

PRIVATE and not for Publication

BRITISH RAILWAYS
(LONDON MIDLAND REGION)

CARLISLE SIGNAL BOX
STAGES 9, 10 and 11

SPECIAL NOTICE 3G

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

**CARLISLE No. 13/WIGTON/HOWE & COS. SIDINGS/
CORBY GATES AND KIRKPATRICK/ANNAN**

**IMPORTANT—This Notice to be acknowledged immediately on receipt to
“Operating OD.14. Crewe” using code “ARNO 3G”**

Crewe
June, 1973

D. M. HOWES,
Chief Operating Manager.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

The diagrams with schedule of route indications show the resignalling of this area consequent on the bringing into use of Stages 9 to 11 of the Carlisle Power Box Scheme.

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 9—Between Carlisle No. 13 and Kingmoor, between Wigton and Carlisle, between Howe & Cos. Sidings and Carlisle, between Corby Gates and Petteril Bridge Junction, also Carlisle Goods lines
Saturday, 2nd/Sunday, 3rd June 1973**

Carlisle No. 13—The box will be abolished and all signals taken away except for down main home 1 signal which will become signal CE.264. All aspects and junction indicators on signal CE.264 will be brought into use.

Carlisle No. 12—The box will be abolished and all signals taken away. The trailing connection from the up through goods line to Upperby Yard will be controlled from Upperby Yard Ground Frame. The handworked connection from the "up and down" through siding to Wagon Repairs Ltd. siding will be controlled from Wagon Repairs Ltd. ground frame.

Carlisle No. 5	} These boxes will be abolished and all signals taken away.
Carlisle No. 4A	
Carlisle No. 4	
Carlisle No. 3	

Kingmoor—The link-up between the existing signalling and the new signalling is shown on the link-up at Stage 9 plan and will remain in force until completion of Stage 10. Trap points are provided at the Carlisle end of the up slow line.

Carlisle No. 8—Whitehaven Bransty—The direction of line will be changed and it will now be "down" from Whitehaven to Carlisle.

Wigton—The down starting signal to Carlisle will be taken away and replaced by a colour light signal (WN.4) 305 yards further from the box. The up distant signal from Carlisle will be taken away and replaced by a colour light signal (WN.39), 1080 yards further from the box. The up home 1 signal will be taken away and replaced by a colour light signal (WN.38), 315 yards further from the box.

Dalston—The box will be abolished and all signals taken away. The trailing crossovers at the Whitehaven and Carlisle ends of the station will be controlled from Dalston Station No. 1 and No. 2 ground frames respectively.

The marker board lettered "Low Mill Crossing" adjacent to the down line is approx. 50 yards beyond the trailing crossover worked by No. 2 ground frame and indicates the point beyond which shunting movements are not allowed to proceed.

Low Mill Crossing—The Crossing Keeper will be withdrawn, the signals and gates taken away and miniature red/green lights with lifting barriers provided. (See Table P3 of the Sectional Appendix.)

Carlisle No. 8—The box will be abolished and all signals taken away. The trailing connection to Nos. 1 and 2 group sidings will be controlled from Currock ground frame.

Howe & Cos. Siding—The up distant signal will be repositioned 1080 yards further from the box. The up home 1 signals will be taken away and replaced by a colour light signal (H & C 17) 275 yards further from the box. The new catch points shown as 5553 yards from signal H & C.17 will be situated near the 306½ m.p.

Petteril Bridge Junction—The box will be abolished and all signals worked therefrom taken away.

London Road Junction—The box will be abolished and all signals taken away. The trailing connection from the up Newcastle line to Cowans Sidings will be controlled from Cowans Sidings ground frame.

Corby Gates—The down starting signal will be taken away. The up distant signal will be taken away and replaced by a colour light signal (CG.23), 350 yards further from the box. The up home signal and associated banner repeater will be taken away and replaced by a colour light signal (CG.26) 400 yards further from the box in approx. the same position as the existing banner repeater. The new catch points shown as 1020 yards from signal CG.26 will be situated at 56m. 51ch.

Rome Street Junction—The box will be abolished and all signals worked therefrom taken away. The trailing connection from the up through goods line to the siding on the Kingmoor side of the box will be controlled from the Metal Box Co. Siding ground frame. The double line between Bog Junction and Forks Junction previously taken out of use will be reinstated.

Stage 10—Between Kingmoor and Gretna Junction
Saturday, 16th/Sunday, 17th June 1973

Kingmoor—The box will be abolished and all Kingmoor signals will become Carlisle box signals. Additional signals and routes will be provided as shown in the diagram and list of signal routes. The subsidiary aspect will be removed from signal KR.20 on the down main line.

