



# SIGNALLING RECORD SOCIETY

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Kingmoor—Down Control Tower—Up Control Tower—Gretna Junction (Floriston) . .	Down Goods
Down Control Tower—Canal Junction . . . . .	N.B. Departure line
Kingmoor—Canal Junction . . . . .	Up and down N.B. goods

Signal post telephones will be provided at all new colour light signals capable of displaying a red aspect. Signal post telephones will also be provided at certain semaphore stop signals as shown on the diagram.

The following alterations will take place at existing signalboxes :—

**Longtown Junction**

The temporary semaphore stop signal located at the trap points on the branch and protecting the down main line will be taken away.

Bush Level Crossing box will be abolished, together with all signals, except the up home signal, the up starting signal, the dwarf shunting signal reading set back from branch to Smalmstown Depot, and the elevated dwarf shunting signals at the exits from Longtown and Smalmstown Depots. These signals and the p.w. connections will be worked from Longtown Junction. The up home and starting signals will be renamed up goods starting and advanced starting signals respectively.

Telephones will be provided at the up goods starting and advanced starting signals and at the exit signals from Longtown and Smalmstown Depots.

Bush Level Crossing will be renamed Bush-on-Esk No. 1 Level Crossing and the gates will be replaced by lifting barriers controlled from Longtown Junction.

Automatic half barriers operated by the trains occupying certain track circuits will be provided at Bush-on-Esk Nos. 2 and 4 level crossings. The timing of these barriers is based on train speeds of 35 m.p.h. and Drivers must ensure that this speed limit is not exceeded. There will normally be no attendance at these crossings, but telephones communicating with Longtown Junction will be provided for public use at each crossing. Whistle boards will be provided approaching each crossing and Drivers must whistle continuously from the appropriate board until they reach the crossing.

All concerned must refer to Section D of the Weekly Notice for Sectional Appendix Instructions regarding emergency working at the above crossings.

Bush-on-Esk No. 3 Level Crossing will continue to be worked by Crossing Keeper.

The up goods line will be track circuited throughout.

**Gretna Junction**

Quintinshill up main starting signal (also controlled as Gretna Junction up main distant signal) will be capable of displaying a double yellow aspect and will be 1517 yards from GA8 signal (Gretna Junction up main home).

The up Dumfries branch semaphore outer distant signal carried below Gretna Green up home signal will be 1142 yards from GA5 signal (Gretna Junction Up Dumfries branch home 1).

GA15 signal (Gretna Junction down Dumfries branch starting) will also act as Gretna Green down distant and will be 1032 yards from the home signal to which it applies, and a banner repeating signal will be provided 200 yards in rear.

Until Bridge 16 has been reconstructed a temporary connection will be provided between the up goods and up main.

A new up goods to up main colour light home signal (GA101) will be provided ; a colour light distant signal (GAR101) will be provided 480 yards in rear.

A new colour light automatic stop signal (GA201) will be provided 490 yards on the Longtown side of Bush-on-Esk No. 4 Level Crossing ; a colour light automatic distant signal (GAR201) will be provided 520 yards in rear.

The Admiralty Siding at Mossband will be worked by ground frame released from Gretna Junction.

The down siding and the northernmost crossover road will be recovered and the catch points in the down main line in rear of the junction will be repositioned 690 yards before reaching signal GA22.

Catch points will be provided in the down main line 884 yards before reaching signal GA23 and 703 yards before reaching signal GA202.

The dwarf shunting signals GA29, GA31 and GA40 will be converted from yellow arms and lights to red arms and lights and the last paragraph of Rule 47 will no longer apply at these signals.

**Floriston Crossing**

Until Bridge 16 has been reconstructed a temporary connection from up main to up goods will be provided as shown on the diagram. This connection, and the miniature yellow colour light bracketed to the left of Signal GA104 and reading up main to up goods, will be worked from Floriston Crossing box which will be redesignated "Floriston Crossing Shunting Frame".

The gates at the level crossing will be replaced by full length barriers operated from the Shunting Frame.

Signals GA104/105/106 protecting the crossing will also be controlled from the Shunting Frame ; the telephones at these signals will communicate with Gretna Junction box.

**Carlisle No. 3**

All semaphore running signals will be replaced by multiple aspect colour light signals, except those on the up and down goods and Viaduct lines south of the box.

The down main distant signal (also controlled as Carlisle No. 4 down main starting signal) will be capable of displaying a double yellow aspect.

All dwarf shunting signals will be retained with the same readings.

The branch shunting neck will be retained and a dwarf shunting signal will be provided at the foot of Signal CE3-65 reading to the shunting neck.

The up and down lines between Carlisle No. 3 and Canal Junction will continue to be worked in accordance with the Absolute Block Regulations.

## Canal Junction

The up and down goods lines to and from Dalston Road will be worked in accordance with the Permissive Block Regulations.

The lines to Brunthill and Drumburgh will continue to be worked in accordance with the Absolute Block Regulations and Electric Token Block Regulations respectively.

Signal CE3-22 will act as down N.B. main distant for Canal Junction 843 yards from the down main N.B. semaphore home 1 signal (CL83).

