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BRITISH RAILWAYS

(LONDON MIDLAND REGION)

LEICESTER RESIGNALLING

SPECIAL NOTICE 220.E

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING RESIGNALLING TO LOUGHBOROUGH AND FRISBY

OPERATIVE FROM SUNDAY, 12 APRIL, 1987

IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating OD.14. Crewe" using the code "ARNO 220.E."

Crewe
April, 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:—

Syston South Junction
Syston North Junction
Sileby
Loughborough

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

The down and up main lines between Syston South Junction and Ratcliffe Junction will be renamed down and up fast lines.

The down and up goods lines between Syston South Junction and Ratcliffe Junction will become down and up slow lines.

Method of Signalling

The Track Circuit Block System will apply throughout the area controlled by Leicester box and between Leicester box and Trent box and between Leicester box and Frisby box.

The Ruddington branch is worked on the One Train Working System without Train Staff.

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

Line(s)	*Between*
Up and down slow	Humberstone Road Junction and Syston South Junction
Down Fast	Sileby and Mountsorrel
Up and Down Peterborough	Syston South Junction and Syston East Junction

General

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

Line	*Flashing double yellow at signal*	*Flashing single yellow at signal*	*Indicates single yellow at signal*	*With junction indicator*
Down Fast	—	445	455	pos 4-to down slow pos 5-to up and down Peterborough
Down fast	501	505	511	pos 4-to down slow
Down slow	—	473	477	pos 1-to down fast
Up fast	—	494	484	pos 1-to up slow
Up slow	—	524	518	pos 4-to up fast

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:—*
Loughborough North Junction	Down fast	676	Sidings
	Up fast	516	Sidings
	Down slow	677	Sidings
	Up slow	518	Sidings.

Permanent Speed Restrictions

The existing **100 m.p.h.** MAXIMUM PERMISSIBLE SPEED over the down and up fast/main lines between Humberstone Road Junction and Trent South Junction will continue to apply subject to the following Permanent Speed Restrictions:—

Down Direction

Approx. Location	*Speed*	*Mileage*
	90 m.p.h.	102 m 38 ch and 102 m 58 ch
Syston North Junction	**95 m.p.h.**	104 m 30 ch and 104 m 37 ch
Barrow-on-Soar	**95 m.p.h.**	108 m 52 ch and 108 m 62 ch
	90 m.p.h.	114 m 65 ch and 115 m 35 ch
Ratcliffe Junction	**90 m.p.h.**	118 m 20 ch and 119 m 15 ch

Up Direction

	90 m.p.h.	115 m 35 ch and 114 m 65 ch
Barrow-on-Soar	**95 m.p.h.**	108 m 62 ch and 108 m 52 ch
Syston North Junction	**95 m.p.h.**	104 m 37 ch and 104 m 30 ch
	90 m.p.h.	102 m 58 ch and 99 m 18 ch

The MAXIMUM PERMISSIBLE SPEED over the slow lines between Leicester South Junction and Ratcliffe Junction will be increased to **50 m.p.h.** in both directions of travel subject to the following Permanent Speed Restrictions:—

Down direction

Approx. Location	*Speed*	*Mileage*
Leicester South Junction	**40 m.p.h.**	98 m 36 ch and 98 m 73 ch
	15 m.p.h.	98 m 73 ch and 99 m 18 ch
Loughborough	**40 m.p.h.**	111½ m.p. and 112½ m.p.

Up direction

Syston South Junction	**20 m.p.h.**	Through connection up slow to "up and down" slow
Leicester	**15 m.p.h.**	99 m 18 ch and 98 m 73 ch
	40 m.p.h.	98 m 73 ch and 98 m 36 ch

The MAXIMUM PERMISSIBLE SPEED over the down and up Peterborough lines between Frisby and Syston South Junction will be increased to **75 m.p.h.** subject to the following Permanent Speed Restrictions:—

Down and Up directions

Syston East Junction and Syston South Junction	**30 m.p.h.**	104 m 35 ch and Syston South Junction

The Permanent Speed Restriction Warning Indicator on the down Peterborough line approaching Syston East Junction will be in the form of a white, reflectorised, inverted triangular sign with yellow borders and black numerals.

The existing **10 m.p.h.** MAXIMUM PERMISSIBLE SPEED over the down and up North Curve lines between Syston East Junction and Syston North Junction will continue to apply.

