Room 340.

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BRITISH RAILWAYS

(LONDON MIDLAND REGION)

CARLISLE SIGNAL BOX
STAGES 1, 2, 3, 4, 5, 6 and 7/8

SPECIAL NOTICE 2G

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING THE INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN:

CARLISLE No. 13 AND CARNFORTH

IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating OD.14. Crewe" using code "ARNO 2G"

Crewe
February, 1973

D. M. HOWES,
Chief Operating Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

The diagrams with schedule of route indications show the re-signalling of this area consequent on the bringing into use of Stages 1 to 8 of a new signal box named "CARLISLE", located on the down side of the line near Carlisle No. 5 box.

A further notice will be issued as the re-signalled area is extended.

During the bringing into use of each stage, points and signals will be disconnected and Drivers handsignalled as required. On completion of each stage the signalling will be as shown on the diagrams. The following notes supplement the information shown on the diagrams.

Stage 1—Between Carlisle No. 13 and Plumpton
Saturday, 17th/Sunday, 18th February 1973

Carlisle No. 13—Signal CE13.5 on the up main line will not be cleared until signals CE.263 and 262 are displaying a proceed aspect.

The up main intermediate block sections Nos. 1 and 2 signals will be taken away.

A new down main home 1 signal (CE13.20) will be provided and will be situated 314 yards before reaching the existing down main home signals which will become home 2 signals.

Southwaite—The box will be abolished and all signals including the up and down main intermediate block section signals taken away. The trailing and facing crossovers will be controlled from Southwaite Nos. 1 and 2 Emergency ground frames respectively.

A hot-axle box detector will be provided for the down main line near the 62 m.p. opposite up main line signal CE.249.

Plumpton—The link-up between the existing signalling and the new colour light signalling is shown on the link-up at Stage 1 diagram and will remain in force until completion of Stage 2.

The up main distant signal will be taken away. A new up main home 1 signal (PN.36) will be provided and will be situated 540 yards before reaching the existing up main home 1 signals which will become home 2 signals. The existing home 2 signals will become home 3 signals.

The down main intermediate block section signals will be taken away.

Signal PN.4 (down main starting signal) will not be cleared until signals CE.234 and 235 are displaying a proceed aspect.

Stage 2—Between Plumpton and Eden Valley Junction
Saturday, 3rd/Sunday, 4th March 1973

Plumpton—The box will be abolished and all signals including the up and down main intermediate block section signals taken away except signal PN.36 which becomes signal CE.233. All aspects and the position 1 junction indicator on signal CE.233 will be brought into use.

The facing crossover between the up and down main lines at the Carnforth end of the up goods loop and, the trailing crossover between the up and down main lines at the Carlisle end of the up goods loop will be controlled from Plumpton Nos. 1 and 2 Emergency ground frames respectively.

Penrith No. 3—The box will be abolished and all signals taken away.

The connection between the down Penrith goods line and the Engineer's siding will be controlled from Penrith ground frame.

Penrith No. 1—The box will be abolished and all signals including the up main intermediate block section signals taken away.

The trailing connection from the up main line to the up sidings and the facing connection from the down goods line to the down main line will be taken out of use.

Eden Valley Junction—The link-up between the existing signalling and the new colour light signalling is shown on the link up at Stage 2 diagram and will remain in force until completion of Stage 3.

The up main distant signal will be taken away.

The up main home signals will be replaced by signal EV.25 situated 80 yards further from the box.

The down main distant signal will be replaced by signal EV.1, situated 285 yards further from the box.

The down main home signal will be replaced by signal EV 2 situated 95 yards further from the box. This signal will not at this stage be capable of displaying a single yellow aspect.

Stage 3—Between Eden Valley Junction and Shap Quarry
Saturday, 17th/Sunday, 18th March 1973

Eden Valley Junction—The box will be abolished and the up main starting, up loop starting and up intermediate block section signals taken away.

Signal EV.25 will become signal CE.181 and all aspects will be brought into use.

Signals EV.1 and EV.2 will become signals CE.173 and CE.179 respectively and all aspects will be brought into use.

The spring trailing points in the up main line will become controlled points.

Clifton and Lowther—The facing and trailing crossovers will be controlled from Clifton and Lowther Nos. 1 and 2 Emergency ground frames respectively.

Thrimby Grange—The box will be abolished and all signals including the up main intermediate block section signals taken away.