Signal CL103 will act as down N.B. main IB home signal (also controlled as Brunthill down inner distant signal) 855 yards from Brunthill semaphore down home signal. When the route is set to down N.B. main line signal CL109 will act as down IB distant signal (also controlled as Brunthill down main outer distant signal) 1331 yards from signal CL103.

Catch points will be provided 547 yards before reaching signal CL103 and 538 yards before reaching signal KR18.

The existing Brunthill up main distant signal will also act as up N.B. main distant for Canal Junction 2094 yards from Canal Junction home 1 signal (CL102).

The up N.B. main semaphore starting signal will be taken away and the up main home 2 signal will be renamed up N.B. main starting signal.

Signal CL102 will act as up N.B. main home 1 signal, 1369 yards from the up N.B. main home 2 signal (CL10).

The miniature semaphore arms and lights on the up N.B. main starting and up Silloth branch starting signals reading to the up goods line will be converted to full size arms and lights.

A down goods semaphore distant signal will be provided 649 yards from the down goods semaphore bracket home signal.

Stanton Level Crossing will continue to be worked by Crossing Keeper.

## Dalston Road

Caldcotes siding and ground frame will be recovered and an up goods distant signal will be provided 400 yards from Dalston Road up goods home 1 signal.

## B.R. Standard Automatic Warning System

A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect colour light signals on the passenger lines between Quintinshill, Gretna Green and Carlisle No. 3 and for Carlisle No. 3 up N.B. branch home signal (CE3-17) and associated semaphore distant signals carried below Canal Junction up N.B. main and up Silloth branch starting signals.

## Rules and Regulations

Modification of certain standard Rules will apply on the lines between Gretna Junction, Carlisle No. 3, Canal Junction and the new signalboxes at Kingmoor and the Up and Down Control Towers and between Longtown Junction and Gretna Junction. The attention of all concerned is directed to Section 'D' of the appropriate Weekly Notices in which these modifications will be published, together with alterations to the existing Sectional Appendix Instructions.

## General

The signal numbers shown on the attached diagram and signal schedules for semaphore signals and disc type dwarf shunting signals are for reference purposes only ; these signals will not be provided with identification plates.

Where the reading of existing signals are not quoted they will be unchanged.

## New Carlisle Up and Down Marshalling Yards

Double sided humping signals will be provided at the hump crests. Hump repeating signals with associated Engine Release signals will be provided at the exit from each Reception Siding. The application of these signals is shown on the attached diagram and signal schedules.

The hand points at the Exit end of the Up and Down Sorting Sidings and the Entrance to the Up and Down Departure Sidings, indicated by circles on the diagram, will also be capable of being power operated by the shunting staff at the relevant Up and Down Sorting Sidings Inspector's office.

Local instructions will be issued regarding the internal working of the Yards.

Referring to page 284 of the Sectional Appendix (Western Lines, Crewe, and North thereof) ; coupling and uncoupling of engines of trains arriving in the Up and Down Reception Sidings or departing from the Up and Down Departure Sidings will be the responsibility of the Firemen except in the case of single manned engines when the shunting staff will be responsible.

## Staging of the Work

All the signalling shewn on the attached diagram, except the signals reading into the Down Reception Sidings at Kingmoor, and the Down Yard humping signal and associated hump repeating and Engine Release signals at Down Tower, will be brought into use between 10.0 p.m. on Saturday, 16th February, and 6.0 a.m. on Monday, 18th February, 1963. Fuller details of the working during this period will be found in Section B of the appropriate Weekly Notice.

The Down Reception Sidings and Down Sorting Sidings will be brought into use towards the middle of the year. This work will be published in Section C of the appropriate Weekly Notice and **all concerned must retain the attached diagram and signal schedules until the whole of the work is carried out.**

Until the Down Reception and Sorting Sidings are brought into use, traffic previously dealt with in the old Kingmoor Down Sidings will be sorted in the new Down Departure Sidings.

RESIGNALLING BETWEEN GREटना JCN. AND CARLISLE N°3,  
 BETWEEN LONGTOWN JCN. AND GREटना JCN, BETWEEN  
 BRUNTHILL AND CANAL JCN. AND IN THE NEW UP AND  
 DOWN MARSHALLING YARDS AT CARLISLE.

### GREटना JUNCTION (GA)

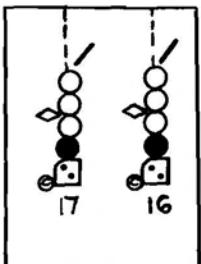



SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	GA 22	MAIN	—	POS*1	DOWN BRANCH
		MAIN	—	—	DOWN MAIN
	GA 104	MINIATURE YELLOW	—	—	UP GOODS
		MAIN	—	—	UP MAIN
	GA 29	SHUNT	—	—	DOWN MAIN TO UP MAIN.
	GA 31	SHUNT	—	—	UP MAIN TO DOWN MAIN
	GA 40	SHUNT	—	—	ALONG UP MAIN OR UP SIDINGS
	GA 36	SHUNT	—	—	ALONG UP SIDING
	GA 38	SHUNT	—	—	UP MAIN
	GA 37	SHUNT	—	—	TO UP SIDINGS

### KINGMOOR (KR)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	KR 1	MAIN	—	—	DOWN GOODS.
		SUB+C	—	—	DOWN GOODS.
		MAIN	—	POS*4	DOWN MAIN.
		SUB. ENG.	—	—	M. P. D.
	KR 10	MAIN.	—	—	UP GOODS.
		SUB+C.	—	—	UP GOODS.

