

PRIVATE and not for Publication

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.

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 proceed 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 Junction—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

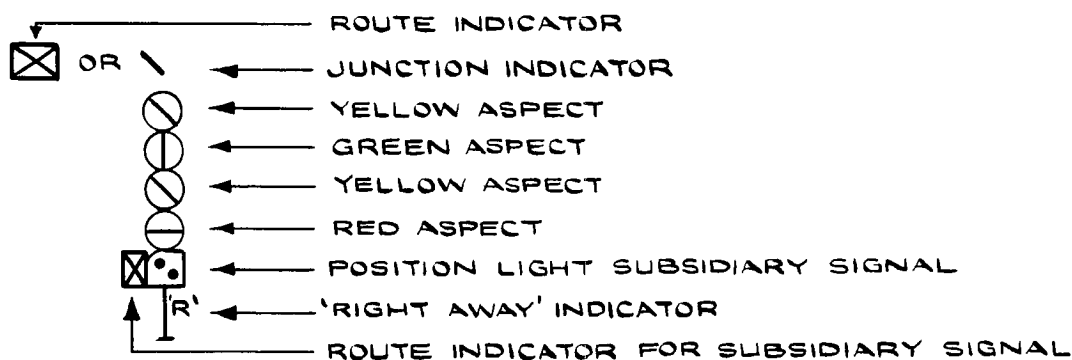
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

SIGNAL BOX REFERENCES

CE - CARLISLE
PN - PRESTON
ML - MOTHERWELL
WN - WIGTON
H&C - HOWE & CO'S SIDINGS
CG - CORBY GATES
AN - ANNAN

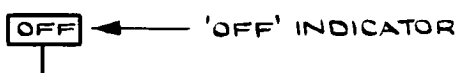
MAIN RUNNING SIGNALS



SHUNTING SIGNALS.



MISCELLANEOUS



EXPLANATION OF ASPECTS FOR RUNNING SIGNALS.

2 ASPECT



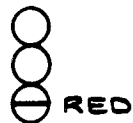
CLEAR - PROCEED

CAUTION

DANGER - STOP

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER.

3 ASPECT



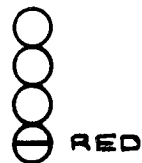
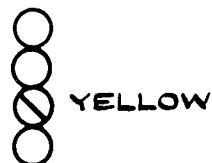
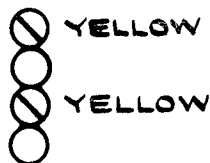
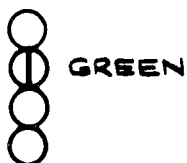
CLEAR - PROCEED

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.