Harrisons Sidings—The box will be abolished and all signals taken away.
The spring trailing points in the down main line will become controlled points.
The facing crossover between the up and down main lines on the Carlisle side of the box will be controlled from Harrisons Sidings Emergency ground frame.
A hot-axle box detector will be provided for the up main line near signal CE.144.

Shap Quarry—The link-up between the existing signalling and the new colour light signalling is shown on the link-up at Stage 3 diagram and will remain in force until completion of Stage 4.

The up main distant signal will be taken away.

The up main home signal will be replaced by signal SQ.2 situated 390 yards nearer to the box.

The down main home signal will be replaced by signal SQ.11, situated 90 yards nearer to the box. This signal will not at this stage be capable of displaying a single yellow aspect. The down main starting signal will be taken away.

Stage 4—Between Shap Quarry and Scout Green
Saturday, 31st March/Sunday, 1st April 1973

Shap Quarry—The box will be abolished and all signals taken away except the up main and down main home signals (SQ.2 and SQ.11).

Signal SQ.2 will become signal CE.143. All aspects and the subsidiary signal with route indicator will be brought into use.

Signal SQ.11 will become signal CE.139 and all aspects will be brought into use.

Shap Summit—The box will be abolished and all signals taken away.

The spring trailing points in the up main line will become controlled points.

The facing crossover between the up and down main lines on the Carlisle side of the box will be controlled from Shap Summit Emergency ground frame.

The connection from the up goods loop to the siding will be controlled from Shap Summit Up ground frame.

Scout Green—The link-up between the existing signalling and the new colour light signalling is shown on the link-up at Stage 4 diagram and will remain in force until completion of Stage 5.

The up main outer and inner distant signals will be taken away.

The down main intermediate block section signals will be taken away.

Signal SG.4 (down main home signal) will not be cleared until signal CE.118 is displaying a proceed aspect.

Stage 5—Between Scout Green and Grayrigg
Saturday, 14th/Sunday, 15th April 1973

Scout Green—The box will be abolished and all signals including the down main intermediate block section signals taken away.

Tebay No. 2—The box will be abolished and all signals including the down main intermediate block section signals taken away. The facing crossover between the up and down lines on the Carlisle side of the box at present controlled by ground frame will be controlled from Carlisle box.

Tebay No. 1—The box will be abolished and all signals including the up main intermediate block section Nos. 1 and 2 signals taken away. The trailing crossover between the up and down main lines at present controlled by ground frame released from the box will be controlled from Tebay Emergency ground frame.

The down through siding will be renamed down goods loop.

Low Gill—The facing and trailing crossovers will be controlled from Low Gill Nos. 1 and 2 Emergency ground frames respectively.

Grayrigg—The link-up between the existing signalling and the new colour light signalling is shown on the link-up at Stage 5 diagram and will remain in force until completion of Stage 6.

The up main distant signal will be taken away.

A new up main home 1 signal (GG.1) will be provided and will be situated 345 yards before reaching the existing up main home signals which will become the home 2 signals.

The down main starting and down main intermediate block section Nos. 1 and 2 signals will be taken away. Signal GG.35 (down main home signal) will not be cleared until signals CE.85 and CE.88 are displaying a proeeed aspect. Signal CE.85 will temporarily be an automatic signal.

The trailing crossover will be secured out of use pending removal and the associated 2-arm shunting signal taken away.

The down goods loop will be temporarily taken out of use and the signals applicable to that line taken away.

A hot-axle box detector will be provided for the down main line near signal CE.88.

Stage 6—Between Grayrigg and Oxenholme No. 2
Saturday, 28th/Sunday, 29th April 1973

All aspects on signal CE.87 will be brought into use.

Grayrigg—The box will be abolished and all signals taken away except signal GG.1 (up main home 1 signal) which will become signal CE.86. All aspects and the position 1 junction indicator on signal CE.86 will be brought into use.

The down goods loop will be brought back into use and signal CE.85 on the down main line will become a controlled signal.

Lambrigg Crossing—The box will be reduced in status to a frame and all signals including the up main Nos. 1 and 2 and the down main intermediate block section signals taken away. The frame will control the level crossing and the facing and trailing crossovers.

Oxenholme No. 2—The link-up between the existing signalling and the new colour light signalling is shown on the link-up at Stage 6 diagram and will remain in force until completion of Stages 7/8.