# KINGMOOR (KR)

2

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	KR 16	MAIN	—	—	UP MAIN
		SUB.	—	—	UP MAIN
		MAIN	—	POS <sup>N</sup> 4	UP GOODS
		SUB+C	—	POS <sup>N</sup> 4	UP GOODS
	KR 17	MAIN	—	—	UP MAIN
		MAIN	—	POS <sup>N</sup> 4	UP GOODS
SUB+C		—	POS <sup>N</sup> 4	UP GOODS	
	KR 18	* MAIN	G	—	DOWN GOODS
		* SUB+C	G	—	DOWN GOODS
		* MAIN	R	—	DOWN RECEPTION (1-5)
		* MAIN	R	—	DOWN RECEPTION (6-10)
		SUB	—	—	SIG.33 FOR DEPARTURE LINES.
	KR 19	* MAIN	G	—	DOWN GOODS
		* SUB+C	G	—	DOWN GOODS
		* MAIN	R	—	DOWN RECEPTION (1-5)
		* MAIN	R	—	DOWN RECEPTION (6-10)
		SUB	—	—	SIG.33 FOR DEPARTURE LINES
	KR 20	MAIN	—	—	DOWN MAIN
		SUB.	—	—	DOWN MAIN
	KR 27	MAIN	—	—	UP GOODS
		SUB+C	—	—	UP GOODS
		MAIN	—	POS <sup>N</sup> 4	UP N.B. GOODS
		SUB+C	—	POS <sup>N</sup> 4	UP N.B. GOODS

\* ALSO CONTROLLED BY CARLISLE YARD  
DOWN TOWER







KINGMOOR (KR)

3

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE
	KR 37	SUB	NCK.	-	NECK AT SIG. 30
		MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
		SUB	ENG.	-	DIESEL DEPOT INWARD NECK
	KR 38	SUB	NCK.	-	NECK AT SIG 30
		MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
		SUB	ENG.	-	DIESEL DEPOT INWARD NECK
	KR 39	SUB	NCK.	-	NECK AT SIG. 30
		MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
		SUB	ENG.	-	DIESEL DEPOT INWARD NECK
	KR 40	SUB	NCK.	-	NECK AT SIG. 30
		MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
		SUB	ENG.	-	DIESEL DEPOT INWARD NECK.
	KR 41	SUB	SDG.	-	UP THROUGH SDG.
		MAIN	-	POS <sup>N</sup> 1	UP SLOW
		MAIN	-	-	UP MAIN
	KR 42	MAIN	-	-	UP DEPARTURE 2
		SUB+C	-	-	UP DEPARTURE 2
	KR 43	MAIN	-	-	UP DEPARTURE 1
		SUB+C	-	-	UP DEPARTURE 1

# KINGMOOR (KR)

5

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	KR 31	SHUNT	—	—	UP THROUGH SIDING
		SHUNT	—	—	UP SLOW
		SHUNT	—	—	UP MAIN
		SHUNT	DM	—	DOWN MAIN
	KR 32	SHUNT	—	—	DIESEL DEPOT
	KR 33	SHUNT	—	—	UP DEPARTURE 2
		SHUNT	—	—	UP DEPARTURE 1
	KR 34	SHUNT	DM	—	DOWN MAIN
		SHUNT	NCK	—	NECK
	KR 35	SHUNT	—	—	UP DEPARTURE 2
		SHUNT	—	—	UP DEPARTURE 1
	KR 36	SHUNT	—	—	OUTWARD NECK



KINGMOOR (KR)

4

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	KR 3	SHUNT	-	-	DOWN GOODS
		SHUNT	-	-	DOWN MAIN
		SHUNT	ENG	-	M.P.D.
	KR 4	SHUNT	-	-	M.P.D.
	KR 5	SHUNT	-	-	M.P.D.
	KR 6	SHUNT	-	-	UP GOODS
	KR 7	SHUNT	NCK	-	NECK
		SHUNT	-	-	UP MAIN
	KR 8	SHUNT	-	-	UP MAIN
		SHUNT	-	-	UP GOODS
	KR 9	SHUNT	-	-	UP MAIN
		SHUNT	-	-	UP GOODS
	KR 11	SHUNT	-	-	UP MAIN
		SHUNT	-	-	UP GOODS
	*	SHUNT	-	-	DOWN GOODS
	KR 21 *	SHUNT	-	-	DOWN RECEPTION (1-5)
		SHUNT	-	-	DOWN RECEPTION (6-10)
		SHUNT	-	-	SIG. 33 FOR DEPARTURE LINES
	KR 22	SHUNT	-	-	UP MAIN
	KR 28	SHUNT	-	-	UP DEPARTURE 2
		SHUNT	-	-	UP DEPARTURE 1
		SHUNT	DM	-	DOWN MAIN
	KR 29	SHUNT	-	-	UP DEPARTURE 2
		SHUNT	-	-	UP DEPARTURE 1
		SHUNT	DM	-	DOWN MAIN
	KR 30	SHUNT	-	-	UP THROUGH SIDING
		SHUNT	-	-	UP SLOW
		SHUNT	-	-	UP MAIN
		SHUNT	NCK		NECK