The new connection from up goods to down main line at present secured out of use will be brought into use. The up slow line will be renamed up passenger loop.

Gretna Junction—The link-up between the existing signalling and the new signalling is shown on the link-up at Stage 10 plan and will remain in force until completion of Stage 11.

Stage 11—Between Gretna Junction and Kirkpatrick, and between Gretna Junction and Annan
Saturday, 30th June/Sunday, 1st July 1973

Floriston Level Crossing—Supervision will be transferred to Carlisle box.

Gretna Junction—The box will be abolished and all signals shown on the link-up at Stage 10 plan together with down main line signal GA.22 will become Carlisle box signals. All other signals will be taken away.

GENERAL

On completion of each Stage, the Track Circuit Block System will apply on the resigalled sections of line, except on the "up and down" Dumfries Line where the Scottish Region Tokenless Block System will apply.

All Carlisle box, Up Tower box and Down Tower 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 stop signals.

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

CARLISLE

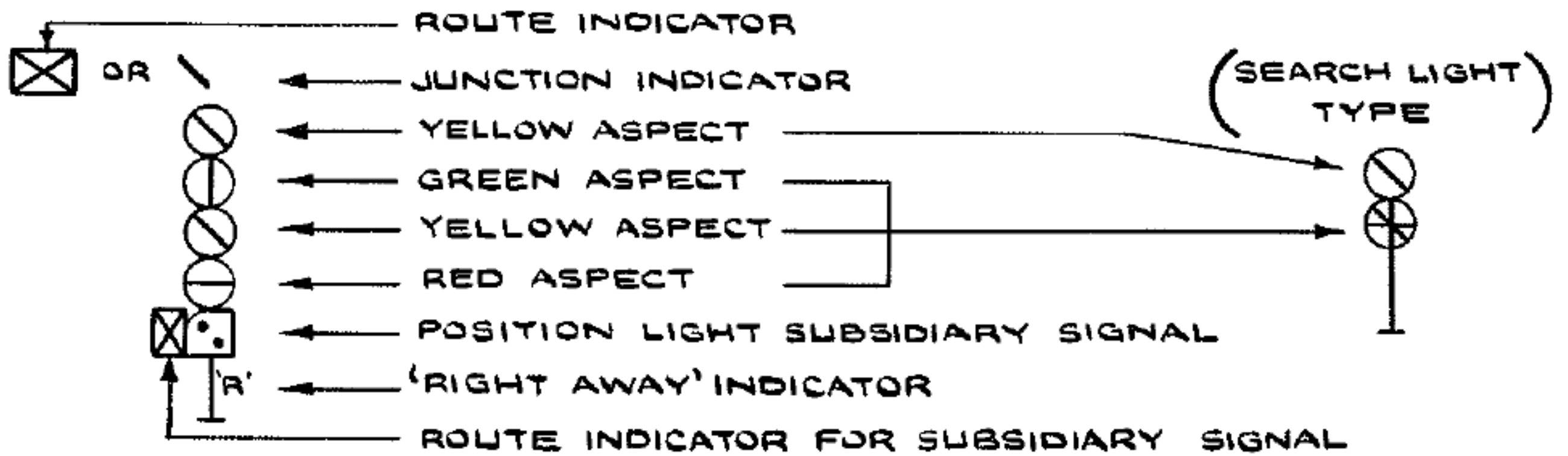
APPENDIX

EXPLANATION OF SIGNALLING SYMBOLS

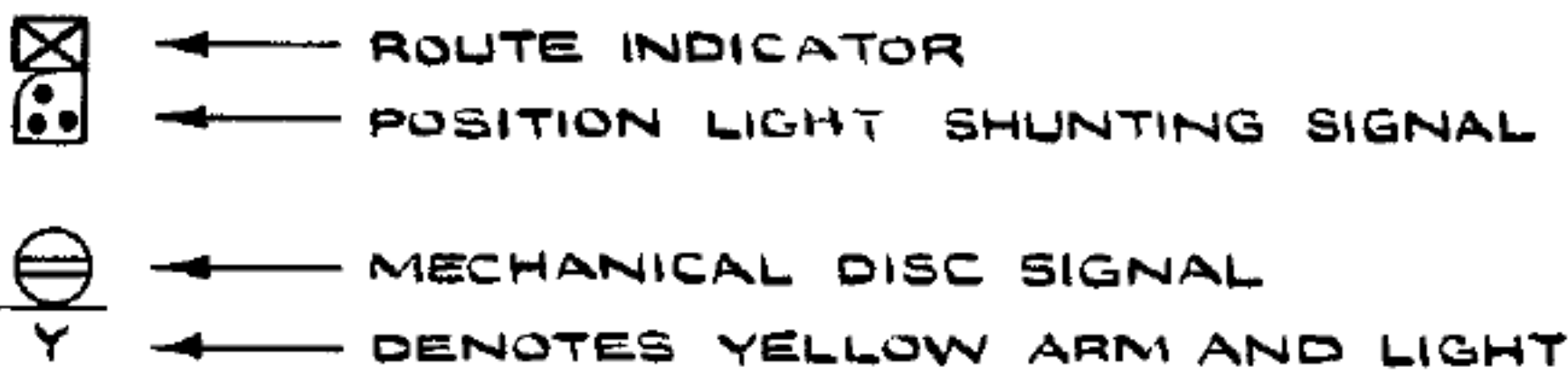
SIGNAL BOX REFERENCES

CE - CARLISLE
PN - PRESTON
MC - MOTHERWELL
WN - WIGTON
H&C - HOWE & CO'S SIDINGS
CG - CORBY GATES
AN - ANNAN
UT - CARLISLE YARD UP TOWER
DT - CARLISLE YARD DOWN TOWER

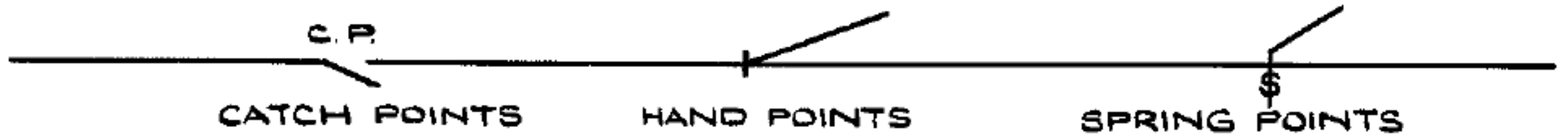
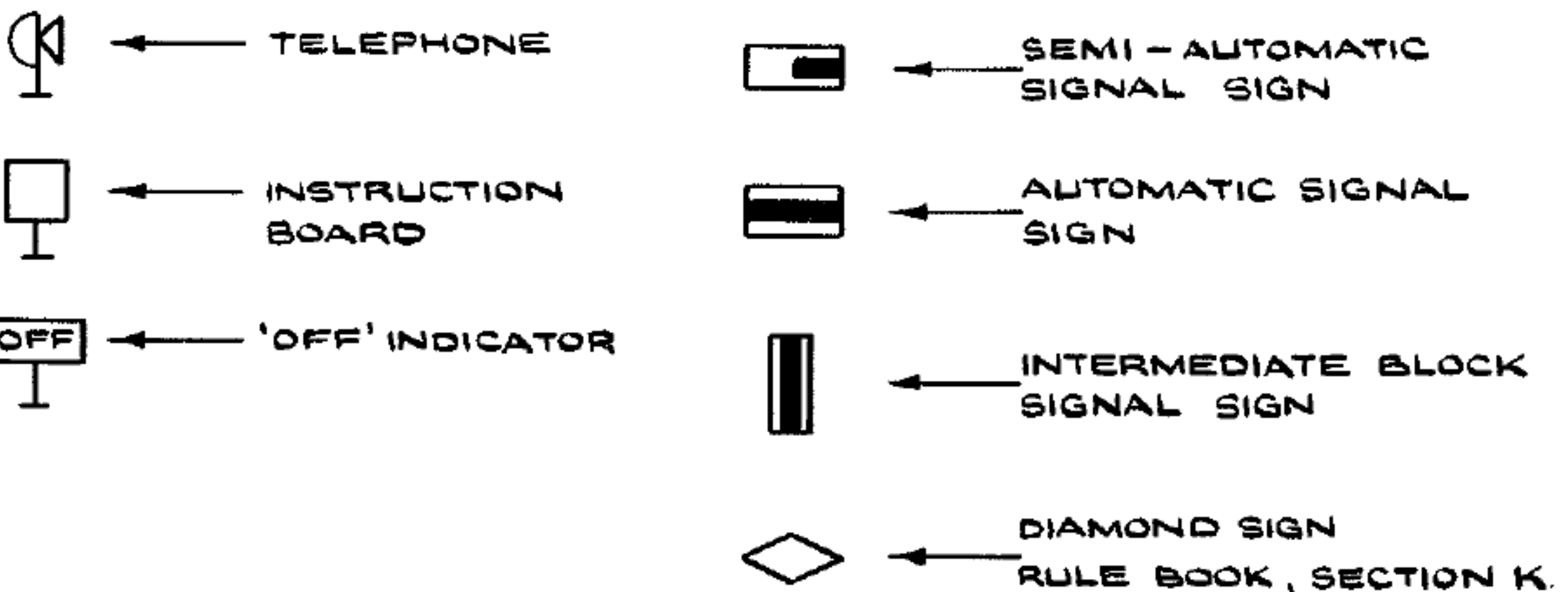
MAIN RUNNING SIGNALS