The up main distant signal will be taken away.

The up main home signal, with lower inner distant 1 signal for Oxenholme No. 1 box, will be replaced by signal OE.2.34.

The down main starting and down main intermediate block section signals will be taken away. Signal OE.2.48 (down main home signal) will not be cleared until signals CE.61 and CE.63 are displaying a proceed aspect.

Stages 7 and 8—Between Oxenholme No. 2 and Carnforth No. 2
Saturday, 12th/Sunday, 13th May 1973

Signal CE.62 on the up main line will become a controlled signal.

Oxenholme No. 2—The box will be abolished and all signals taken away.

The "One Train Working" staff for the Windermere branch will be housed in an instrument located on Oxenholme platform 3.

Oxenholme No. 1—The box will be abolished and all signals including the up main intermediate block section Nos. 1 and 2 signals taken away.

The facing crossover between the down and up main lines at present controlled by a padlocked ground frame will be controlled from Oxenholme Emergency ground frame.

Milnthorpe—The box will be abolished and all signals including the down main intermediate block section Nos. 1 and 2 signals taken away.

The facing crossover (at present controlled by a padlocked ground frame) and trailing crossover between the up and down main lines will be controlled from Milnthorpe Nos. 1 and 2 Emergency ground frames respectively.

Burton & Holme—The box will be abolished, all signals including the up main intermediate block section signals taken away and the trailing crossover secured out of use, pending removal.

Carnforth No. 2 Juntion—The box will be abolished and all signals including the down main intermediate block section signals taken away.

Signal PN.303 on the down main line will be brought into use.

GENERAL

On completion of each stage, the Track Circuit Block System will apply on the resignalled sections of line, except on the Windermere branch where the One Train Working Regulations will apply.

All Carlisle and Preston box signals will be plated as shown on the diagrams. The numbers shown against other signals are for reference purposes only.

Telephones will be provided at all Carlisle box colour light stop signals.

All ground frames shown on the diagrams are released from Carlisle box.

CARLISLE

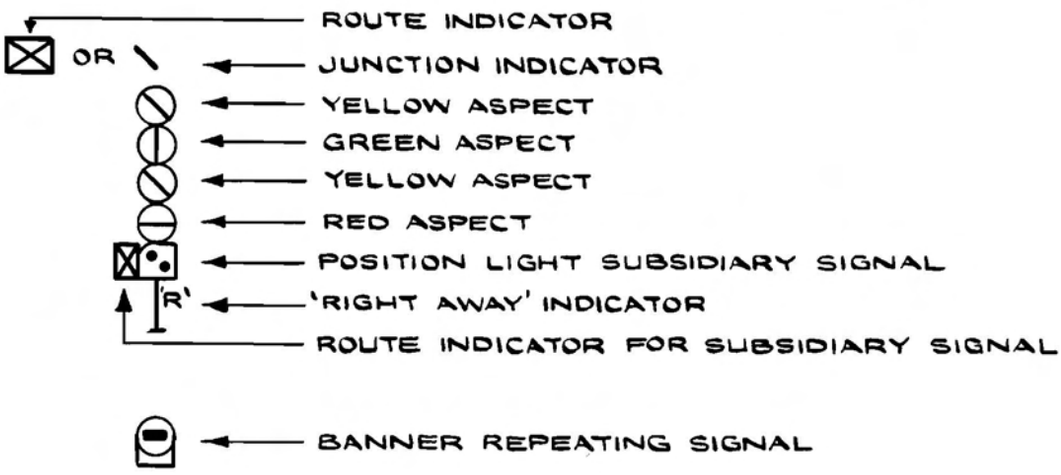
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX REFERENCES