| SIGNAL No. | ASPECT | ROUTE/JUNCTION INDICATOR | ROUTE | SIGNAL No. | ASPECT | ROUTE/JUNCTION INDICATOR | ROUTE |
|------------|--------|--------------------------|-------------------|-----------------------|----------------------|--------------------------|--------------------|
| CE 38 | MAIN | POS. I. | DOWN GOODS LOOP | CE 136 | MAIN | POS. I. | UP GOODS LOOP |
| | R+SUB | POS. I. | DOWN GOODS LOOP | | R+SUB | POS. I. | UP GOODS LOOP |
| | MAIN | | DOWN MAIN | | MAIN | | UP MAIN |
| CE 41 | SHUNT | | DOWN MAIN | CE 142 | SHUNT | | SIDING |
| | SHUNT | | UP GOODS LOOP | | SHUNT | | UP MAIN |
| CE 43 | SHUNT | | UP MAIN | CE 143 | R+SUB | SDG | SIDING |
| CE 44 | SHUNT | | WINDERMERE BRANCH | | MAIN | | UP MAIN |
| | SHUNT | | DOWN MAIN | CE 147 | MAIN | POS. I. | DOWN GOODS LOOP |
| CE 45 | MAIN | POS. I. | WINDERMERE BRANCH | | MAIN | | DOWN MAIN |
| | MAIN | | DOWN MAIN | CE 148 | SHUNT | | DOWN GOODS LOOP |
| CE 46 | MAIN | POS. I. | WINDERMERE BRANCH | | SHUNT | | DOWN MAIN |
| | MAIN | | DOWN MAIN | CE 152 | R+SUB | SDG | LIME WORKS |
| CE 47 | SHUNT | SDG | ENGINEER'S SIDING | | MAIN | | DOWN MAIN |
| CE 48 | SHUNT | | UP GOODS LOOP | CE 154 | SHUNT | | DOWN GOODS LOOP |
| CE 49 | SHUNT | | DOWN MAIN | CE 155 | SHUNT | | UP MAIN |
| | SHUNT | SDG | DOWN SIDINGS | | SHUNT | | DOWN GOODS LOOP |
| CE 51 | MAIN | | UP MAIN | CE 181 | MAIN | POS. I. | UP GOODS LOOP |
| | R+SUB | SDG | DOWN SIDINGS | | R+SUB | POS. I. | UP GOODS LOOP |
| CE 52 | MAIN | POS. I. | UP GOODS LOOP | | MAIN | | UP MAIN |
| | MAIN | | UP MAIN | CE 186 | MAIN | POS. I. | DOWN PENRITH GOODS |
| CE 79 | MAIN | POS. I. | DOWN GOODS LOOP | | R+SUB | POS. I. | DOWN PENRITH GOODS |
| | MAIN | | DOWN MAIN | CE 202 | MAIN | | DOWN MAIN |
| CE 86 | MAIN | POS. I. | UP GOODS LOOP | | SHUNT | | DOWN MAIN |
| | MAIN | | UP MAIN | CE 214 | SHUNT | | UP MAIN |
| CE 103 | MAIN | POS. I. | DOWN GOODS LOOP | | SHUNT | | DOWN PENRITH GOODS |
| | R+SUB | POS. I. | DOWN GOODS LOOP | * ¹ CE 233 | * ¹ SHUNT | SDG | ENGINEER'S SIDINGS |
| | MAIN | | DOWN MAIN | | MAIN | POS. I. | UP GOODS LOOP |
| CE 106 | SHUNT | | DOWN MAIN | | MAIN | | UP MAIN |
| | SHUNT | XUM | UP MAIN L.O.S. | | | | |
| CE 109 | SHUNT | D.G. L. | DOWN GOODS LOOP | | | | |
| | SHUNT | SDG | ENGINEER'S SIDING | | | | |
| CE 111 | MAIN | | UP MAIN | | | | |
| | R+SUB | SDG | ENGINEER'S SIDING | | | | |
| CE 123 | R+SUB | SDG | SIDING | | | | |
| | MAIN | | DOWN MAIN | | | | |
| CE 126 | SHUNT | SDG | SIDING | | | | |
| | SHUNT | | DOWN MAIN | | | | |
| CE 127 | SHUNT | SDG | SIDING | | | | |
| | SHUNT | | DOWN MAIN | | | | |
| | SHUNT | XUM | UP MAIN L.O.S. | | | | |
| CE 128 | SHUNT | | ALONG SIDING | | | | |
| CE 129 | SHUNT | | UP MAIN | | | | |
| | SHUNT | XDM | DOWN MAIN L.O.S. | | | | |
| | SHUNT | NCK | NECK | | | | |
| CE 132 | SHUNT | XUM | UP MAIN L.O.S. | | | | |
| CE 133 | SHUNT | SDG | ALONG SIDING | | | | |
| | SHUNT | | DOWN MAIN | | | | |
| CE 134 | SHUNT | | ALONG SIDING | | | | |
| CE 135 | SHUNT | | UP MAIN | | | | |
| | SHUNT | XDM | DOWN MAIN L.O.S. | | | | |
| | SHUNT | SDG | SIDING | | | | |

*¹ CONTROLLED BY PENRITH G.F.

