

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

LEICESTER RESIGNALLING

SPECIAL NOTICE 250.E

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
CONCERNED RESPECTING RESIGNALLING IN THE
LEICESTER AREA.**

OPERATIVE FROM SUNDAY 29 JUNE, 1986

**IMPORTANT—This Notice to be acknowledged immediately on receipt to
“Operating OD.14. Crewe” using the code “ARNO 250.E”.**

Crewe
June, 1986

Regional Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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A new signal box will be provided situated to the north of Leicester station on the up side of the line and the following boxes will be abolished:—

Little Bowden Junction
 Market Harborough
 Kibworth
 Wistow
 Kilby Bridge
 Wigston South Junction
 Wigston North Junction
 Knighton South Junction
 London Road Junction
 Leicester North
 Bell Lane
 Desford Colliery

The layout and signalling will be as depicted on the accompanying diagram.

The line between Desford Colliery and Bardon Hill will be singled.

Signals 193, 197, 203, 207 and 211 applicable to wrong direction movements on the up line between Glendon North Junction and Market Harborough and signals 206, 202, 196 and 192 applicable to wrong direction movements on the down line between Market Harborough and Glendon North Junction will not be brought into use at this stage.

The existing Glendon North Junction up distant signal will be taken away. Leicester signal 198 will act as Glendon North Junction up distant signal.

Signal GN23 is a new up home 1 signal for Glendon North Junction.

The existing Glendon North Junction up home signal, GN22, will be renamed up home 2.

At Humberstone Road Junction, signals 437 (up and down goods), 441 (down fast), and 443 (up and down slow) will act as Leicester down section signals for routes to the down slow line. Signal 448 (up slow) will act as Leicester up slow distant signal and signal 444 as Leicester up slow home signal.

Method of Signalling

The Track Circuit Block System will apply throughout the area controlled by Leicester box and between Leicester box and Glendon North Junction, Narborough and Bardon Hill boxes and on the down and up fast lines between Leicester box and Syston South Junction box.

The Absolute Block System will apply on the up and down slow lines between Leicester box (Humberstone Road Junction) and Syston South Junction box.

The lines between the following points are bi-directional:—

<i>Line(s)</i>	<i>Between</i>
Down main	Market Harborough and Kilby Bridge.
Up main	Wigston North Junction and Market Harborough.
Up and down slow	Kilby Bridge Junction and Wigston North Junction.
Up and down goods	Wigston North Junction and Knighton South Junction.
Down main	Wigston North Junction and Leicester South Junction.
Up main	Leicester South Junction and Wigston North Junction.
Up and down slow	Leicester South Junction and Humberstone Road Junction.
Platforms 1, 2, 3 and 4	Leicester Station.
Up and down goods	Leicester Station and Humberstone Road Junction.
Single	Knighton South Junction and Bardon Hill.

Permissive working will be authorised for passenger trains on all platform lines at Leicester.

Permissive working for freight trains will be authorised on the following lines:—

<i>Line</i>	<i>Between</i>
Up and down goods	Wigston North Junction and Knighton South Junction.
Up and down goods	Leicester Station and Humberstone Road Junction.

General

Flashing aspects (Rule C.3.1.1.) will be displayed at certain signals as follows:—

<i>Line</i>	<i>Flashing single yellow at signal</i>	<i>Indicates single yellow at signal</i>	<i>With junction indication</i>
Down main	241	251	pos 1—to up and down slow pos 4—to up fast
Down main	321	397	pos 4—to up fast pos 5—to up and down slow
Up main	396	318	pos 4—to up and down slow pos 5—to down Nuneaton

Shunters'/Guards' Acceptance Plungers

At the following locations, the following signals will only clear for the routes shown after the operation of the shunters'/guards' acceptance plunger:—

<i>Location</i>	<i>Line</i>	<i>Signal</i>	<i>Plunger provided for route to:—</i>
Market Harborough	Up main	621	R.C.E./R.M. & E.E. Sidings
Knighton Junction	Up and down goods	325	Down sidings
Humberstone Road Junction	Up fast	442	Down sidings
	Up and down slow	444	Down sidings
	Down fast	646	Down sidings