SHUNTING SIGNALS



MISCELLANEOUS



EXPLANATION OF ASPECTS FOR RUNNING SIGNALS.

2 ASPECT



CLEAR - PROCEED CAUTION DANGER - STOP

BE PREPARED TO
FIND NEXT SIGNAL
AT DANGER.

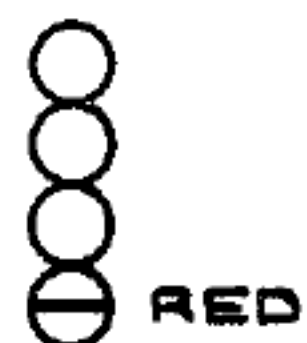
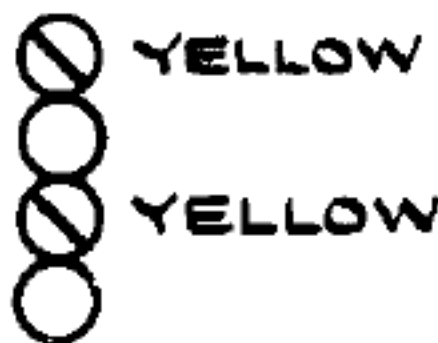
3 ASPECT



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 (CE).

2

SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	
CE303	R+SUB	NCK.	SHUNTING NECK (VIA. W)	CE335	SHUNT	B8	Nº8 BAY	
	MAIN	E	UP & DOWN NEWCASTLE (VIA. W)		SHUNT	B7	Nº7 BAY	
	MAIN	W	UP MAIN (VIA. Y)		SHUNT		Nº4 PLATFORM	
	R+SUB		UP MAIN (VIA Y)		SHUNT		SIGNAL 325	
	MAIN	W	UP MAIN (VIA Y)		SHUNT		SIGNAL 333 (VIA Z)	
	MAIN	M	UP M & C		CE336	MAIN	B8	Nº8 BAY
	R+SUB	M	UP M & C			R+SUB	B8	Nº8 BAY
CE304	R+SUB	NCK.	SHUNTING NECK	MAIN		B7	Nº7 BAY	
	MAIN	E	UP & DN. NEWCASTLE	R+SUB		B7	Nº7 BAY	
	MAIN	W	UP MAIN	MAIN		4	Nº4 PLATFORM	
	R+SUB		UP MAIN	R+SUB		4	Nº4 PLATFORM	
CE305	R+SUB	NCK.	SHUNTING NECK	R+SUB		SDG.	SIDING C	
	MAIN	E	UP & DN. NEWCASTLE	R+SUB		SDG.	SIDING B	
	MAIN	W	UP MAIN	MAIN		3	Nº3 PLATFORM	
	R+SUB		UP MAIN	R+SUB		3	Nº3 PLATFORM	
CE306	R+SUB		SIGNAL 289	MAIN		1	Nº1 PLATFORM	
	MAIN	E	UP & DN. NEWCASTLE	R+SUB		1	Nº1 PLATFORM	
	MAIN	W	UP MAIN	R+SUB		SDG	SIDING A	
	R+SUB		UP MAIN	R+SUB		SDG.	Nº1 SIDING	
CE311	SHUNT		SIGNAL 301	R+SUB	SDG.	Nº2 SIDING		
CE312	SHUNT		SIGNAL 301					
CE313	SHUNT		SIGNAL 301					
CE315	SHUNT		SIGNAL 334	CE361	MAIN	POS. 1	DOWN M & C GOODS	
CE316	SHUNT		SIGNAL 334		MAIN		DOWN M & C	
CE317	SHUNT	NCK.	NECK	CE364	SHUNT		DOWN M & C GOODS	
	SHUNT		DOWN MAIN		SHUNT	UG	UP M & C GOODS	
CE318	SHUNT	NCK.	NECK		SHUNT		CURROCK YARD	
	SHUNT		DOWN MAIN		SHUNT		DOWN M & C	
CE319	SHUNT	NCK.	NECK	CE366	R+SUB	SDG.	Nº2 SIDING	
	SHUNT		DOWN MAIN		R+SUB	SDG.	Nº1 SIDING	
CE321	MAIN		DOWN MAIN		R+SUB	SDG.	SIDING A	
	R+SUB		DOWN MAIN		MAIN	1	Nº1 PLATFORM	
CE323	MAIN		DOWN MAIN		R+SUB	1	Nº1 PLATFORM	
	R+SUB		DOWN MAIN		MAIN	B2	Nº2 BAY	
	R+SUB	XUM	UP MAIN L.O.S.		R+SUB	B2	Nº2 BAY	
CE324	MAIN		DOWN MAIN		MAIN	3	Nº3 PLATFORM	
	R+SUB		DOWN MAIN	R+SUB	3	Nº3 PLATFORM		
	R+SUB	XUM	UP MAIN L.O.S.					
CE325	SHUNT		SIDING C	CE386	SHUNT		DOWN NEWCASTLE	
	SHUNT		SIDING B	CE388	SHUNT		DOWN NEWCASTLE	
	SHUNT		Nº3 PLATFORM	SHUNT			STABLING SIDING	
CE327	MAIN		DOWN MAIN	CE389	SHUNT		UP SIDINGS	
	R+SUB		DOWN MAIN	CE402	SHUNT		UP SIDINGS	
	R+SUB	XUM	UP MAIN L.O.S.		SHUNT		UP NEWCASTLE	
CE328	MAIN		DOWN MAIN		SHUNT		UP MIDLAND	
	R+SUB		DOWN MAIN		SHUNT		DOWN SIDINGS	
	R+SUB	XUM	UP MAIN L.O.S.	CE403	R+SUB	SDG.	UP SIDINGS	
CE333	SHUNT		Nº1 PLATFORM		MAIN		UP NEWCASTLE	
	SHUNT		SIDING A		MAIN	POS. 4	UP MIDLAND	
	SHUNT		Nº1 SIDING	CE404	R+SUB	T.S.	UP & DOWN THRO' SIDING	
	SHUNT	S2	Nº2 SIDING		MAIN	POS. 1	DOWN NEWCASTLE GOODS	
CE334	SHUNT		DOWN MAIN	MAIN		UP & DN. NEWCASTLE		
	SHUNT	XUM	UP MAIN L.O.S.	CE405	SHUNT		DOWN NEWCASTLE	
				CE406	MAIN		UP NEWCASTLE	
					R+SUB	SDG.	DOWN SIDINGS	

CARLISLE (CE)

