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B.R.31169

# BRITISH RAILWAYS

## (LONDON MIDLAND REGION)

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## LEICESTER RESIGNALLING

## SPECIAL NOTICE 175E

## NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING RESIGNALLING BETWEEN SHARNBROOK JUNCTION AND MARKET HARBOROUGH/CORBY

## OPERATIVE FROM SUNDAY, 6 DECEMBER, 1987

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**IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating OD.14. Crewe" using the code "ARNO 175 E."**

Crewe
December, 1987

Regional Operations Manager

# SIGNALLING RECORD SOCIETY

## www.s-r-s.org.uk

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The area controlled by Leicester signal box will be extended and the following boxes will be abolished:—

| | |
|---|---|
| Sharnbrook (temporary box) | Neilson's Sidings |
| Irchester South | Kettering Junction |
| Wellingborough Station | Kettering Station |
| Finedon Road | Glendon South Junction |

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

The down and up main lines between Sharnbrook Junction and the new Harrowden Junction at 67 m.p. and between Kettering South Junction and Kettering North Junction will be renamed down and up fast lines.

The up goods line between Harrowden Junction and Sharnbrook Junction will become an "up and down" slow line.

Referring to Special Notice 250E dated June, 1986, signals 193, 197, 203, 207 and 211 applicable to wrong direction movements over the up main line between Kettering North Junction and Market Harborough and signals 206, 202, 196 and 192 applicable to wrong direction movements over the down main line between Market Harborough and Kettering North Junction will be brought into use.

**Method of Signalling**

The Track Circuit Block System will apply throughout the area controlled by Leicester box, between West Hampstead box and Leicester box and between Leicester box and Corby North box.

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

| *Line(s)* | *Between* |
|---|---|
| Down and Up Fast | Harrowden Junction and Market Harborough |
| "Up and Down" Slow | Sharnbrook Junction and Harrowden Junction |
| Down and Up Slow | Kettering South Junction and Kettering Station Junction |
| "Up and Down" Slow | Kettering Station Junction and Kettering North Junction |

**General**

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

| *Line* | *Flashing single yellow at signal* | *Indicates single yellow at signal* | *With junction indicator* |
|---|---|---|---|
| Down Main | 45 | 49 | pos 4 to up fast<br>pos 5 to down slow<br>pos 6 to up slow |
| Up Main | 194 | 76 | pos 1 to "up and down" slow |

**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:—

| *Location* | *Line* | *Signal* | *Plunger provided for route to:—* |
|---|---|---|---|
| Wellingborough | Down Goods Loop | 604 | Sidings 1 and 2 |
| Wellingborough | Down Fast | 608 | Sidings 1 and 2 |

**White Set Back Lights**

White set back lights operated by a Guards' plunger are provided on the left hand side of the up goods line between Kettering Station and Kettering South Junction and apply to set back movements into the Engineers'/Hot Box Sidings.

**"Right Away" Indicators**

Stencil "Right Away" indicators "R" will be provided on the following signals at Kettering Station (Rules H.3.4.1. and H.3.4.5. apply):—

| *Platform* | *Signal* |
|---|---|
| 2 north end | 59 |
| 3 south end | 60 |
| 4 north end | 55 |

**Permanent Speed Restrictions**

The existing **95 m.p.h.** MAXIMUM PERMISSIBLE SPEED on the **down and up fast/main lines** between **Irchester South (62 m.p.)** and **75 m 65 ch** (near Glendon North Junction) will be **raised** to 100 m.p.h. subject to the following Permanent Speed Restrictions:—

**Down Direction**

| *Approx. Location* | *Speed* | *Mileage* |
|---|---|---|
| Wellingborough | **65 m.p.h.** | 64 m 20 ch and 65 m 27 ch |
| | **90 m.p.h.** | 65 m 27 ch and 66 m 20 ch |
| Kettering | **90 m.p.h.** | 71 m.p. and 72 m 20 ch |
| Kettering Station Junction | **85 m.p.h.** | 72 m 20 ch and 72 m 40 ch |
| Kettering North Junction | **90 m.p.h.** | 72 m 40 ch and 73 m.p. |
| Glendon Junction | **90 m.p.h.** | **Down Main** 74 m 50 ch and 75 m 65 ch |
| | **90 m.p.h.** | **Up Main** 74 m 50 ch and 76 m 29 ch |