"Right Away" Indicators

Stencil "right away" indicators "R" will be provided on the following signals at Leicester station (Rules H.3.4.1. and H.3.4.5. apply):—

<i>Platform</i>	<i>Signal</i>
1 north end	413
2 south end	414
3 north end	417
4 south end	418

Permanent Speed Restrictions

The existing running line speed restrictions will continue in force until further notice except that the **15 m.p.h.** speed restriction in the down direction at **106m 57ch** at Desford Colliery Sidings will apply to the single line in both **down and up** directions.

Referring to the diagram, the permanent speed restrictions through the various connections are as follows:—

Market Harborough

connection lettered	AA	40 m.p.h.
connection lettered	AB	40 m.p.h.

Knighton South Junction

connection lettered	EA	20 m.p.h.
connection lettered	EB	20 m.p.h.
connection lettered	EC	20 m.p.h.

Kilby Bridge Junction

connection lettered	BA	40 m.p.h.
connection lettered	BB	40 m.p.h.
connection lettered	BC	40 m.p.h.

Leicester South Junction

connection lettered	FA	40 m.p.h.
connection lettered	FB	40 m.p.h.

Wigston South Junction

connection lettered	CA	20 m.p.h.
connection lettered	CB	20 m.p.h.

Leicester Station North End

connection lettered	GA	25 m.p.h.
connection lettered	GB	25 m.p.h.
connection lettered	GC	25 m.p.h.
connection lettered	GD	25 m.p.h.

Wigston North Junction

connection lettered	DA	40 m.p.h.
connection lettered	DB	40 m.p.h.
connection lettered	DC	40 m.p.h.
connection lettered	DD	40 m.p.h.
connection lettered	DE	40 m.p.h.

Glen Parva Junction

connection lettered	HA	20 m.p.h.
connection lettered	HB	20 m.p.h.

All other connections between running lines will be **15 m.p.h.** as laid down in the Sectional Appendix.

List of main running signals with more than one route and of position light signals.