3

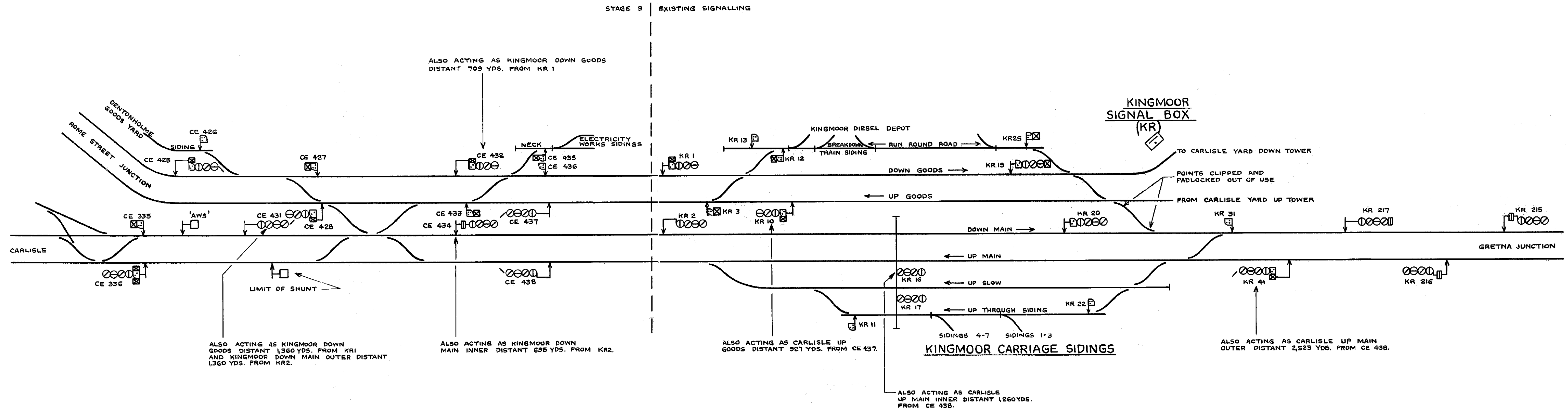
SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE
CE407	MAIN		UP NEWCASTLE	CE435	SHUNT		UP GOODS
	R+SUB	SDG.	DOWN SIDINGS		SHUNT	NCK	NECK
CE408	R+SUB	SDG.	Nº2 SIDING	CE436	SHUNT		UP MAIN
	R+SUB	SDG.	Nº1 SIDING		SHUNT		UP THRO' GOODS
	R+SUB	SDG.	SIDING A		SHUNT		DOWN THRO' GOODS
	MAIN	1	Nº1 PLATFORM	CE437	MAIN	POS. 1	UP MAIN
	R+SUB	1	Nº1 PLATFORM		MAIN		UP THRO' GOODS
	MAIN	B2	Nº2 BAY	CE438	MAIN		UP MAIN
	R+SUB	B2	Nº2 BAY		MAIN	POS. 4	UP THRO' GOODS
	MAIN	3	Nº3 PLAT. (VIA W)	CE449	R+SUB	D	DIESEL DEPOT
	R+SUB	3	Nº3 PLAT. (VIA W)		MAIN		DOWN GOODS
	R+SUB	SDG.	SIDING B		R+SUB	G	DOWN GOODS
	R+SUB	SDG.	SIDING C	CE452	SHUNT	D	DIESEL DEPOT
	MAIN	4	Nº4 PLATFORM		SHUNT		DOWN GOODS
	R+SUB	4	Nº4 PLATFORM	CE453	SHUNT		UP MAIN
	MAIN	B5	Nº5 BAY	CE454	SHUNT		UP PASS. LOOP
	R+SUB	B5	Nº5 BAY		SHUNT		UP THRO' SIDING
	MAIN	B6	Nº6 BAY	CE455	SHUNT		UP PASS. LOOP
R+SUB	B6	Nº6 BAY	CE458	SHUNT		SIDING	
CE414	MAIN	POS. 1	UP M & C GOODS	CE459	SHUNT	G	UP GOODS
	MAIN		DOWN THRO' GOODS		SHUNT	DG	DOWN GOODS
CE415	MAIN	POS. 1	UP M & C GOODS	CE461	SHUNT	NCK.	SHUNT NECK
	MAIN		DOWN THRO' GOODS		MAIN		UP GOODS
CE416	MAIN	POS. 1	UP NEWCASTLE GOODS	CE463	R+SUB	G	UP GOODS
	MAIN		UP THRO' GOODS		R+SUB		UP PASS. LOOP
CE418	SHUNT		UP M & C	CE464	MAIN		UP MAIN
CE419	MAIN	POS. 2	DOWN M & C GOODS		SHUNT	G	DOWN GOODS