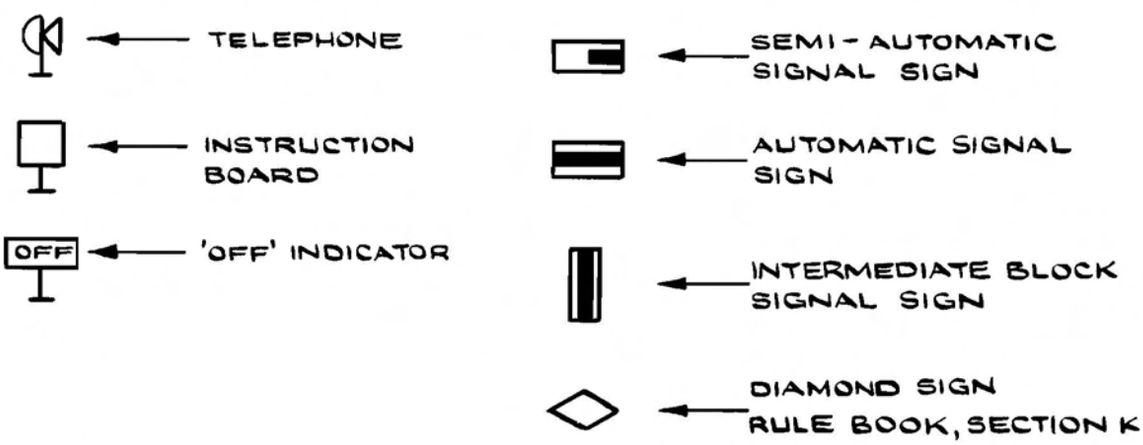
CE – CARLISLE
PN – PRESTON
ML – MOTHERWELL
WN – WIGTON
H&C – HOWE & Cos SIDINGS
CG – CORBY GATES
AN – ANNAN

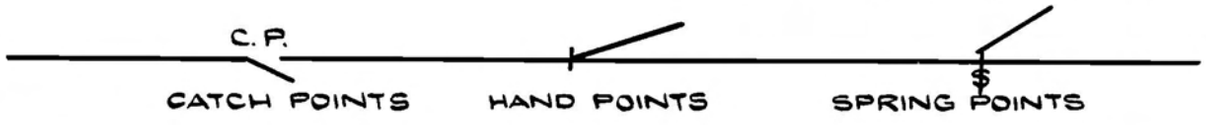
MAIN RUNNING SIGNALS



SHUNTING SIGNALS.

MISCELLANEOUS





EXPLANATION OF ASPECTS FOR RUNNING SIGNALS.

2 ASPECT

CLEAR - PROCEED | CAUTION | DANGER - STOP

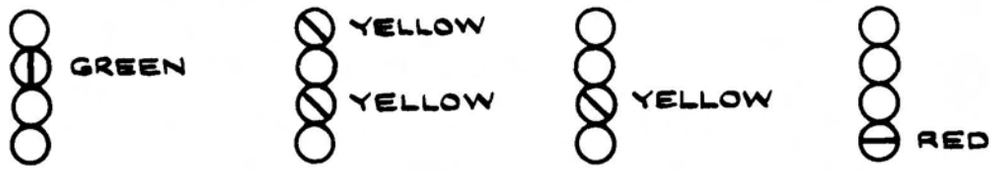
BE PREPARED TO FIND NEXT SIGNAL AT DANGER.

3 ASPECT

CLEAR - PROCEED | CAUTION | DANGER - STOP

BE PREPARED TO FIND NEXT SIGNAL AT DANGER

4 ASPECT



CLEAR - PROCEED | PRELIMINARY CAUTION | CAUTION | DANGER - STOP

BE PREPARED TO FIND NEXT SIGNAL AT CAUTION

BE PREPARED TO FIND NEXT SIGNAL AT DANGER

CARLISLE COLOUR LIGHT SIGNALLING

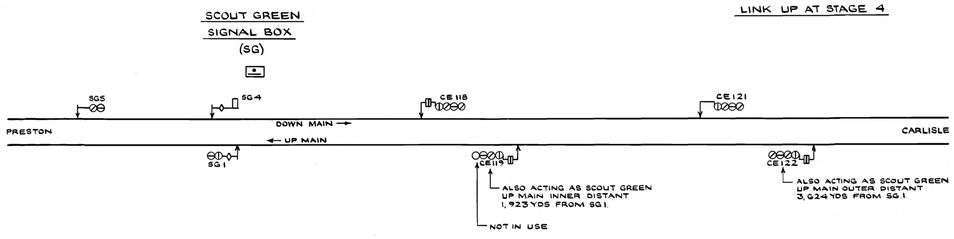
LIST OF RUNNING SIGNALS WITH MORE THAN ONE INDICATION AND OF ALL GROUND SHUNTING SIGNALS.

