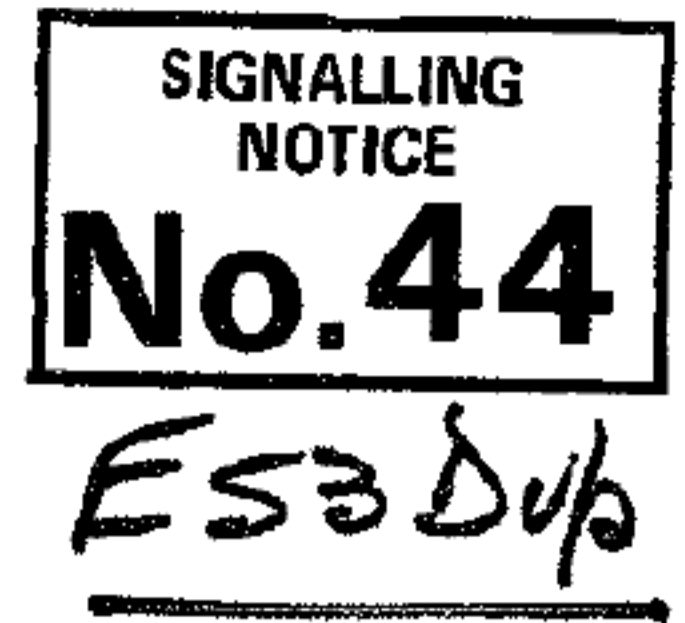


For the information of Railway Staff only.



**EASTERN REGION**



# **SUPPLEMENTARY NOTICE**

of

# **SIGNALLING ALTERATIONS**

**affecting the working of the line**

from

**SUNDAY 3 DECEMBER 1972**

AT

# **PETERBOROUGH**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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**PETERBOROUGH : RESIGNALLING**

During the period Saturday and Sunday 2 and 3 December the signal box at Spital Junction will be abolished and all semaphore and disc signals worked therefrom will be replaced by colour lights and ground position light signalling. This new signalling together with the former colour light signalling controlled from Spital Junction will be controlled from the new Peterborough signal box.

The Up Main and Up Goods lines between Peterborough Station and Fletton Junction will be re-designated Up Fast and Up Slow lines respectively.

Certain existing colour light signals will be altered in form, re-lettered and re-numbered.

Spital Junction and the South end of Peterborough Station will be re-modelled as shown on the attached diagram. Peterborough North Ground Frame will be abolished together with all signals worked therefrom.

**ALTERATIONS TO EXISTING SIGNALLING**

The following existing colour light and ground position light signals will be retained in their present form with new letters and numbers:—

Old	New
SJ1	P797
SJ3	P442
SJ4	P444
SJ5	P443
SJ7	P71
SJ10	P70
SJ471	P471
SJ13	P473
SJ16	P449
SJ17	P470
SJ22	P468
SJ31	P76
SJ47	P466
SJ478	P88 )
SJ480	P90 ) Not shown on Diagram.
SJ481	P89 )
SJ482	P92 )

The following colour light signals will be prefixed "P":—

475, 476, 477, 474, 472, 479, 483, 484, 486, 488, 492, 494, and 496 (not shown on Diagram).

P466 (SJ47) signal will be equipped with a subsidiary signal the number of route indications increased to 6.

The following signals will have the number of route indications increased as shown:—

P449-2,

P443-2,

P468-5,

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

4 – Up Stamford and 5 – Down Slow

Fletton Junction Up Main (FL8) and Up Goods (FL2) Distant signals will be abolished. The Up Main (FL9) and the Up Goods (FL3) Home signals will be renewed and re-positioned approximately 500 yards further north. Signal FL9 will have a subsidiary signal numbered FL11 on the same post with a route indicator displaying a letter "L" applying to the Fly Ash Loop. FL3 signal will have a subsidiary signal numbered FL4/5 on the same post with a route indicator displaying a letter "G" (FL4) applying to Up Goods and a letter "L" (FL5) applying to the Fly Ash Loop.

**GROUND FRAME**

A new 4-lever Ground Frame controlling the trailing connection from the Up Slow to the new South Yard Sidings will be provided released by Peterborough signal box. A telephone will be provided communicating with the signal box.