	MAIN	POS. 1	UP NEWCASTLE GOODS		SHUNT	R	DOWN RECESSING 1-5
	MAIN		UP THRO' GOODS		SHUNT	D	SIGNAL 475 (DEPARTURE LINES)
CE422	MAIN		DOWN THRO' GOODS	CE465	SHUNT	M	DOWN MAIN
	R+SUB	G	DOWN THRO' GOODS		MAIN	G	DOWN GOODS
CE423	MAIN		DOWN THRO' GOODS		R+SUB	G	DOWN GOODS
	R+SUB	G	DOWN THRO' GOODS	MAIN	R	DOWN RECESSING 1-5	
CE424	MAIN		UP THRO' GOODS	CE466	R+SUB	D	SIGNAL 475 (DEPARTURE LINES)
	MAIN	POS. 4	UP M & C GOODS		MAIN	M	DOWN MAIN
CE425	MAIN		DOWN GOODS	CE468	SHUNT		DOWN MAIN
	R+SUB	G	DOWN GOODS	SHUNT		DOWN MAIN	
	MAIN	POS. 4	DOWN MAIN	SHUNT	NCK.	NECK	
CE426	SHUNT		DOWN GOODS	CE469	SHUNT		DOWN MAIN
	SHUNT		UP THRO' GOODS		SHUNT	NCK.	NECK
CE427	SHUNT	DTG	DOWN THRO' GOODS	CE471	SHUNT		UP THRO' SIDING
	SHUNT	SDG.	SIDING		SHUNT		UP PASS LOOP
CE428	MAIN		UP THRO' GOODS	CE472	MAIN		UP GOODS
	R+SUB	G	UP THRO' GOODS		R+SUB	UG	UP GOODS
	R+SUB	SDG.	SIDING		R+SUB	DG	DOWN GOODS
CE431	MAIN	POS. 1	DOWN GOODS	CE473	R+SUB	D	DIESEL DEPOT
	MAIN		DOWN MAIN		SHUNT		UP THRO' SIDING
CE432	R+SUB	SDG.	ELECTRICITY WORKS SIDING		SHUNT		UP PASS. LOOP
	MAIN		DOWN GOODS	SHUNT		UP MAIN	
CE433	R+SUB	G	DOWN GOODS	CE474	SHUNT		RUN ROUND ROAD
	SHUNT	SDG.	ELECTRICITY WORKS SIDING		SHUNT		F & I DEPOT
CE433	SHUNT		DOWN GOODS	CE475	SHUNT		UP DEPARTURE 2
	SHUNT		DOWN GOODS		SHUNT		UP DEPARTURE 1
				CE476	SHUNT		UP DEPARTURE 2
					SHUNT		UP DEPARTURE 1