\* ALSO CONTROLLED BY CARLISLE  
YARD DOWN TOWER

CARLISLE No.3 (CE3)

6

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND CTR	JUNCTION IND CTR	ROUTE
	CE3 15	MAIN	-	-	UP MAIN
		MAIN	-	POS# 4	UP MAIN TO UP VIADUCT
		MAIN	-	POS# 5	UP MAIN TO UP GOODS
	CE3 39	MAIN	-	POS# 1	UP GOODS TO UP MAIN
		MAIN	-	-	UP GOODS
	CE3 17	MAIN	-	-	UP BRANCH TO UP MAIN
		MAIN	-	POS# 4	UP BRANCH TO UP VIADUCT
		MAIN	-	POS# 5	UP BRANCH TO UP GOODS
	CE3 22	MAIN	-	POS# 2	DOWN MAIN TO DOWN BRANCH
		MAIN	-	POS# 1	DOWN MAIN TO DOWN GOODS
		SUB+C	-	POS# 1	DOWN MAIN TO DOWN GOODS
		MAIN	-	-	DOWN MAIN
 CE3.65 CE3.67	CE3 65	SUB	SDG	-	DOWN GOODS TO ELECT. SIDINGS
		MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
	CE3 67				SHUNTING NECK

SIGNAL PROFILE	DIAGRAM REF.	NOMENCLATURE & ROUTE
	CE3 44	UP GOODS TO UP VIADUCT YARD STARTING
	CE3 45	UP GOODS TO DOWN VIADUCT YARD OR DOWN GOODS
	CE3 46	UP GOODS STARTING
	CE3 69	DOWN VIADUCT YARD TO DOWN GOODS HOME 2
	CE3 68	DOWN VIADUCT YARD TO DOWN MAIN HOME 2
	CE3 70	DOWN VIADUCT YARD HOME 1
	CE3 72	DOWN GOODS HOME
	CE3 71	DOWN GOODS TO DOWN MAIN HOME
	CE3 'A'	ELECTRICITY SIDINGS TO UP GOODS (YELLOW ARM & LIGHT RULE 47)

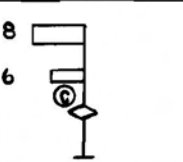
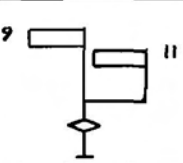
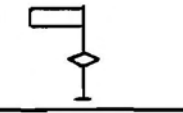
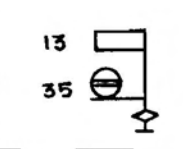
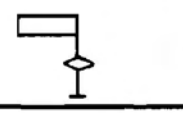
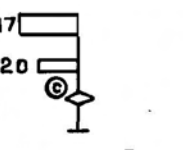
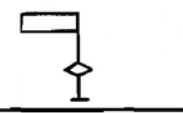
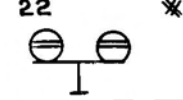


CARLISLE No. 3 (CE3)

7

SIGNAL PROFILE	DIAGRAM REF	NOMENCLATURE & ROUTE
⊖	CE3 50	SET-BACK TO UP VIADUCT YARD OR UP GOODS
⊖ 58 ⊖ 59	CE3 58 CE3 59	SET-BACK DOWN GOODS TO VIADUCT YARD SET-BACK ALONG DOWN GOODS
⊖	CE3 64 CE3 73 CE3 75 CE3 57	SET-BACK UP VIADUCT YARD TO DOWN MAIN DOWN MAIN TO UP MAIN UP MAIN TO DOWN MAIN SHUNTING NECK TO DOWN GOODS

LONGTOWN JCN. (LN)

8

SIGNAL PROFILE	DIAGRAM REF	NOMENCLATURE & ROUTE
	LN 8	UP MAIN LINE HOME 1
	LN 6	UP MAIN LINE 'CALLING-ON'
	LN 9	UP MAIN LINE HOME 2
	LN 11	UP MAIN TO UP GOODS HOME 2
	LN 10	UP MAIN LINE STARTING
	LN 12	UP GOODS STARTING
	LN 35	TO LONGTOWN DEPOT.
	LN 13	UP GOODS ADVANCED STARTING
	LN 15	DOWN MAIN LINE STARTING
	LN 16	DOWN MAIN LINE HOME 3
	LN 17	DOWN MAIN LINE HOME 2
	LN 20	DOWN MAIN LINE 'CALLING-ON'
	LN 18	DOWN MAIN LINE HOME 1
	LN 22	DOWN MAIN LINE SET BACK TO SIG. 23
	*	DOWN MAIN LINE TO DOWN LINE SIDINGS
	LN 23	DOWN MAIN LINE TO UP MAIN LINE
	LN 25	TO UP MAINLINE (YELLOW DISC & LIGHT, RULE 47)
	LN 27	UP MAINLINE TO UP LINE SIDINGS
	LN 28	UP MAIN LINE TO DOWN MAINLINE OR ALONG UP MAIN TO SIG 27
	LN 29	ALONG UP MAIN TO SIG 28
	LN 34	TO SMALLSTOWN DEPOT
	LN 32	TO UP GOODS LINE
	LN 37	TO UP GOODS LINE AT SIG. 34

\* - WORKED FROM LONGTOWN JCN G.F.