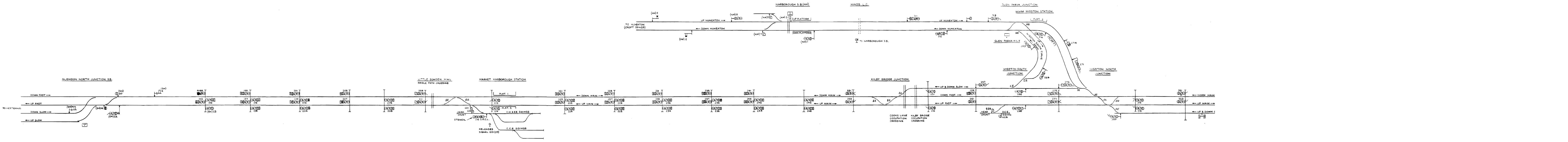
Sig. No.	Aspect	Route/ Jn. Indr.	Route	Sig. No.	Aspect	Route/ Jn. Indr.	Route
209	Main Main PL	— pos 4 —	Down Main Up Main Sidings	321	Main Main	pos 1 —	“Up & Down” Burton Down Main
211	Main Main PL	pos 1 — —	Down Main Up Main Sidings	323	Main Main Main	pos 2 pos 1 —	“Up & Down” Burton Down Main Up Main
212	Main Main	pos 1 —	Up Main Down Main	324	Main PL Main Main PL	G G UM DM NCK	“Up & Down” goods “Up & Down” goods Up Main Down Main Shunt line
214	Main Main	— pos 4	Up Main Down Main	325	Main PL Main Main	pos 1 SDG — pos 4	“Up & Down” Burton Sidings Down Main Up Main
216	PL Main Main	— UM DM	Headshunt Up Main Down Main	326	Main PL PL Main Main PL	pos 1 pos 1 G — pos 4 NCK	“Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Up Main Down Main Shunt line
251	Main Main Main	pos 1 — pos 4	“Up & Down” Slow Down Fast Up Fast	327	Main PL PL	— CL SDG	“Up & Down” Burton Chord line Sidings
253	Main Main Main	pos 2 pos 1 —	“Up & Down” Slow Down Fast Up Fast	394	Main PL PL Main Main	pos 2 pos 2 — pos 1 —	“Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Up Main Down Main
254 & 256	Main Main	— pos 4	Up Main Down Main	396	Main PL PL Main	pos 1 pos 1 — —	“Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Up Main
257	Main Main	pos 1 —	Down Wigston south curve “Up & Down” slow	397	Main Main Main	— pos 4 pos 5	Down Fast Up Fast “Up & Down” Slow
268	PL Main	— —	Headshunt Up Fast	399	Main Main	— pos 4	Up Fast “Up & Down” Slow
271	Main Main Main PL	— pos 4 pos 5 pos 5	Down Main Up Main “Up & Down” goods “Up & Down” goods	404 & 406	Main Main	— pos 4	Up Main Down Main
273 & 275	Main Main Main PL	— pos 4 pos 5 pos 5	Down Main Up Main “Up & Down” goods “Up & Down” goods	407	Main PL Main PL	1 1 2 2	Platform 1 Platform 1 Platform 2 Platform 2
277	Main Main Main PL	pos 1 — pos 4 pos 4	Down Main Up Main “Up & Down” goods “Up & Down” goods	409	Main PL Main PL Main PL Main PL PL	1 1 2 2 3 3 4 4 SDG	Platform 1 Platform 1 Platform 2 Platform 2 Platform 3 Platform 3 Platform 4 Platform 4 Sidings
313	Main Main	— pos 4	Up Nuneaton Up Wigston south curve				
316	Main Main Main	pos 1 pos 4 pos 5	Up Fast “Up & Down” Slow Down Nuneaton				
318	Main Main Main	— pos 4 pos 5	Up Fast “Up & Down” Slow Down Nuneaton				
320	Main Main Main	— pos 4 pos 5	Up Fast “Up & Down” Slow Down Nuneaton				

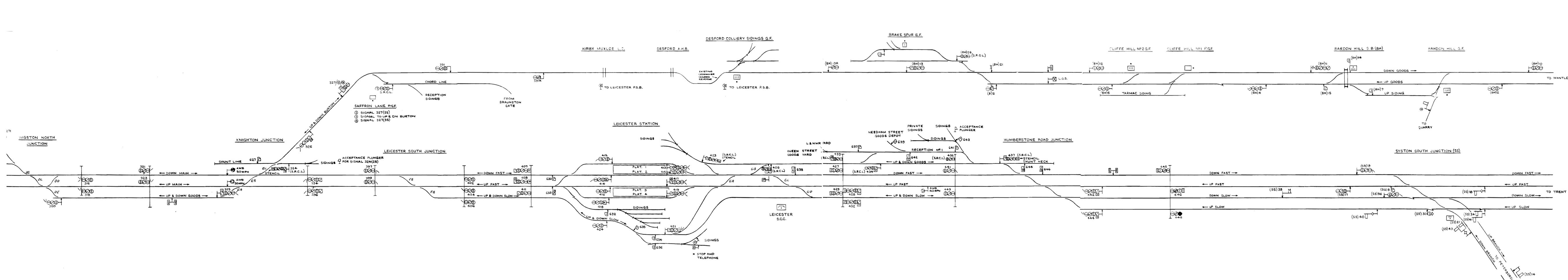
(PW) Denotes Permissive Working

List of main running signals with more than one route and of position light signals.