CARLISLE (CE)

SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE	SIGNAL No.	ASPECT	ROUTE/JUNCTION INDICATOR	ROUTE
CE477	SHUNT		F & I OUTWARD NECK				
CE478	MAIN		UP GOODS				
	R+SUB+C		UP GOODS				
	R+SUB	ENG	F&I INWARD NECK				
CE479	MAIN		UP GOODS				
	R+SUB+C		UP GOODS				
	R+SUB	ENG	F&I INWARD NECK				
CE481	MAIN		UP GOODS				
	R+SUB+C		UP GOODS				
	R+SUB	ENG	F&I INWARD NECK				
CE482	MAIN		UP GOODS				
	R+SUB+C		UP GOODS				
	R+SUB	ENG	F&I INWARD NECK				
CE483	R+SUB	SDG	UP THRO' SIDING				
	MAIN	POS. 1	UP PASS. LOOP				
	MAIN		UP MAIN				
CE484	MAIN		UP DEPARTURE 2				
	R+SUB+C		UP DEPARTURE 2				
CE485	MAIN		UP DEPARTURE 1				
	R+SUB+C		UP DEPARTURE 1				
CE508	MAIN		DOWN MAIN				
	R+SUB	SDG	LONGTOWN SIDING				
CE509	MAIN	POS. 1	UP GOODS				
	MAIN		UP MAIN				
CE521	MAIN	POS. 1	DOWN DUMFRIES				
	MAIN		DOWN MAIN				
CE532	MAIN	POS. 1	DOWN PASS. LOOP				
	MAIN		DOWN MAIN				
CE542	MAIN	POS. 1	UP PASS. LOOP				
	MAIN		UP MAIN				
HOWE & CO SIDINGS							
H&C 17	MAIN		UP MIDLAND				
	R+SUB	SDG	RECEPTION LINE				
ANNAN							
14	MAIN	POS. 1	DOWN MAIN				
	MAIN		(NOT IN USE)				