CARLISLE YARD-UP TOWER (UT)

9

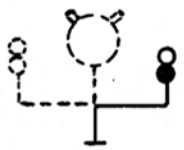
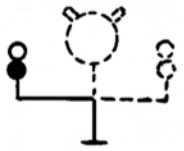




SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	UT 1	MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
		SHUNT	SDG.	-	UP RECESSING N°1
		SHUNT	SDG.	-	UP RECESSING N°2
		SHUNT	SDG.	-	UP RECESSING N°3
	UT 2	MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS
	UT 3	MAIN	-	-	UP GOODS
		SUB+C	-	-	UP GOODS

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE
	UT 11*	RECEPTION SIDING N°12 TO ENGINE RELEASE LINE.
	UT 14*	RECEPTION SIDING N°9 TO ENGINE RELEASE LINE.
	UT 15*	RECEPTION SIDING N°8 TO ENGINE RELEASE LINE.
	UT 16*	RECEPTION SIDING N°7 TO ENGINE RELEASE LINE.
	UT 17*	HUMP ENGINE LINE TO ENGINE RELEASE LINE.
	UT 18*	RECEPTION SIDING N°6 TO ENGINE RELEASE LINE.
	UT 19*	RECEPTION SIDING N°5 TO ENGINE RELEASE LINE.

\*SEE EXPLANATION OF SIGNAL INDICATIONS ON DIAGRAM.

CARLISLE YARD-UP TOWER (UT)


10

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE			
	UT 20*	RECEPTION SIDING N° 4 TO ENGINE RELEASE LINE.			
	UT 21*	RECEPTION SIDING N° 3 TO ENGINE RELEASE LINE.			
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR</sup>	JUNCTION IND <sup>CTR</sup>	ROUTE
	UT 36	MAIN	—	—	DOWN GOODS
		SUB+C	—	—	DOWN GOODS
	UT 38	MAIN	G	—	UP GOODS
		SUB+C	G	—	UP GOODS
		MAIN	R	—	UP RECEPTION SDG. N° 3
		MAIN	R	—	UP RECEPTION SDG. N° 4
		MAIN	R	—	UP RECEPTION SDG. N° 5
		MAIN	R	—	UP RECEPTION SDG. N° 6
		MAIN	R	—	UP RECEPTION SDG. N° 7
		MAIN	R	—	UP RECEPTION SDG. N° 8
		MAIN	R	—	UP RECEPTION SDG. N° 9
		MAIN	R	—	UP RECEPTION SDG. N° 12
	UT 8	SHUNT	—	—	UP RECEPTION N° 12
		SHUNT	—	—	HUMP ENGINE LINE
	UT 10	SHUNT	—	—	HUMP AVOIDING LINE OR DOWN DEPARTURE N° 10
	UT 24	SHUNT	—	—	DOWN GOODS
		SHUNT	NCK	—	HUMP ENGINE NECK
	UT 27	SHUNT	—	—	DOWN GOODS
		SHUNT	NCK	—	HUMP ENGINE NECK
	UT 28	SHUNT	—	—	DOWN GOODS
		SHUNT	NCK	—	HUMP ENGINE NECK
UT 29	SHUNT	—	—	DOWN GOODS	
	SHUNT	NCK	—	HUMP ENGINE NECK	

\* SEE EXPLANATION OF SIGNAL INDICATIONS ON DIAGRAM.

CARLISLE YARD - UP TOWER (UT)

11

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR	JUNCTION INDCTR	ROUTE
	UT 30	SHUNT	—	—	HUMP ENGINE NECK
	UT 31	SHUNT	—	—	UP RECEPTION SDG. N°3
		SHUNT	—	—	UP RECEPTION SDG. N°4
		SHUNT	—	—	UP RECEPTION SDG. N°5
		SHUNT	—	—	UP RECEPTION SDG. N°6
		SHUNT	—	—	UP RECEPTION SDG. N°7
		SHUNT	—	—	UP RECEPTION SDG. N°8
		SHUNT	—	—	UP RECEPTION SDG. N°9
		SHUNT	—	—	UP RECEPTION SDG. N°12
	UT 37	SHUNT	—	—	UP RECEPTION SDG. N°7
		SHUNT	—	—	UP RECEPTION SDG. N°8
		SHUNT	—	—	UP RECEPTION SDG. N°9
		SHUNT	—	—	UP RECEPTION SDG. N°12