## NOTICE BOARDS

Limit of shunt boards will be installed at the South end of Fly Ash Inspection Sidings 1 and 2.

Illuminated "Stop For Orders" Boards will be installed at the clearance point between Crescent Sidings and the Shunt Spur and at the exits from No.2 Shunt Spur and Engineer's Sidings.

## GENERAL

A description of the new signals and altered routing is included in this notice and a diagram which illustrates the layout and signalling 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.

Track Circuit Block Regulations will apply over the Up Fast and Up Slow lines between Peterborough and Fletton, over the fast lines and Up Slow lines between Peterborough and Werrington, and over the Down Slow Stamford lines between Peterborough and Helpston.

Absolute Block Regulations will apply over the Down Main, and Permissive Block over the Down Goods line between Fletton and Crescent Junction.

## DESCRIPTION OF SIGNALS

P = Peterborough    E = Eastfield    SY = Spital Yard    FL = Fletton    CT = Crescent Junction

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

No.	Description or Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
P437	2 Platform	M	—	P473
		S	Y	P79
		S	X	P77*
		S	L	Loco Depot
P443	5 Platform	M	—	P471
		M	Position 4	P473
		S	X	Up Slow — Occupied
		S	Y	P79
P445	3 Platform	M	—	P473
		S	X	Up Slow — Occupied
		S	Y	P79
P449	4 Platform	M	Position 1	P471
		M	Position 4	P473
		S	X	Up Slow — Occupied
		S	Y	P79
P458	Arrival/Departure Line	M	2	Platform No.2 — P436
		S	2	Platform No.2 — Occupied
		S	Z	P74*
		M	3	Platform 3 — P438
		S	3	Platform 3 — Occupied
		M	4	Platform 4 P442
		S	4	Platform 4 — Occupied
		M	5	Platform 5 — P444
		S	5	Platform 5 — Occupied
S	W	Down Slow — P70		
P466	Up Slow	M	5	P444 Signal — Platform 5
		S	5	No.5 Platform Occupied
		M	4	P442 Signal — Platform 4
		S	4	No.4 Platform Occupied
		M	3	P438 Signal — Platform 3
		S	3	No.3 Platform Occupied
		M	2	P436 — Platform 2
		S	2	No.2 Platform Occupied
		S	W	P70 Signal
S	Z	P74 Signal*		

## DESCRIPTION OF SIGNALS--continued

No.	Description or Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
P468	Up Fast	M	5	P444 Signal
		S	5	No.5 Platform Occupied
		M	4	P442 Signal
		S	4	No.4 Platform Occupied
		M	3	P438 Signal Platform 3
		S	3	No.3 Platform Occupied
		M	2	P436 Signal Platform 2
		S	2	No.2 Platform Occupied
		S	W	P70 Signal
P470	Up Stamford	M	Position 4	P444 Signal
		S	5	5 Platform Occupied
		M	—	P442 Signal
		S	4	4 Platform Occupied
P434	No.1 Platform	M	—	FL3 (existing)
		M	Position 4	FL9 (existing)
P436	Up Slow	M	—	FL3 (existing)
		M	Position 4	FL9 (existing)
P438	Up Fast	M	—	FL9 (existing)

