

BRITISH RAIL

(LONDON MIDLAND REGION)

WORKINGTON

SPECIAL NOTICE 125E

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED
RESPECTING RESIGNALLING AT WORKINGTON ON SUNDAY 3 JUNE

Moss Bay Ironworks, Derwent Haematite Ironworks and Workington No. 1 boxes will be abolished and all signals and points controlled therefrom taken away.

The layout and signalling at Workington Nos. 2 and 3 will be as shown on the attached diagram. Numbers shown against semaphore signals are for reference purposes only.

The down through siding, down goods line and up goods line between the present Derwent Haematite Ironworks and Workington No. 1 become B.S.C. Departures line, B.S.C. Arrivals line and Engine Run Round respectively.

The down through siding between the present Workington No. 1 and Workington No. 2 becomes the "down and up" siding.

The down goods line between Workington Nos. 2 and 3 becomes a reception siding.

Referring to the diagram, the following are details of the signal alterations:-

Workington No. 2

The down main home signal, with distant arm for No. 3 box beneath it, will become a 3-aspect signal, 75 yards further from the box. The signal will be plated WM2.58 and will also act as inner distant signal for No. 3 box. The position light signal bracketed to the left of the signal will apply to movements to the reception siding.

The down main distant signals will be taken away and a new colour light distant signal provided, also acting as outer distant signal for No. 3 box.

The up main home signal, plated WM2.5 will become a 3-aspect signal also acting as up main I.B. distant signal for a new I.B. home signal to be provided 1080 yards on the Whitehaven side of the box.

A new 3-aspect signal, plated WM2.4 will be provided at the exit from the up through siding applying to movements to the up main line, also acting as distant signal for the new I.B. home signal. The position light signal bracketed to the left applies to movements to the colliery siding. Position light signals 46 and 54 are new signals applying to movements to the up through siding.

SIGNALLING RECORD SOCIETY

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The up goods home signal will be taken away. A new semaphore stop signal (8) applying to movements from the reception siding to the up main line will be provided with an I.B. distant arm beneath it. The 2-arm shunting signal (9/10) at the foot of this signal applies, top arm - to up through siding, bottom arm - to down sidings.

The set back signal on the up main line, with 4-way stencil indicator (41/42/43) will now display 'S' when applying to movements to the reception siding.

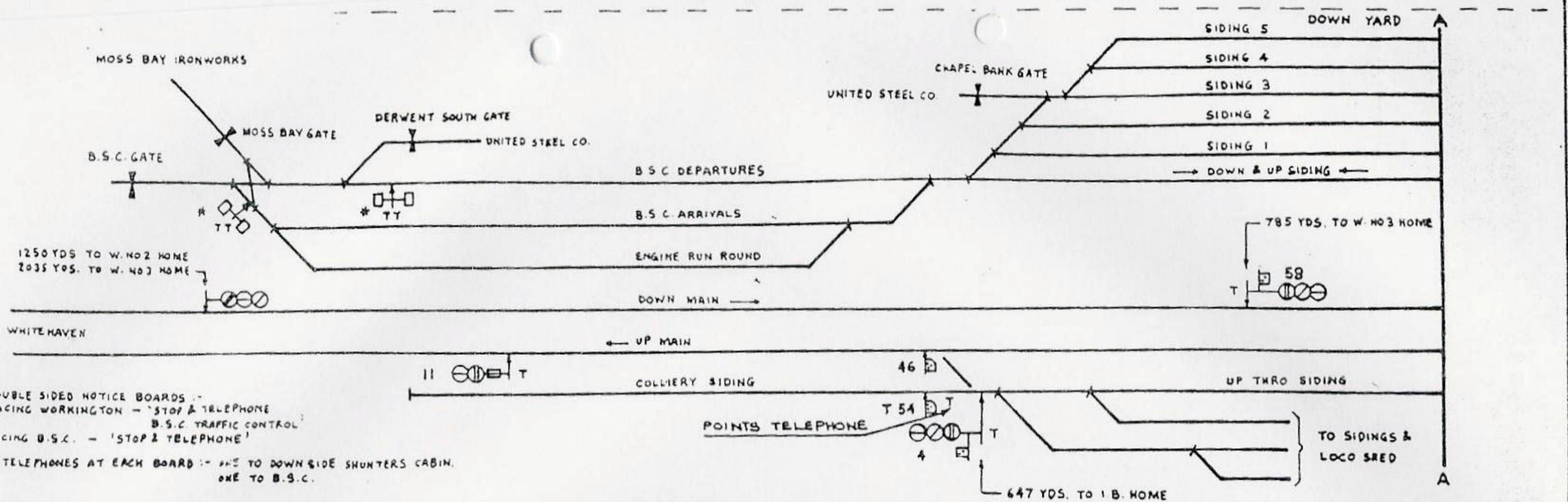
Workington No. 3

The up main to up goods home signal (41) will become a miniature arm signal applying to movements to the reception siding and the distant arm beneath it will be taken away.

The down goods home signal (21) with distant arm for Derwent Junction beneath it, will be repositioned 35 yards on the Maryport side of the box and will apply to movements from the reception siding to the down main line. A shunting signal will be provided at the foot of this signal applying to a new Limit of shunt indicator on the up main line 200 yards on the Maryport side of the up main home signal.

IMPORTANT

- This Notice to be acknowledged immediately on receipt to "Operating OD14/- Crewe" using the code "ARNO 125E".



DOUBLE SIDED NOTICE BOARDS :-
 WORKINGTON - 'STOP & TELEPHONE'
 B.S.C. TRAFFIC CONTROL
 WORKINGTON B.S.C. - 'STOP & TELEPHONE'
 TELEPHONES AT EACH BOARD :- ONE TO DOWN SIDE SHUNTERS CABIN,
 ONE TO B.S.C.

WORKINGTON AREA RESIGNALLING
 NOT TO SCALE