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

Humberstone Road Junction

connection lettered	AA	**25 m.p.h.**
connection lettered	AB	**25 m.p.h.**

Syston South Junction

connection lettered	BA	**40 m.p.h.**
connection lettered	BB	**40 m.p.h.**
connection lettered	BC	**40 m.p.h.**
connection lettered	BD	**20 m.p.h.**

Syston North Junction

connection lettered	CA	**10 m.p.h.**
connection lettered	CB	**10 m.p.h.**

Sileby

connection lettered	DA	**40 m.p.h.**
connection lettered	DB	**40 m.p.h.**
connection lettered	DC	**40 m.p.h.**

Loughborough North Junction

connection lettered	EA	**40 m.p.h.**
connection lettered	EB	**40 m.p.h.**
connection lettered	EC	**40 m.p.h.**

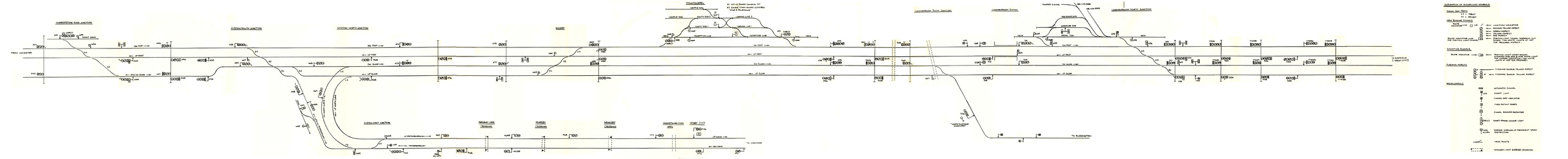
Syston East Junction

connection lettered	FA	**30 m.p.h.**
connection lettered	FB	**10 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
437	PL Main Main	NCK F S	Shunt neck Down Fast "Up & Down" Slow
441	Main Main	— pos 4	Down Fast "Up & Down" Slow
455	Main Main Main	— pos 4 pos 5	Down Fast Down Slow "Up & Down" Peterborough
457	Main Main	— pos 4	Down Slow "Up & Down" Peterborough
458	Main Main	— pos 4	"Up & Down" Slow Up Fast
461	PL Main Main	— — pos 4	Sidings "Up & Down" Peterborough Down north curve
468	Main Main Main	pos 1 — pos 4	Up north curve "Up & Down" Slow Up Fast
477	Main Main	pos 1 —	Down Fast Down Slow
482	Main Main	pos 1 pos 2	Up Slow Up Fast
484	Main Main	pos 1 —	Up Slow Up Fast
487	PL Main	REC —	Reception line Down Fast
488 & 491	Main PL	— —	Down Fast Neck
507	Main Main	— pos 4	Down Slow "Up & Down" Ruddington
511	Main Main	— pos 4	Down Fast Down Slow
516	Main PL	— SDG	Up Fast Sidings
518	Main Main PL	— pos 4 SDG	Up Slow Up Fast Sidings
644 & 646	PL PL PL	— — —	"Up & Down" goods Reception line Sidings
647	PL PL	— —	Down Slow "Up & Down" Peterborough
648	PL	—	Sidings
649	PL PL PL	UP XDP NCK	Up Peterborough Down Peterborough Neck
652	PL PL PL	SDG UDP DNC	Sidings "Up & Down" Peterborough Down north curve
654	PL	—	Down Peterborough
661 & 663	PL	—	Down Fast
662 & 664	PL	—	Reception line
665	PL PL	— —	South sidings Reception line
666	PL	—	Dep. line/South sidings
667	PL	—	"Up & Down" Ruddington
668	PL	—	Neck
669	PL PL PL	— — —	Sidings Down Fast Down Slow
671	PL PL	DS XUS	Down Slow Up Slow
672	PL PL	XDF NCK	Down Fast Neck
673	PL PL PL PL	NCK DF DS XUS	Neck Down Fast Down Slow Up Slow
674	PL	—	Sidings
676	PL PL	DF SDG	Down Fast Sidings
677	PL PL PL PL	DS UF DF SDG	Down Slow Up Fast Down Fast Sidings


HAMMERSTONE ROAD JUNCTION
SYSTON SOUTH JUNCTION
SYSTON NORTH JUNCTION
SILBY
SYSTON EAST JUNCTION
LOUGHBOROUGH TOWN JUNCTION
LOUGHBOROUGH STATION
LOUGHBOROUGH NORTH JUNCTION
FROM LEICESTER
TO SHEFFIELD (MIDLAND LINE)
TO ELDERSLEY
TO LOUGHBOROUGH
EXPLANATION OF SIGNALLING SYMBOLS