CARLISLE YARD - DOWN TOWER (DT)

12

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND <sup>CTR.</sup>	JUNCTION IND <sup>CTR.</sup>	ROUTE
	DT 102	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
	DT 104	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
	DT 105	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
	DT 106	MAIN	-	-	DOWN DEPARTURE 2
		SUB+C	-	-	DOWN DEPARTURE 2
	DT 107	MAIN	-	-	DOWN DEPARTURE 1
		SUB+C	-	-	DOWN DEPARTURE 1
	DT 113	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
		SUB SDG.	-	-	DN. DEPARTURE LINK LINE
	DT 114	MAIN	E	-	ENGINE LINE
		SUB+C	E	-	ENGINE LINE
		MAIN	N	-	NB. DEPARTURE LINE
		SUB+C	N	-	NB. DEPARTURE LINE
	DT 117	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
		SUB	NCK	-	ENGINE NECK
	DT 118	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
	DT 119	MAIN	-	-	DOWN GOODS
		SUB+C	-	-	DOWN GOODS
		SUB	NB	-	NB. DEPARTURE LINE
	DT 124	MAIN	-	-	ENGINE LINE
		SUB+C	-	-	ENGINE LINE
		SUB	ENG	-	DIESEL DEPOT









SIGNAL PROFILE	SIGNAL NUMBER	ROUTE
	DT 127*	RECEPTION SIDING N° 10 TO ENGINE RELEASE LINE.
	DT 128*	RECEPTION SIDING N° 9 TO ENGINE RELEASE LINE.
	DT 129*	RECEPTION SIDING N° 8 TO ENGINE RELEASE LINE.
	DT 130*	RECEPTION SIDING N° 7 TO ENGINE RELEASE LINE.
	DT 131*	RECEPTION SIDING N° 6 TO ENGINE RELEASE LINE.
	DT 132*	HUMP ENGINE LINE TO ENGINE RELEASE LINE.
	DT 133*	RECEPTION SIDING N° 5 TO ENGINE RELEASE LINE.
	DT 134*	RECEPTION SIDING N° 4 TO ENGINE RELEASE LINE.
	DT 135*	RECEPTION SIDING N° 3 TO ENGINE RELEASE LINE.
	DT 136*	RECEPTION SIDING N° 2 TO ENGINE RELEASE LINE.

\* SEE EXPLANATION OF SIGNAL INDICATIONS ON DIAGRAM.


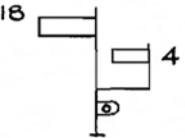
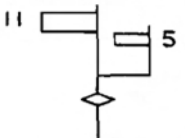
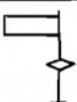
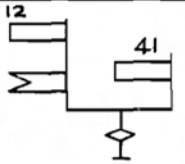

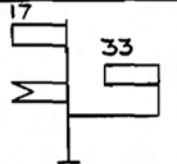
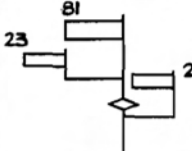
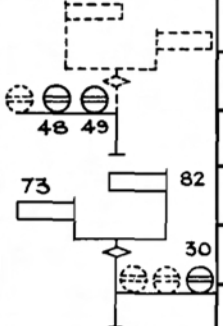
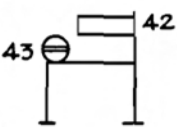
CARLISLE YARD - DOWN TOWER(DT)

14

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDCTR.	JUNCTION INDCTR.	ROUTE	
	DT 137	MAIN	G	—	DOWN GOODS	
		SUB+C	G	—	DOWN GOODS	
		MAIN	H	—	ENGINE RELEASE LINE	
	DT 138	MAIN	—	—	DOWN GOODS	
		SUB+C	—	—	DOWN GOODS	
	DT 101	SHUNT	—	—	DOWN DEPARTURE 2	
		SHUNT	—	—	ALONG DOWN GOODS	
	DT 103	SHUNT	—	—	DOWN DEPARTURE 1	
		SHUNT	—	—	SET BACK ALONG DOWN GOODS	
	DT 111	SHUNT	—	—	N.B. DEPARTURE LINE	
	DT 112	SHUNT	—	—	N.B. DEPARTURE LINE STOP BOARD	
	DT 115	SHUNT	EL	—	ENGINE LINE	
		SHUNT	NB	—	N.B. DEPARTURE LINE	
	DT 116	SHUNT	—	—	ENGINE LINE	
	DT 125	SHUNT	—	—	ENGINE LINE	
	DT 126	SHUNT	—	—	HUMP ENGINE LINE	
	DT 139	SHUNT	—	—	HUMP ENGINE NECK	
	140	SHUNT	—	—	DOWN RECEPTION SIDING No.1	
		SHUNT	—	—	DOWN RECEPTION SIDING No.2	
		SHUNT	—	—	DOWN RECEPTION SIDING No.3	
		SHUNT	—	—	DOWN RECEPTION SIDING No.4	
		SHUNT	—	—	DOWN RECEPTION SIDING No.5	
		SHUNT	—	—	DOWN RECEPTION SIDING No.6	
		SHUNT	—	—	DOWN RECEPTION SIDING No.7	
		SHUNT	—	—	DOWN RECEPTION SIDING No.8	
		SHUNT	—	—	DOWN RECEPTION SIDING No.9	
		SHUNT	—	—	DOWN RECEPTION SIDING No.10	