**Up Direction**

| | | |
|---|---|---|
| | **90 m.p.h.** | **Up Main** 76 m 29 ch and 74 m 50 ch |
| | **90 m.p.h.** | **Down Main** 75 m 65 ch and 74 m 50 ch |
| Kettering North Junction | **90 m.p.h.** | 73 m.p. and 72 m 40 ch |
| Kettering Station Junction | **85 m.p.h.** | 72 m 40 ch and 72 m 20 ch |
| Kettering | **90 m.p.h.** | 72 m 20 ch and 71 m.p. |
| | **90 m.p.h.** | 66 m 20 ch and 65 m 27 ch |
| Wellingborough | **65 m.p.h.** | 65 m 27 ch and 64 m 20 ch |

The MAXIMUM PERMISSIBLE SPEED over the **"up and down" slow line** between **Sharnbrook Junction and Harrowden Junction** in **both directions of travel** will be **50 m.p.h.**

The MAXIMUM PERMISSIBLE SPEED over the **slow lines** between **Kettering South Junction and Kettering North Junction** in **both directions of travel** will be **60 m.p.h.**

The MAXIMUM PERMISSIBLE SPEED over the **single line** between **Kettering North Junction and Corby** in **both directions of travel** will be **60 m.p.h.**

Referring to the diagram, the Permanent Speed Restrictions through the various connections are:—

**Sharnbrook Junction**

| | | |
|---|---|---|
| connection lettered | AA | **25 m.p.h.** |
| connection lettered | AB | **25 m.p.h.** |
| connection lettered | AC | **25 m.p.h.** |
| connection lettered | AD | **25 m.p.h.** |
| connection lettered | AE | **50 m.p.h.** |

**Wellingborough**

| | | |
|---|---|---|
| connection lettered | BA | **25 m.p.h.** |
| connection lettered | BB | **25 m.p.h.** |
| connection lettered | BC | **25 m.p.h.** |
| connection lettered | BD | **25 m.p.h.** |
| connection lettered | BE | **25 m.p.h.** |

**Harrowden Junction**

| | | |
|---|---|---|
| connection lettered | CA | **40 m.p.h.** |
| connection lettered | CB | **40 m.p.h.** |
| connection lettered | CC | **40 m.p.h.** |

**Kettering South Junction**

| | | |
|---|---|---|
| connection lettered | DA | **30 m.p.h.** |
| connection lettered | DB | **30 m.p.h.** |
| connection lettered | DC | **30 m.p.h.** |

**Kettering Station Junction**

| | | |
|---|---|---|
| connection lettered | EA | **40 m.p.h.** |

**Kettering North Junction**

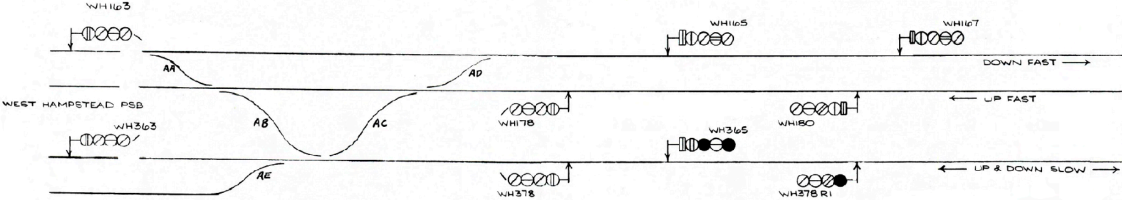
| | | |
|---|---|---|
| connection lettered | FA | **40 m.p.h.** |
| connection lettered | FB | **40 m.p.h.** |