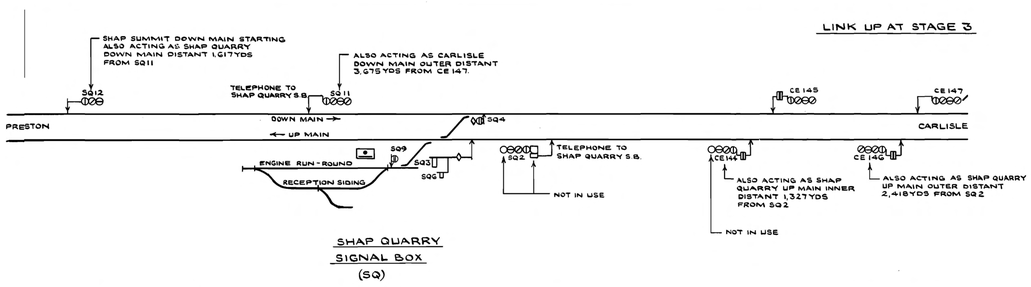
GNAL No.	ASPECT	ROUTE/ JUNCTION INDICATOR	ROUTE
	MAIN	POS. I.	DOWN GOODS LOOP
E38	R+SUB	POS. I.	DOWN GOODS LOOP
	MAIN		DOWN MAIN
E41	SHUNT		DOWN MAIN
	SHUNT		UP GOODS LOOP
E43	SHUNT		UP MAIN
E44	SHUNT		WINDERMERE BRANCH
	SHUNT		DOWN MAIN
E45	MAIN	POS. I.	WINDERMERE BRANCH
	MAIN		DOWN MAIN
E46	MAIN	POS. I.	WINDERMERE BRANCH
	MAIN		DOWN MAIN
E47	SHUNT	SDG	ENGINEER'S SIDING
E48	SHUNT		UP GOODS LOOP
E49	SHUNT		DOWN MAIN
	SHUNT	SDG	DOWN SIDINGS
E51	MAIN		UP MAIN
	R+SUB	SDG	DOWN SIDINGS
E52	MAIN	POS. I.	UP GOODS LOOP
	MAIN		UP MAIN
E79	MAIN	POS. I.	DOWN GOODS LOOP
	MAIN		DOWN MAIN
E86	MAIN	POS I.	UP GOODS LOOP
	MAIN		UP MAIN
	MAIN	POS. I.	DOWN GOODS LOOP
E103	R+SUB	POS. I.	DOWN GOODS LOOP
	MAIN		DOWN MAIN
E106	SHUNT		DOWN MAIN
	SHUNT	XUM	UP MAIN L.O.S.
E109	SHUNT	D.G.L.	DOWN GOODS LOOP
	SHUNT	SDG.	ENGINEER'S SIDING
E111	MAIN		UP MAIN
	R+SUB	SDG	ENGINEER'S SIDING
E123	R+SUB	SDG	SIDING
	MAIN		DOWN MAIN
E126	SHUNT	SDG	SIDING
	SHUNT		DOWN MAIN
	SHUNT	SDG	SIDING
E127	SHUNT		DOWN MAIN
	SHUNT	XUM	UP MAIN L.O.S.
E128	SHUNT		ALONG SIDING
	SHUNT		UP MAIN
E129	SHUNT	XDM	DOWN MAIN L.O.S.
	SHUNT	NCK	NECK
E132	SHUNT	XUM	UP MAIN L.O.S.
E133	SHUNT	SDG	ALONG SIDING
	SHUNT		DOWN MAIN
E134	SHUNT		ALONG SIDING
	SHUNT		UP MAIN
E135	SHUNT	XDM	DOWN MAIN L.O.S.
	SHUNT	SDG	SIDING