## GROUND POSITION LIGHT SIGNALS

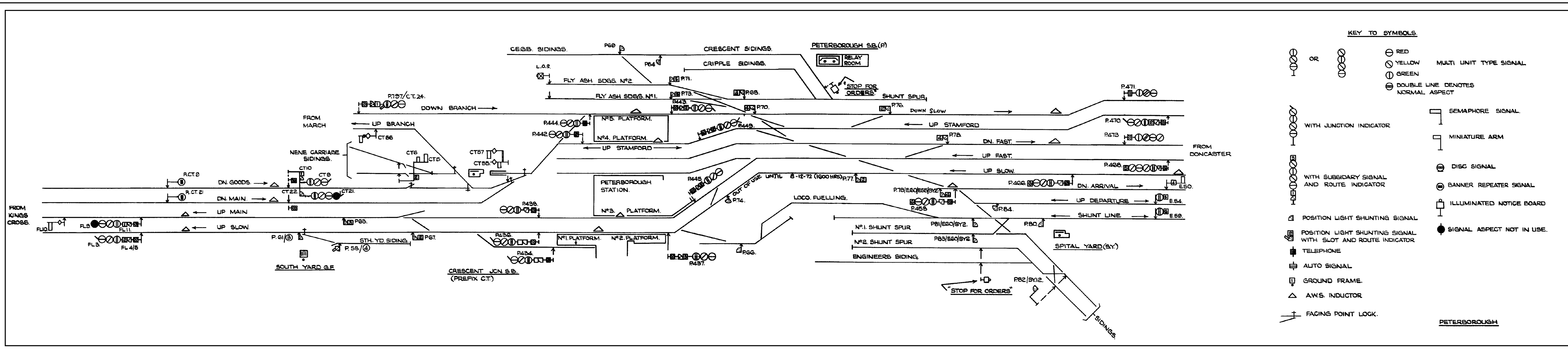
No.	Location	Route Indicator	Application to or towards
P64	Crescent Sidings	—	C. E. G. B. Siding
P66	Loco Depot	—	Platform 2 — P436
P68	Shunt Spur	1	Fly Ash Inspection Siding 1
		2	Fly Ash Inspection Siding 2
		C	C. E. G. B. Siding
P69	C. E. G. B. Siding	—	Crescent Siding or Fly Ash Inspection Siding 2
P70	Down Slow	5	No.5 Platform — P444
		1	Fly Ash Inspection Siding 1
		2	Fly Ash Inspection Siding 2
		C	C. E. G. B. Siding
P71	Fly Ash Inspection Siding 2	H	Shunt Spur
		S	P471
		F	P473
		X	Up Slow Occupied
		Y	P79
P73	Fly Ash Inspection Siding 1	H	Shunt Spur
		S	P471
		F	P473
		X	Up Slow Occupied
		Y	P79
P74	Up Slow	—	Platform 2 — P436*
P76	Down Slow	X 4	P70 No.4 Platform
P77	Up Slow	X	Along Up Slow — Occupied*
		Y	P79*

## GROUND POSITION LIGHT SIGNALS—continued

No.	Location	Route Indicator	Application to or towards
P78	Down Fast	2	To 2 Platform – P436
		3	To 3 Platform – P438
		4	4 Platform – P442
		S	Down Slow P70
P79	Arrival/Departure Line	D	To Down Arrival – E50
		U	To Up Departure – E54
		T	Shunt Line – E59
		Y	Spital Yard
P80	Shunt Line		To Shunt Spur 1 or Loco Depot or P458
P81	Loco Depot		To Shunt Line or Spital Yard
P82	Spital Yard Sidings		Engineers Siding or Shunt Spur 1 or Loco Depot or P458
P83	Shunt Spur 1		To Shunt Line or Spital Yard
P84	Up Departure Line		P458
P58	South Yard Siding		FL3
P61	Up Slow		P67 Signal or South Yard Siding
P63	Up Main	3	P445 Signal
		2	P437 Signal
		B	No.1 Platform
P67	Up Slow	2	P437 Signal
		B	No.1 Platform

The position numbers quoted in the Column headed "Route or Junction Indication" refer to Rule C.3.1.6.

The Routes marked \* will not be brought into use until 16 00 hours, Friday 8 December.



**KEY TO SYMBOLS.**

- ⊖ RED
- ⊙ YELLOW
- ⊕ GREEN
- ⊖⊙ DOUBLE LINE DENOTES NORMAL ASPECT
- OR
- WITH JUNCTION INDICATOR
- WITH SUBSIDIARY SIGNAL AND ROUTE INDICATOR
- POSITION LIGHT SHUNTING SIGNAL
- POSITION LIGHT SHUNTING SIGNAL WITH SLOT AND ROUTE INDICATOR
- TELEPHONE
- AUTO SIGNAL
- GROUND FRAME.
- A.W.S. INDICATOR
- FACING POINT LOCK.
- MULTI UNIT TYPE SIGNAL
- SEMAPHORE SIGNAL.
- MINIATURE ARM
- DISC SIGNAL
- BANNER REPEATER SIGNAL
- ILLUMINATED NOTICE BOARD
- SIGNAL ASPECT NOT IN USE.

**PETERBOROUGH**