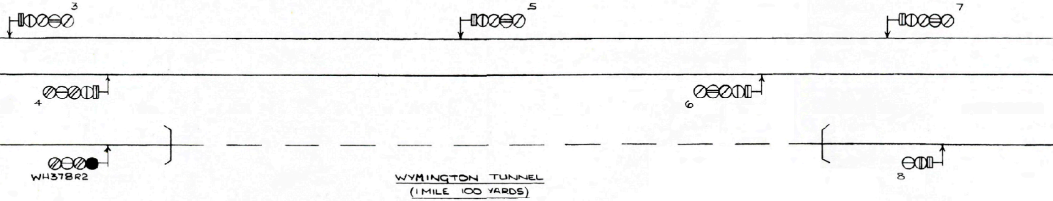
**Corby North**

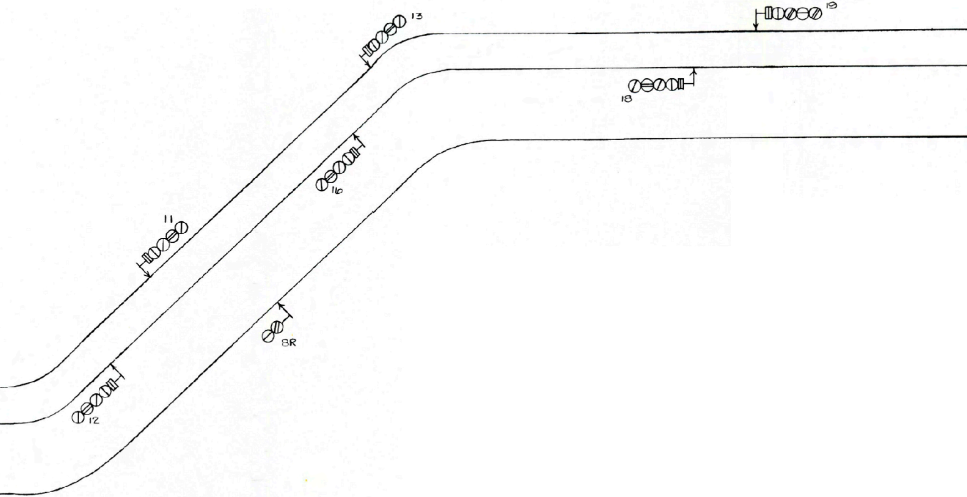
| | | |
|---|---|---|
| connection lettered | GA | **40 m.p.h.** |

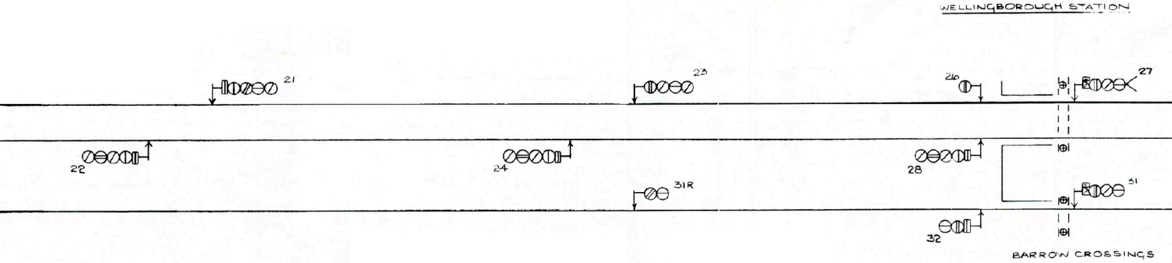
The speed through all other connections between running lines will be 15 m.p.h. as laid down in the Sectional Appendix.

SHARNBROOK JUNCTION

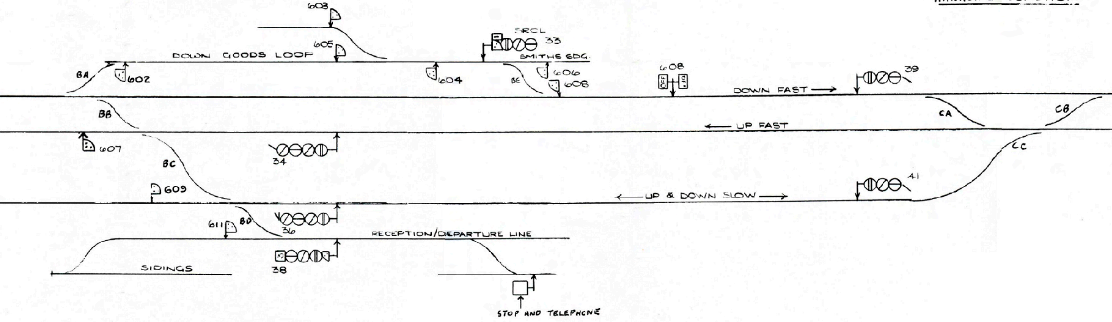

WH163
WEST HAMPSTEAD PSB
WH363
AA
AB
AC
AD
AE
WH178
WH378
WH165
WH365
WH167
WH180
WH378 R1
DOWN FAST →
← UP FAST
← UP & DOWN SLOW →


