	Up Main (Automatic)	M		Up Main CA144.	
CA144	Up Main (Automatic)	M		Up Main SBJ20.	
UA 144	op wan (Automatic)	141		Ор Матт 38320.	
SBJ20	Up Main	M		Shepreth Branch Junction	
				existing signalling.	
Ground Position Light Signals (Cambridge controlled)					
Signal	Line	Route In	dication Destination		
645	Charringtons Siding	"S"	Down Siding		
J	2siringtono olding	,,W,,	Down Main		
		"T"	Through Line		
		"G"	Down Goods	transition of the	
		"R"	Receptions		
	D 0: 1/		-		
646	Down Siding	γ.,		Loop South "Limit of Shunt".	
		,,C,,	Charringtons	Siding	
647	Un Main	*****			
647	Up Main	"M"	Down Main.		
		"T"	Through Line.		

646 Down Siding "Y" Down Goods Receptions

647 Up Main "M" Down Goods Loop South "Limit of Shunt" Charringtons Siding

648 Down Siding "M" Down Main.

"T" Through Line.

"G" Down Goods.

"G" Down Goods.

"R" Receptions.

653 Down Siding "S" Coal Sidings.

"3" Platform 3

"2" Platform 2

654 Coal Sidings — Down Siding

Ground Position Light Signals (Cambridge controlled) - continued

Signal	Line	Route Indication	Destination
655	Down Main	''3''	Platform 3
		"2"	Platform 2
657	Shunt Spur		Receptions
659	Reception Lines	''1''	No.1 Reception
		"2"	No.2 Reception
		′′3′′	No.3 Reception
		"R"	Nos.4 and 5 Receptions.
674	No.1 Reception	H	Shunt Spur.
		u	Up Main.
		x	Down Main "Limit of Shunt".
		γ	Down Goods Loop South "Limit of Shunt".
		C.,	Charringtons Siding.
676	No.2 Reception	H.,	Shunt Spur.
		u	Up Main.
		X	Down Main "Limit of Shunt".
			Down Goods Loop South "Limit of Shunt".
		c	Charringtons Siding
678	No.3 Reception	"H"	Shunt Spur.
	•	u	Up Main.
		x	Down Main "Limit of Shunt".
		٠٠٧٠٠	Down Goods Loop South "Limit of Shunt"
		C.,	Charringtons Sidings.
680	Nos. 4 and 5 Receptions	"H"	Shunt Spur.
		n	Up Main.
		X	Down Main "Limit of Shunt".
		···Y··	Down Goods Loop South "Limit of Shunt".
		c	Charringtons Siding.
703	No.1 Reception	s.,	Up Sidings 721 ground position light.
705	No.2 Reception	s.,	Up Sidings 721 ground position light.
706	Engine Spur	4	Platform 4.
	3 564.	**5**	Platform 5.
		6	Platform 6.
707	No 2 Beaution		
707	No.3 Reception	s	Up Sidings 721 ground position light.
708	Down Main	··4··	Platform 4.
		'' 5''	Platform 5.
		6	Platform 6.
709	Nos. 4 and 5 Receptions	"S"	Up Sidings 721 ground position light.
710	Up Goods	''R''	4 & 5 Receptions/Up Sidings.
	•	"3"	No.3 Reception.
		"2"	No.2 Reception.
		"1"	No.1 Reception.
		x	Down Goods line occupied only.
721	Up Sidings	"G"	Down Goods Loop North.
		W.,	Down Main.
		··X··	Up Main.
		<i>∙•</i> Ĥ••	Headshunt.
		"A"	Arrival line.
		<i></i> 1	No.1 Carriage Siding.
		2	
		"Ś"	No.2 Carriage Siding.
		3	Nos. 3-5 Carriage Sidings/Esso Siding.

Ground Position Light Signals (Cambridge controlled) - continued

Signal 722	Line Headshunt	Route Indication	Destination Reception Sidings.
722	Troudsham.	··M··	Up Main CA180.
724	Arrival line	"R" "M"	Receptions. Up Main.
726	No.1 Carriage Siding	"R"	Receptions. Up Main CA180.
728	No.2 Carriage Siding	"R" "M"	Receptions. Up Main CA180.
730	Nos. 3-5 Carriage Siding	"R" "M"	Receptions. Up Main CA180.
732	Down Goods Loop North	"R" "M"	Receptions. Up Main. Down Main.
733	Up Main	"B"	Coldham Lane Depot Diesel Sidings. Breakdown Train Siding.
734	Breakdown Train Siding		Up Main CA188.
736 (existing CL69 replated)	Coldham Lane Depot No.1 Diesel Siding	"U"	No.2 Carriage Siding CA188
738 (existing CL68 replated)	Coldham Lane Depot No. 2 Diesel Siding	"2" "U"	No. 2 Carriage Siding CA188
739	No. 2 Carriage Siding		Coldham Lane Depot Diesel Sidings
740 (existing CL67 replated)	Coldham Lane Depot Nos 3 to 5 Diesel Sidings	"∪" "2"	No. 2 Carriage Siding CA188

General

A description of signals and a diagram illustrating the above is included herein.

During the period of this work, points and signals may be disconnected and Drivers will be handsignalled as necessary. Details of Engineers possessions will be included in the Weekly Operating Notice.