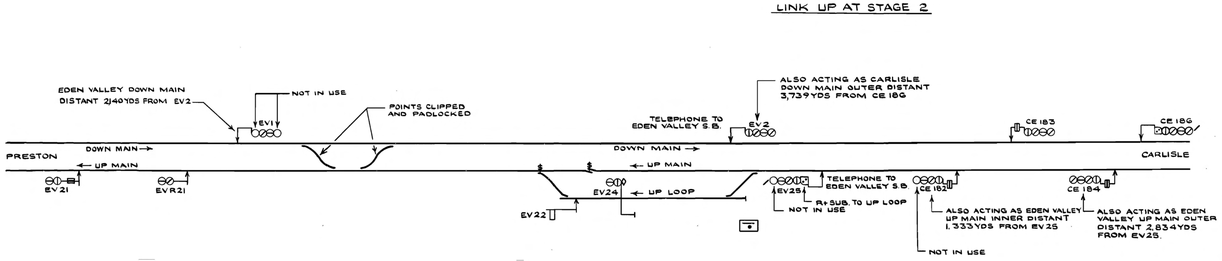
SIGNAL No.	ASPECT	ROUTE/ JUNCTION INDICATOR	ROUTE
	MAIN	POS. I.	UP GOODS LOOP
CE 136	R+SUB	POS. I.	UP GOODS LOOP
	MAIN		UP MAIN
CE 142	SHUNT		SIDING
	SHUNT		UP MAIN
CE 143	R+SUB	SDG	SIDING
	MAIN		UP MAIN
CE 147	MAIN	POS. I.	DOWN GOODS LOOP
	MAIN		DOWN MAIN
CE 148	SHUNT		DOWN GOODS LOOP
	SHUNT		DOWN MAIN
CE 152	R+SUB	SDG	LIME WORKS
	MAIN		DOWN MAIN
CE 154	SHUNT		DOWN GOODS LOOP
CE 155	SHUNT		UP MAIN
	SHUNT		DOWN GOODS LOOP
	MAIN	POS. I.	UP GOODS LOOP
CE 181	R+SUB	POS. I.	UP GOODS LOOP
	MAIN		UP MAIN
	MAIN	POS. I.	DOWN PENRITH GOODS
CE 186	R+SUB	POS. I.	DOWN PENRITH GOODS
	MAIN		DOWN MAIN
CE 202	SHUNT		DOWN MAIN
CE214	SHUNT		UP MAIN
	SHUNT		DOWN PENRITH GOODS
*[1]	SHUNT	SDG	ENGINEER'S SIDINGS
CE 233	MAIN	POS. I.	UP GOODS LOOP
	MAIN		UP MAIN

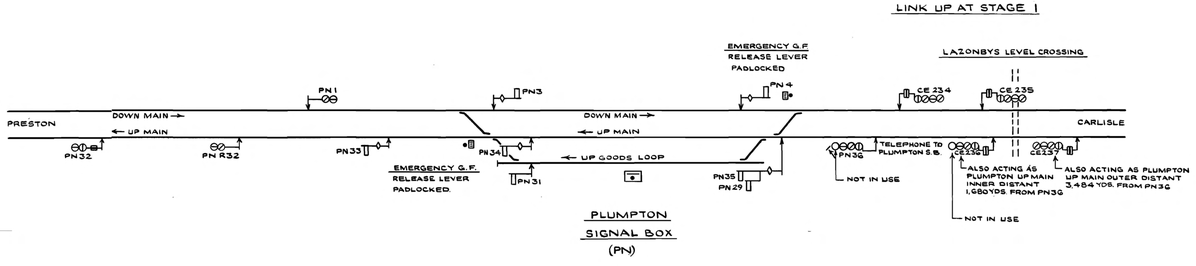
[1] CONTROLLED BY PENRITH G.F.