3
5
7
4
6
WH378R2
8
WYMINGTON TUNNEL
(1 MILE 100 YARDS)

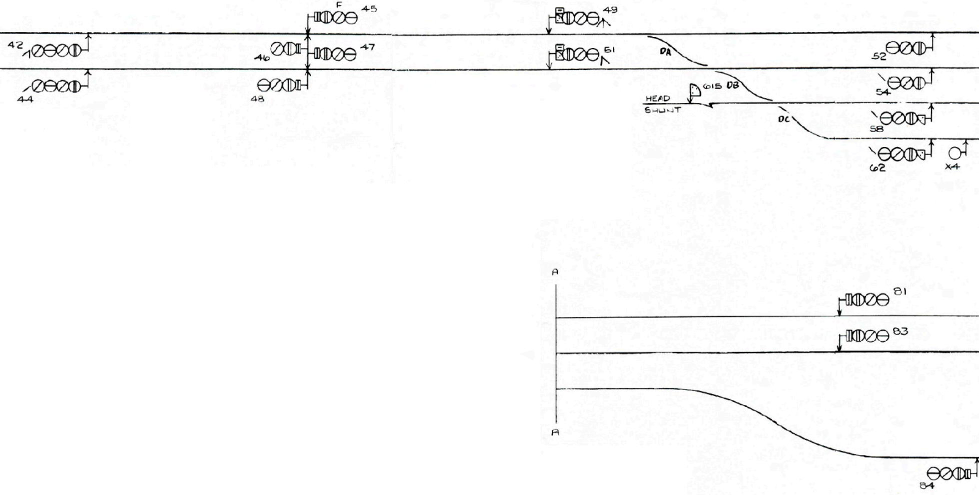

13
19
18
16
11
8R
12

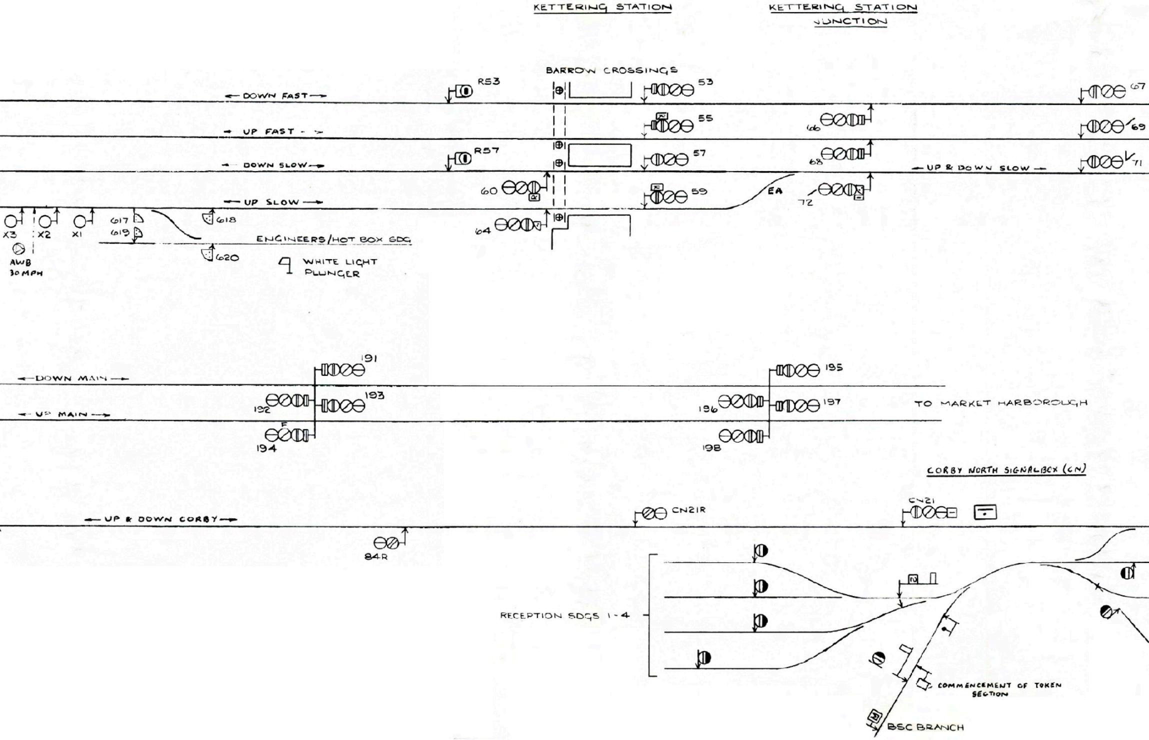

WELLINGBOROUGH STATION
21
23
26
27
22
24
28
31R
31
32
BARROW CROSSINGS

HARROWDEN JUNCTION

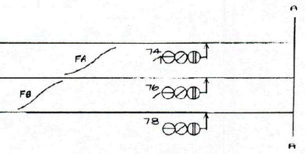

603
605
SRCL
33
DOWN GOODS LOOP
SMITHS SDG.
BA
602
604
606
608
BE
608
39
DOWN FAST
BB
CA
CB
UP FAST
607
34
BC
CC
41
609
UP & DOWN SLOW
611
BD
36
RECEPTION/DEPARTURE LINE
38
SIDINGS
STOP AND TELEPHONE

KETTERING SOUTH JUNCTION

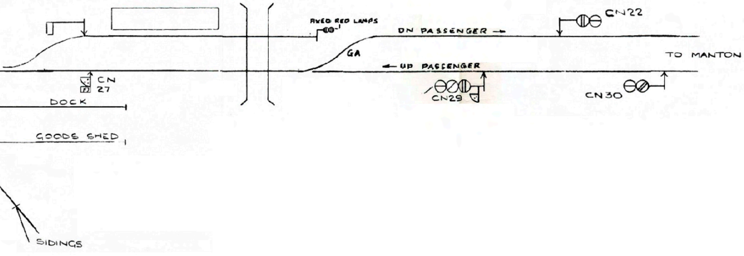

F
45
42
46
47
49
51
44
48
DA
615
DB
HEAD
SHUNT
DC
52
54
58
62
X4
A
A
81
83
84


KETTERING STATION
KETTERING STATION JUNCTION
BARROW CROSSINGS
R53
53
67
DOWN FAST
UP FAST
55
66
69
R57
57
68
71
DOWN SLOW
UP & DOWN SLOW
60
59
EA
72
UP SLOW
X3
X2
X1
617
619
618
620
64
AWB
30 MPH
ENGINEERS/HOT BOX SDG
WHITE LIGHT PLUNGER
191
193
192
194
F
195
197
196
198
DOWN MAIN
UP MAIN
TO MARKET HARBOROUGH
CORBY NORTH SIGNALBOX (CN)