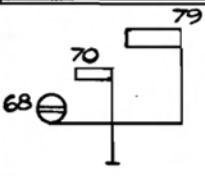
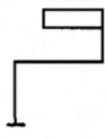
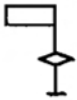

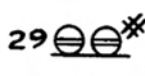




CANAL JUNCTION (CL)

15

SIGNAL PROFILE	DIAGRAM REF.	NOMENCLATURE & ROUTE
	CL 1	FROM NORTH SDGS. TO UP MAIN OR UP GOODS
	CL 18	ENGINE SHED OUTGOING TO UP MAIN LINE
	CL 4	ENGINE SHED OUTGOING TO DOWN MAIN LINE
	CL 11	UP MAIN HOME 3
	CL 5	UP MAIN TO DOWN MAIN LINE
	CL 10	UP MAIN HOME 2
	CL 12	UP MAIN STARTING
	CL 41	UP MAIN TO UP GOODS HOME 4
	CL 15	ENGINE SHED INGOING TO DOWN MN. LINE
	CL 17	UP BRANCH TO UP MAIN LINE STARTING
	CL 33	UP BRANCH TO UP GOODS HOME 2
	CL 23	DOWN MAIN TO ENGINE SHED HOME 3
	CL 81	DOWN MAIN HOME 3
	CL 27	DN. MAIN LINE TO UP MAIN LINE
	CL 30	ALONG SHUNTING SIDING
	CL 48	SHUNTING SDG. TO UP GOODS
	CL 49	SHUNTING SDG. TO DN. RECEP. SDGS.
	CL 73	DN. MAIN TO DN. BRANCH HOME 2
	CL 82	DOWN MAIN HOME 2
	CL 39	ALONG DOWN MAIN TO SIG. CL 40
	CL 43	UP GOODS TO NORTH & SOUTH BAYS
	CL 42	UP GOODS STARTING

CANAL JUNCTION (CL)

16.

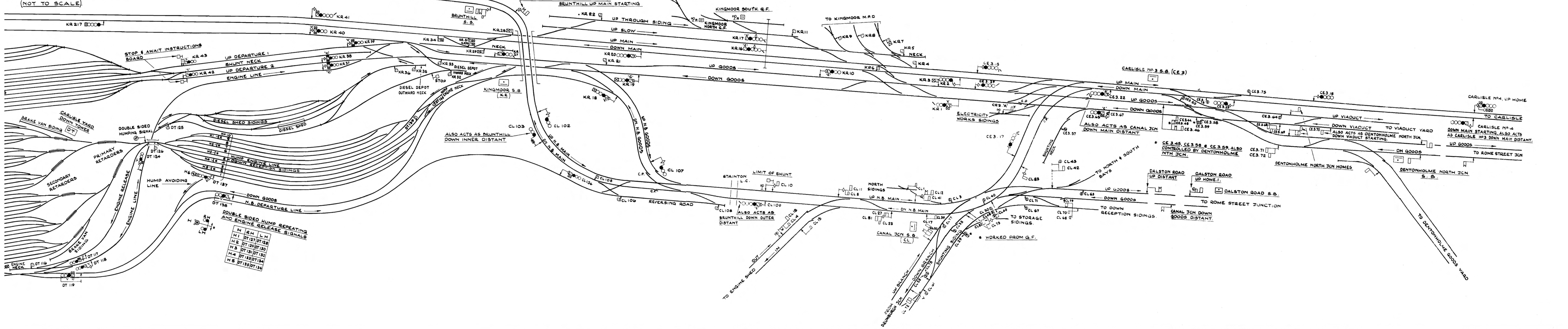
SIGNAL PROFILE	DIAGRAM REF.	NOMENCLATURE OR ROUTE			
	CL 68	FROM DOWN RECEPTION SDGS TO SHUNTING SDG. AT SIG. CL 30.			
	CL 70	FROM DN. RECEPTION SDGS. TO DN. MAIN.			
	CL 79	DOWN GOODS HOME.			
	CL 72	DOWN BRANCH STARTING.			
	CL 83	DOWN MAIN HOME I.			
	CL 75	FROM SHUNTING SDG. TO UP MAIN OR UP GOODS.			
	CL 28	ALONG SHUNTING SIDING TO SIG. CL 29.			
	CL 29	FROM SHUNTING SIDING TO SIG. CL 48/49			
	*	FROM SHUNTING SDGS. TO STORAGE SDGS.			
	CL 3	TO NORTH SIDINGS.			
	CL 35	FROM DN. BRANCH TO DN. MAIN AT SIG. CL 40.			
	CL 40	SET BACK DN. MAIN TO UP GDS. OR DN. GDS.			
	CL 61	SHUNTING SIDING TO DN. BRANCH. (YELLOW DISC & LIGHT RULE 47)			
	CL 63	UP GOODS TO SHUNTING SIDING AT CL 30 OR DOWN MAIN.			
	CL 67	TO DOWN RECEPTION SIDINGS			
	CL 71	TO DOWN RECEPTION SIDINGS			
CL 77	FROM UP BRANCH TO SHUNTING SDG.				
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. CTR.	JUNCTION IND. CTR.	ROUTE
	CL 104	MAIN	—	—	UP NB. MAIN
		SUB	R-R	—	REVERSING ROAD
	CL 109	MAIN	—	—	DOWN NB. MAIN
		MAIN	—	POS <sup>M</sup>	DOWN N.B. GOODS.
		SUB+C	—	POS <sup>M</sup>	DOWN N.B. GOODS.
	CL 105	SHUNT	—	—	REVERSING ROAD
		SHUNT	—	—	DOWN N.B. MAIN
		SHUNT	—	—	DOWN N.B. MAIN
		SHUNT	—	—	DOWN N.B. GOODS