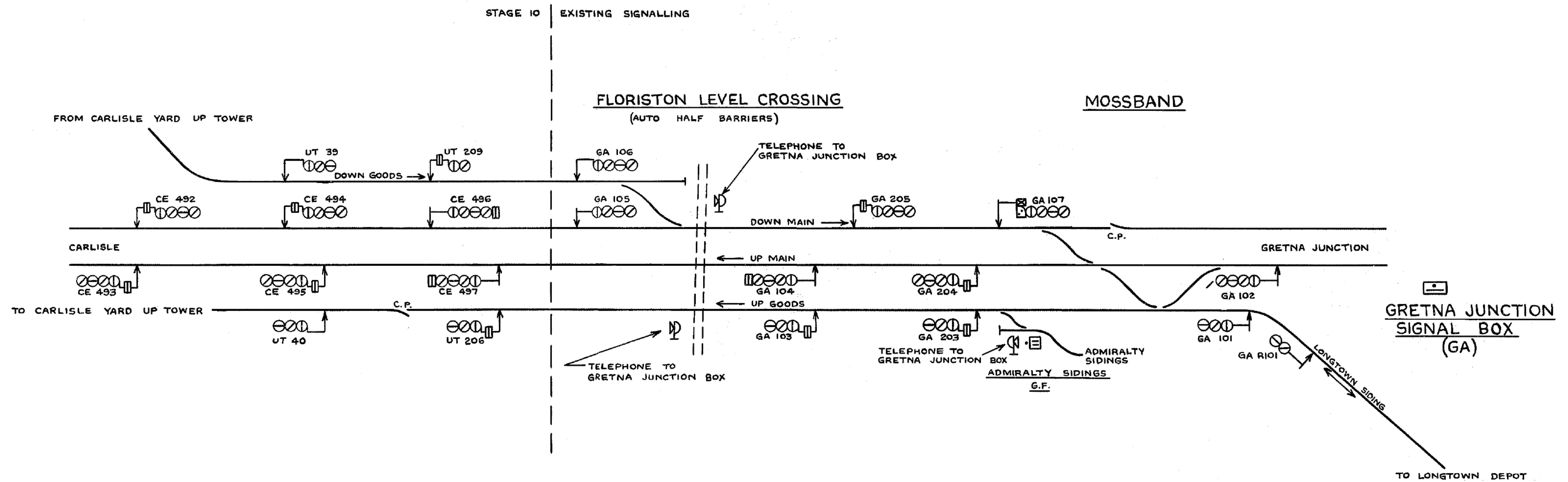
CARLISLE SIGNAL BOX INTRODUCTION OF COLOUR LIGHT SIGNALLING

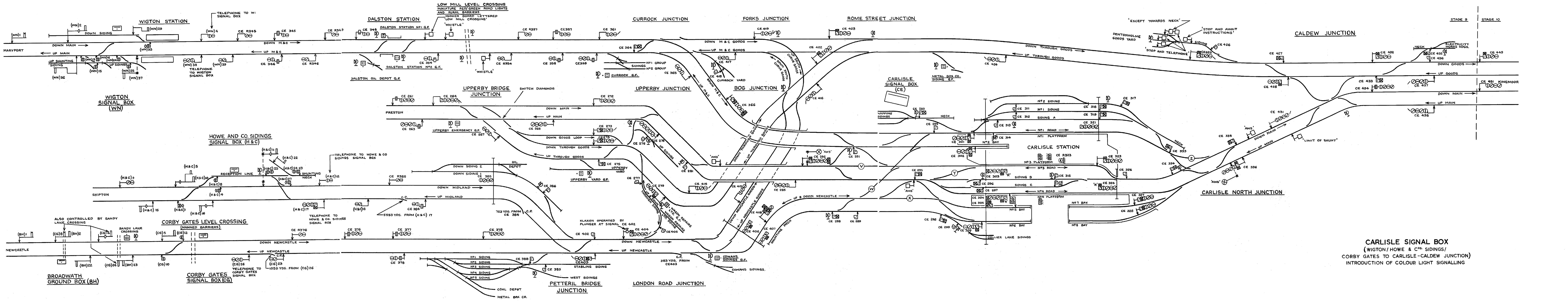
LINK UP AT STAGE 9

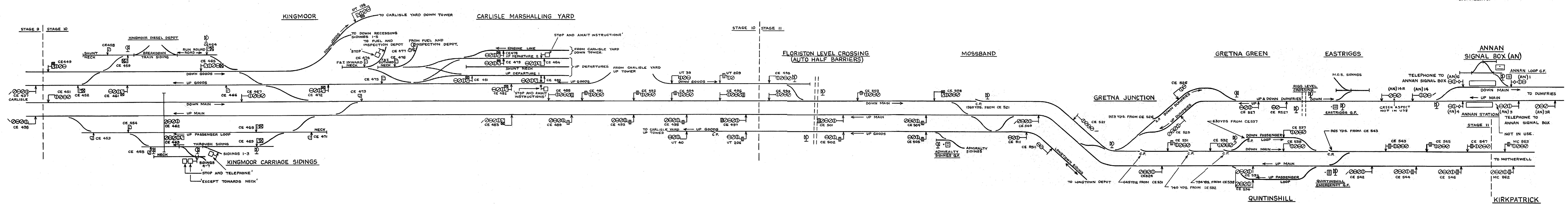


CARLISLE SIGNAL BOX INTRODUCTION OF COLOUR LIGHT SIGNALLING

LINK UP AT STAGE 10







CARLISLE SIGNAL BOX
 (KINGMOOR TO CARLISLE YARD
 UP AND DOWN TOWERS, ANNAN
 AND KIRKPATRICK)
 INTRODUCTION OF COLOUR LIGHT
 SIGNALLING.