UP & DOWN CORBY
CN21R
CN21
84R
RECEPTION SDGS 1-4
COMMENCEMENT OF TOKEN SECTION
BSC BRANCH

KETTERING NORTH JUNCTION


A
FA
74
FB
76
78
A

CORBY STATION


FIXED RED LAMPS
DN PASSENGER →
CN22
GA
TO MANTON
← UP PASSENGER
CN 27
CN29
CN30
DOCK
GOODS SHED
SIDINGS

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX PREFIX

WH = WEST HAMPSTEAD
CN = CORBY NORTH

MAIN RUNNING SIGNALS

ROUTE INDICATOR → □ OR / ← JUNCTION INDICATOR

⊘ SECOND YELLOW ASPECT
⦶ GREEN ASPECT
⊘ YELLOW ASPECT
⊖ RED ASPECT

ROUTE INDICATOR FOR POSITION LIGHT SIGNAL → □ ← POSITION LIGHT SIGNAL NORMALLY OUT SHOWS TWO WHITE LIGHTS AT 45° FOR PROCEED ASPECT

STOP SIGNAL

F SIGNAL CAPABLE OF DISPLAYING FLASHING YELLOW

SHUNTING SIGNALS

ROUTE INDICATOR □ POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION; TWO WHITE LIGHTS AT 45° FOR PROCEED

ADVANCED WARNING BOARD

MISCELLANEOUS

AUTOMATIC SIGNAL

FIXED DISTANT BOARD

SIGNAL BANNER REPEATER

(SRCL) SHORT RANGE COLOUR LIGHT

HAND POINTS

TOKEN DELIVERY APPARATUS