\* WORKED FROM GROUND FRAME.



**SLE MARSHALLING YARD.**

ALLING BETWEEN GREYNA JCN & CARLISLE NO. 3.  
 Y LONGTOWN JCN & GREYNA JCN, BETWEEN  
 LL & CANAL JCN, & IN THE NEW UP & DOWN  
 LLING YARDS.  
 (NOT TO SCALE)



**SIGNAL PREFIXES**

CE 3 CARLISLE NO. 3 S.B.  
 CL CANAL JUNCTION S.B.  
 KR KINGMOOR S.B.  
 DT CARLISLE YARD DOWN TOWER  
 UT CARLISLE YARD UP TOWER  
 GA GREYNA JCN S.B.  
 LN LONGTOWN JCN S.B.

**EXPLANATION OF SIGNALLING INDICATIONS.**

**MAIN RUNNING SIGNALS**

- ➔ JUNCTION INDICATOR (RULE 35E)
- ➔ ROUTE INDICATOR MAIN SIGNAL.
- ➔ 4 ASPECT SIGNAL.
- ➔ RED ASPECT
- ➔ ROUTE INDICATOR FOR SUBSIDIARY SIGNAL POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° WITH AN ILLUMINATED LETTER 'C' (CALLING ON; RULE 44B) OR 2 WHITE LIGHTS AT 45° WITH NO LETTER 'C' (SHUNTING RULE 47)
- ➔ MINIATURE COLOUR LIGHT SIGNAL (NORMALLY OUT) WHEN OFF SHOWS YELLOW LIGHT (RULE 35G).
- ➔ 3 ASPECT SHORT RANGE SIGNAL (INDICATED ON PLAN BY SMALLER SIZE OF ASPECTS)

**POSITION LIGHT SHUNTING SIGNALS (RULE 47)**

- ➔ SHOWING 1 RED & 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION.
- ➔ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.
- ➔ SHOW 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.
- ➔ MECHANICAL DISC SHUNTING SIGNAL.
- ➔ MECHANICAL DISC SHUNTING SIGNAL MOUNTED ON SAME STRUCTURE AS MAIN ARM BUT FACING IN OPPOSITE DIRECTION.
- ➔ MECHANICAL SIGNAL WITH YELLOW ARM OR DISC & YELLOW LIGHT (RULE 47).

**BANNER REPEATER**

**AUTOMATIC SIGNAL**

**SEMI-AUTOMATIC SIGNAL**

**INTERMEDIATE BLOCK HOME SIGNAL**

SEE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS

**HUMPING SIGNALS (APPLICABLE ONLY TO MOVEMENTS OVER HUMP)**

WHITE POSITION LIGHTS

WHITE LIGHT DENOTES HUMPING SIGNAL IS APPLICABLE TO LINE ON LEFT OR RIGHT OF SIGNAL

BACK INDICATIONS ALSO DISPLAYED. EXAMPLES OF ASPECTS DISPLAYED.

STOP HUMPING      HUMP SLOW      HUMP NORMAL

**HUMPING SIGNAL COMBINED WITH TRAIN ENGINE RELEASE SIGNAL**

APPLICABLE TO LINE ON LEFT OF SIGNAL.

APPLICABLE TO LINE ON RIGHT OF SIGNAL.

YELLOW RED      YELLOW RED (SHORT RANGE SIGNALS)

YELLOW ASPECT AUTHORISES DRIVER OF A TRAIN ENGINE TO PROCEED, AS FAR AS LINE IS CLEAR, TO SIGNAL AHEAD. ASPECT EXTINGUISHED WHEN HUMP SIGNAL IS ILLUMINATED.

☎ TELEPHONE

🔔 BELL

➔ POINTS, HAND WORKED

➔ POINTS WORKED FROM S.B.

➔ POINTS, HAND WORKED OR POWER WORKED (SEE ATTACHED NOTICE).

➔ C.P. CATCH POINTS.

H	RH	LH
H1	DT127	DT128
H2	DT129	DT130
H3	DT131	DT132
H4	DT133	DT134
H5	DT135	DT136