CARLISLE SIGNAL BOX INTRODUCTION OF COLOUR LIGHT SIGNALLING



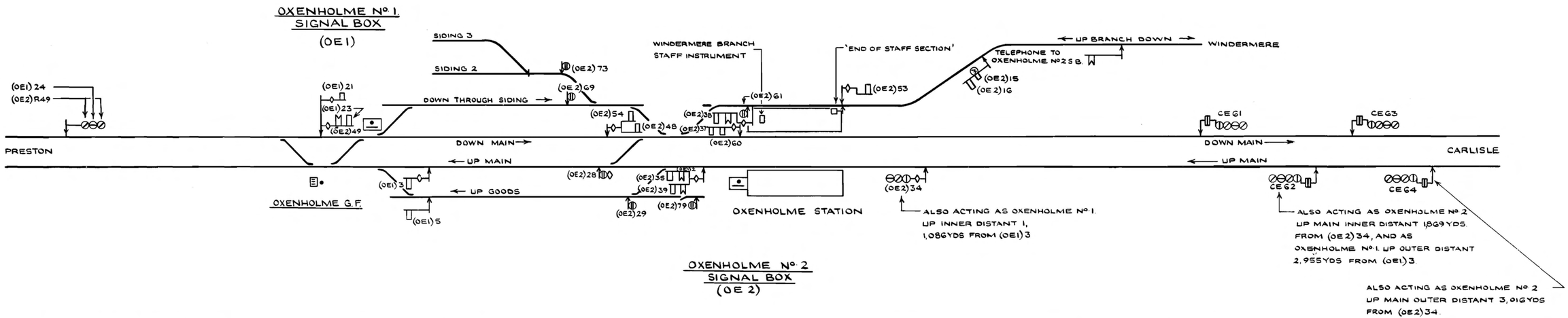




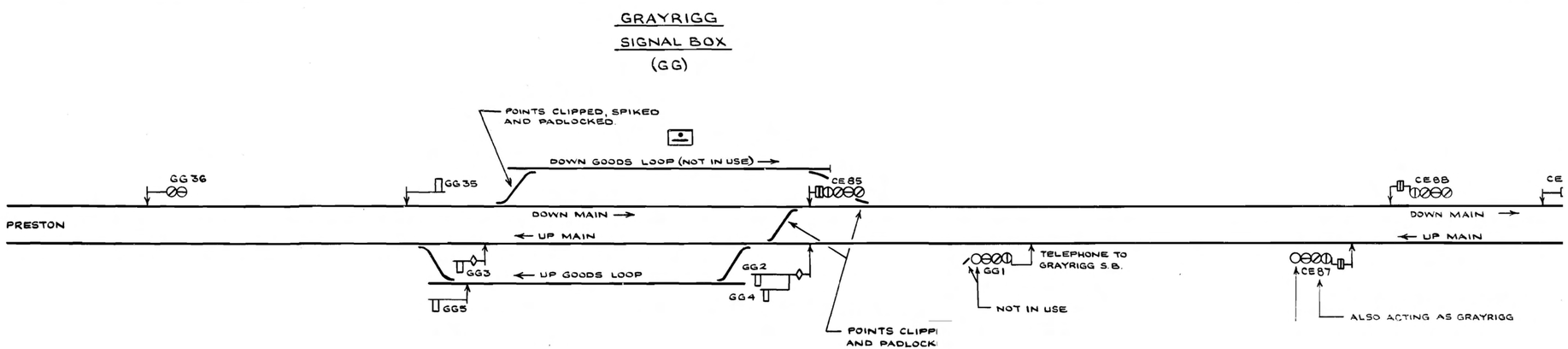


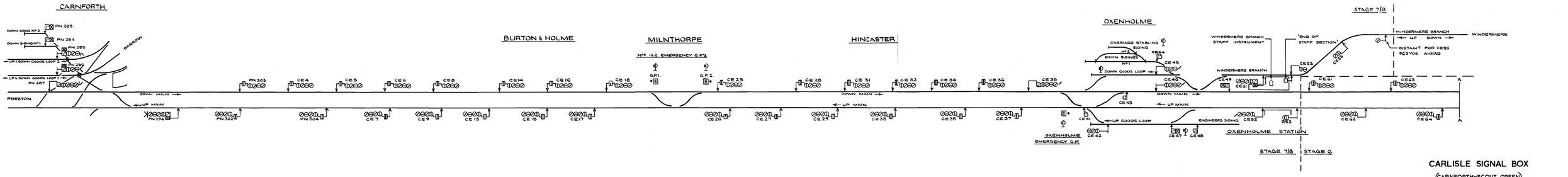
CARLISLE SIGNAL BOX INTRODUCTION OF COLOUR LIGHT SIGNALLING

LINK UP AT STAGE 6



LINK UP AT STAGE 5

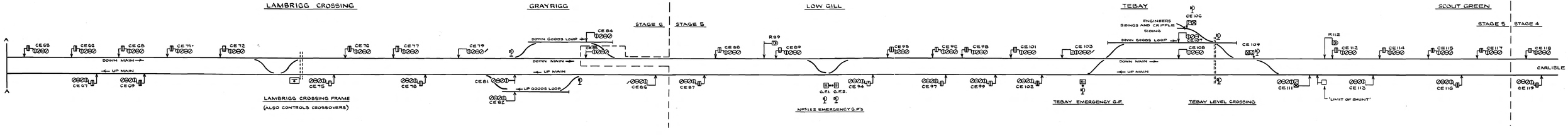


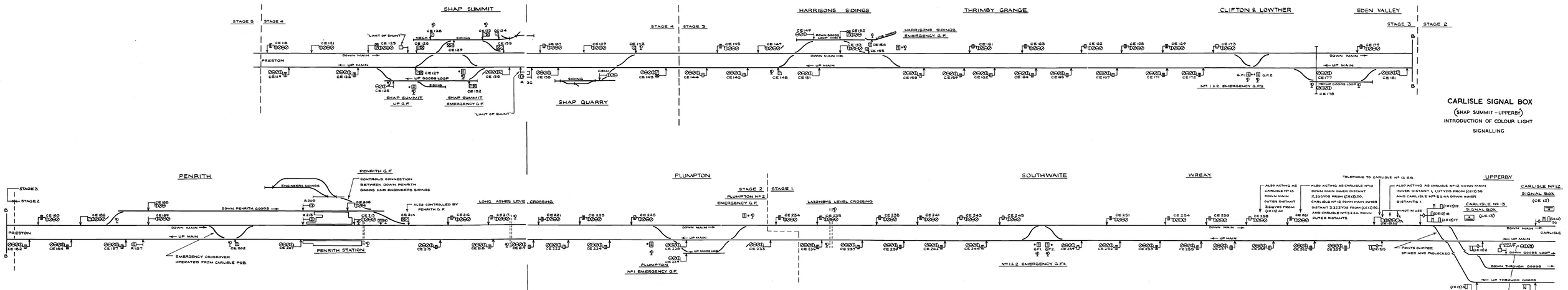


CARLISLE SIGNAL BOX

(CARNFORTH–SCOUT GREEN)

INTRODUCTION OF COLOUR LIGHT SIGNALLING




SHAP SUMMIT
HARRISONS SIDINGS
THRIMBY GRANGE
CLIFTON & LOWTHER
EDEN VALLEY
STAGE 5
STAGE 4
STAGE 3
STAGE 2
PRESTON
DOWN MAIN
UP MAIN
'LIMIT OF SHUNT'
NECK
SIDING
UP GOODS LOOP
SHAP SUMMIT UP G.F.
SHAP SUMMIT EMERGENCY G.F.
SHAP QUARRY
HARRISONS SIDINGS EMERGENCY G.F.
Nos 1 & 2 EMERGENCY G.F.s
G.F.1
G.F.2
CARLISLE SIGNAL BOX
(SHAP SUMMIT - UPPERBY)
INTRODUCTION OF COLOUR LIGHT
SIGNALLING
PENRITH
PLUMPTON
SOUTHWAITE
WREAY
UPPERBY
STAGE 3
STAGE 2
STAGE 1
ENGINEERS SIDINGS