Sig. No.	Aspect	Route/ Jn. Indr.	Route	Sig. No.	Aspect	Route/ Jn. Indr.	Route
411	Main PL	— —	“Up & Down” Slow “Up & Down” Slow	442	Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	Up Fast “Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Reception line Sidings
412 & 414	Main Main	pos 1 —	Up Fast Down Fast		444	Main Main Main PL PL PL PL	— pos 4 pos 5 pos 5 — REC SDG
413 & 415 & 417 & 419	Main PL PL Main Main	pos 1 pos 1 — — pos 4	“Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Down Fast “Up & Down” Slow	621		PL PL	— —
421	Main PL PL Main Main	pos 2 pos 2 — pos 1 —	“Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Down Fast “Up & Down” Slow		623	PL	—
423	Main PL Main Main	UDG — DF S	“Up & Down” goods “Up & Down” goods Down Fast “Up & Down” Slow	624	PL	—	Headshunt
	426	Main PL Main PL Main PL Main PL Main PL PL	S — 4 — 3 — 2 — 1 — SDG	“Up & Down” Slow “Up & Down” Slow Platform 4 Platform 4 Platform 3 Platform 3 Platform 2 Platform 2 Platform 1 Platform 1 Sidings	625	PL PL	— —
428 & 432		Main PL Main PL Main PL Main PL Main PL PL	S — 4 4 3 3 2 2 1 1 SDG	“Up & Down” Slow “Up & Down” Slow Platform 4 Platform 4 Platform 3 Platform 3 Platform 2 Platform 2 Platform 1 Platform 1 Sidings	627	PL PL	— —
	433	PL Main PL	REC — UDG	Reception line “Up & Down” goods “Up & Down” goods	630	PL PL	1 2
434		Main PL	— UDG	“Up & Down” goods “Up & Down” goods	632	PL	—
	437	PL Main Main	NCK F S	Shunt Neck Down Fast Down Slow	633	PL PL PL PL PL	1 2 3 4 SDG
441		Main Main	— pos 4	Down Fast Down Slow	634	PL	—
	442	Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	Up Fast “Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Reception line Sidings	635	PL PL	— —
443		PL Main PL	REC — UDG	Reception line “Up & Down” goods “Up & Down” goods	636	PL	—
	444	Main Main Main PL PL PL PL	— pos 4 pos 5 pos 5 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	637	PL	—
445		Main Main PL PL PL PL	— pos 4 pos 5 pos 5 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	638	PL PL PL PL PL PL	S 4 3 2 1 SDG
	446	Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	Up Fast “Up & Down” goods “Up & Down” goods (PW) “Up & Down” goods Reception line Sidings	639	PL	—
447		Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	641	PL	—
	448	Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	642	PL PL PL	UDG SDG DPT
449		Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	643	PL	—
	450	Main Main PL PL PL PL	— pos 4 pos 4 — REC SDG	“Up & Down” Slow Up Fast “Up & Down” goods “Up & Down” goods “Up & Down” goods Reception line Sidings	644 & 646	PL PL PL	— — —

(PW) Denotes Permissive Working





- EXPLANATION OF SIGNALLING SYMBOLS**
- SIGNAL BOX PREFIX**
- GN = GLENDON NORTH
 - NH = NARBOROUGH
 - BH = BARDON HILL
 - SS = SYSTEM SOUTH
- MAIN RUNNING SIGNALS**
- ROUTE INDICATOR → □ OR ← JUNCTION INDICATOR
 - ← SECOND YELLOW ASPECT
 - ← GREEN ASPECT
 - ← YELLOW ASPECT
 - ← RED ASPECT
 - ← POSITION LIGHT SIGNAL NORMALLY OUT
 - ← POSITION LIGHT SIGNAL NORMALLY IN
 - ← POSITION LIGHT SIGNAL NORMALLY OUT SHOWS TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.
- MECHANICAL SIGNALS**
- HOME/STARTER
 - DISTANT
- SHUNTING SIGNALS**
- ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION, TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED.
 - SHUNTING SIGNAL MECHANICAL
 - PROCEED
- MISCELLANEOUS**
- AUTOMATIC SIGNAL
 - FLASHING ASPECT
 - L.O.S. SHUNT LIMIT
 - HAND POINTS
 - SHUNTERS PLUNGER
- FLASHING ASPECTS**
- FLASHING YELLOW ASPECT