

For the information of Railway Staff only.



EASTERN REGION

C. J. Woodterholme,

SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 20 AUGUST 1972

AT

PETERBOROUGH STATION

York
August, 1972

MO/42/51650/4

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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PETERBOROUGH STATION AREA

On Sunday 20 August, the Up Main line will be slued to connect with the Down Main platform line at the north end of the station and the Down Main platform line will become the temporary Up Fast.

The Up Main platform will become the temporary Up Slow line, and the Down Slow/Stamford will become the temporary Down Main.

A facing crossover Up Fast to Up Slow will be installed at the north end of the station. The portion of the former Up Main line between Spital Junction and the new facing crossover will be taken out of use together with the associated signalling.

The facing crossover Down Goods to Down Main, near 76m.p. will be clamped out of use in the normal position.

The former Up Slow line will be taken out of use except for Engineer's work.

The Up Bay (Platform 1) and Dock Siding will be taken out of use and the trailing points in the Up Main will be clamped out of use in the normal position pending removal. The associated disc signals will be abolished.

C.T.54 – a new 3 aspect Up Fast Home signal will be provided at the south end of Platform 3 together with junction indicator, position 4, position light subsidiary and route indicator applying as under :-

Aspect	Route Indication	Application to or Towards
M	–	Up Main
M	Junction Indication	Up Branch
Sub	N	Nene Sidings

A telephone connected to Crescent Junction Signal box will be provided.

S.J.16 signal will be equipped with junction indicators positions 1 and 4, position light subsidiary and route indicator applying as under :-

Aspect	Route Indication	Application to or Towards
M	Junction Indication	Down Slow/Stamford
M	Junction Indication	Down Fast
Sub	Y	Down Arrival

The stencil type indicator associated with signals CT5 and 6 at the exit from Nene Carriage Sidings will apply as follows :-

Signal	Route Indication	Application to or Towards
5 and 6	4	Up Stamford
6	3	Up Fast
6	2	Up Slow
5 and 6	5	Down Slow/Stamford

S.J.22 signal will be equipped with a position light subsidiary signal and an additional route indication:-

2 – Up Slow (with sub – occupied)

3 – Up Fast (with sub – occupied)

The route indications on **S.J.33** disc signal will now apply as under :-

X – S.J.10

2 – Up Slow

4 – Up Stamford

The semaphore and disc signals applying to movements along the former Down Main will be abolished.

The following new disc signals at the north end of platform 3 on the Up Fast and Up Slow lines will be brought into use :-

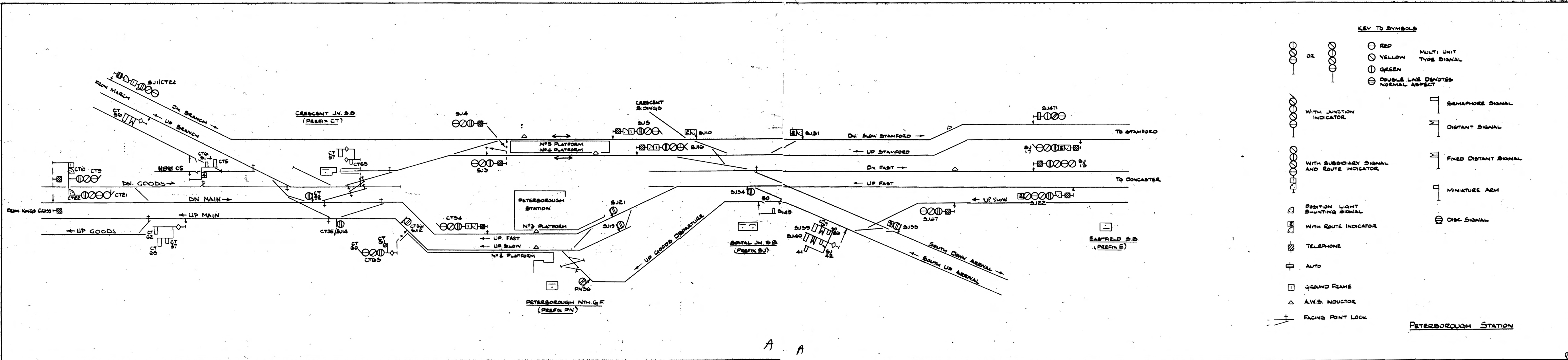
SJ.21 – Along Up Fast

SJ.19 – Up Slow to Up Fast

Peterborough North Signal box will be converted to ground frame operation. Absolute Block Working will operate between Spital Junction and Crescent Junction over the Up Fast and Up Slow lines. Permissive Block Working will operate on the Up Fast and Up Slow for Passenger Trains only.

The junction indication position 5 – Down Main on C.T.9 and the Down Main route on C.T.21 signal will be taken out of use.

A diagram showing the alterations is attached.



KEY TO SYMBOLS

- ⊖ RED MULTI UNIT
- ⊙ YELLOW TYPE SIGNAL
- ⊕ GREEN
- ⊖ DOUBLE LINE DENOTES NORMAL ASPECT
- ⊖ WITH JUNCTION INDICATOR
- ⊖ WITH SUBSIDIARY SIGNAL AND ROUTE INDICATOR
- ⊖ POSITION LIGHT SHUNTING SIGNAL
- ⊖ WITH ROUTE INDICATOR
- ⊖ TELEPHONE
- ⊖ AUTO
- ⊖ GROUND FRAME
- ⊖ A.W.S. INDUCTOR
- ⊖ FACING POINT LOCK
- ⊖ SEMAPHORE SIGNAL
- ⊖ DISTANT SIGNAL
- ⊖ FIXED DISTANT SIGNAL
- ⊖ MINIATURE ARM
- ⊖ DISC SIGNAL

PETERBOROUGH STATION

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