PENRITH G.F.
CONTROLS CONNECTION BETWEEN DOWN PENRITH GOODS AND ENGINEERS SIDINGS.
ALSO CONTROLLED BY PENRITH G.F.
DOWN PENRITH GOODS
LONG ASHES LEVEL CROSSING
PENRITH STATION
EMERGENCY CROSSOVER OPERATED FROM CARLISLE PSB.
PLUMPTON Nº 2 EMERGENCY G.F.
PLUMPTON Nº 1 EMERGENCY G.F.
LAZONBYS LEVEL CROSSING
Nos 1 & 2 EMERGENCY G.F.s
ALSO ACTING AS CARLISLE Nº 13 DOWN MAIN OUTER DISTANT 3.644YDS FROM (CE130) 20
ALSO ACTING AS CARLISLE Nº 13 DOWN MAIN INNER DISTANT 2.220YDS FROM (CE130) 20. CARLISLE Nº 12 DOWN MAIN OUTER DISTANT 3.313YDS FROM (CE) 154 AND CARLISLE Nºs 5 & 4 DOWN OUTER DISTANTS.
TELEPHONE TO CARLISLE Nº 13 S.B.
ALSO ACTING AS CARLISLE Nº 12 DOWN MAIN INNER DISTANT 1, 1,117YDS FROM (CE) 150 AND CARLISLE Nºs 5 & 4 DOWN INNER DISTANTS 1
NOT IN USE
CARLISLE Nº 13 SIGNAL BOX. (CE 13)
CARLISLE Nº 12 SIGNAL BOX. (CE 12)
POINTS CLIPPED, SPIKED AND PADLOCKED
DOWN GOODS LOOP
DOWN THROUGH GOODS
UP THROUGH GOODS
CARLISLE