

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

SPECIAL NOTICE 25E

CARLISLE MARSHALLING YARD

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED
RESPECTING THE RATIONALISATION OF CARLISLE MARSHALLING YARD
ON SUNDAY 3RD FEBRUARY, 1985

Carlisle Yard Down Tower and Up Tower boxes will be abolished.

The layout and signalling on the running lines between Kingmoor and Floriston will be as depicted on the attached sketches.

Down recessing siding 1, trip engine run-round and Down Departure Sidings 7 - 10 will be taken out of use.

The new down departure line depicted on the sketch uses the course of the present hump avoiding line to the present signal UT.24 where it slues into the course of the present down goods line.

A new facing connection in the down departure line will lead to the shunt neck for the C. & W. sidings and to the present down arrival sidings which become run round sidings. Down arrival siding 1 will be taken away. The present down sidings become Engineers sidings.

The up arrival/up avoiding line is the present up goods line.

The Absolute Block System will apply on the down departure line from the Stop and Telephone board to signal CE.506 and on the up arrival line from signal CE.487 to signal UD.1.

When a train arrives at signal CE.506 on the down departure line or signal UD.1 on the up arrival line, the Guard must, provided he is satisfied the train is complete, press a "Train arrived complete" plunger.

All signals on the sketches are worked from Carlisle box and plated CE except signal UD.1 which is worked from the Up Departure cabin.

IMPORTANT

THIS NOTICE TO BE ACKNOWLEDGED IMMEDIATELY ON RECEIPT TO "OPERATING OD.14 - CREWE" USING THE CODE "ARNO 25E".

Crewe
Feb. 1985

REGIONAL OPERATIONS MANAGER

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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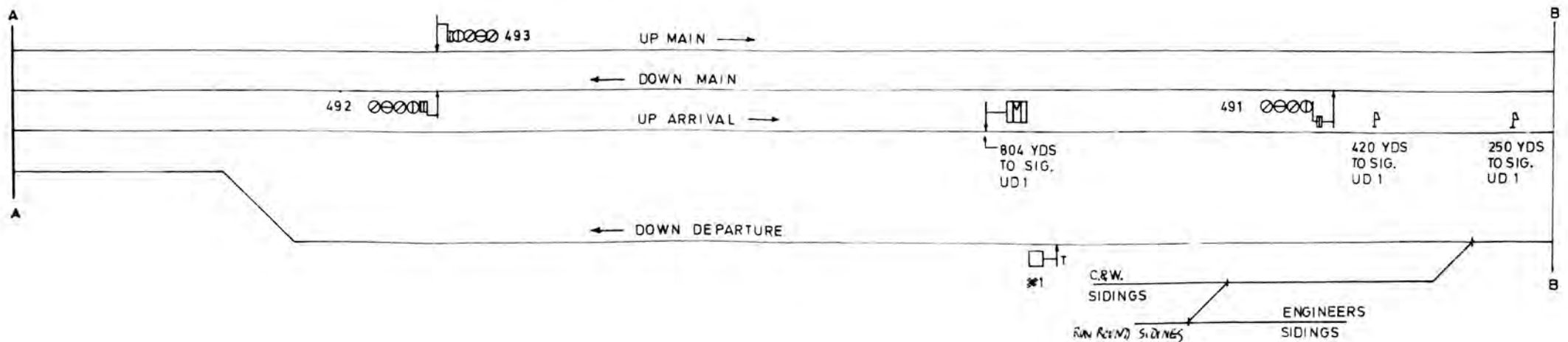
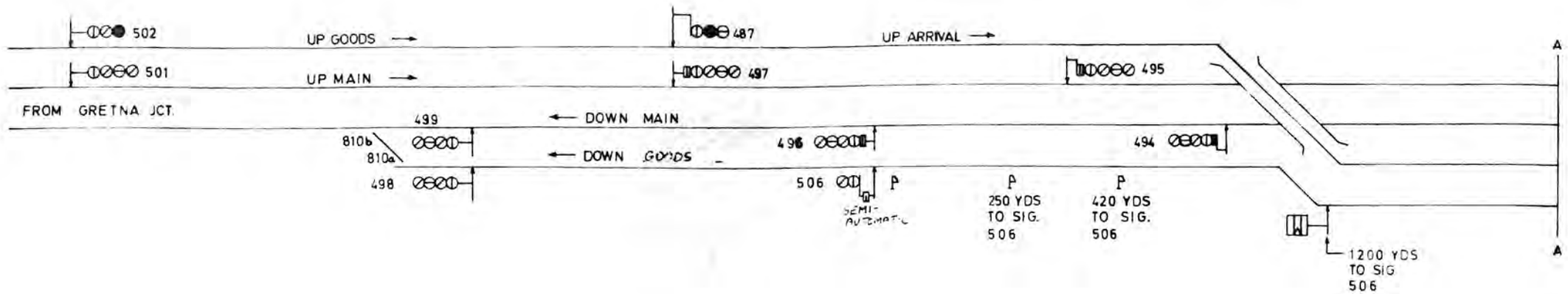
CARLISLE YARD RATIONALISATION

LIST OF ALL ALTERED SIGNALS WITH MORE THAN ONE ROUTE.

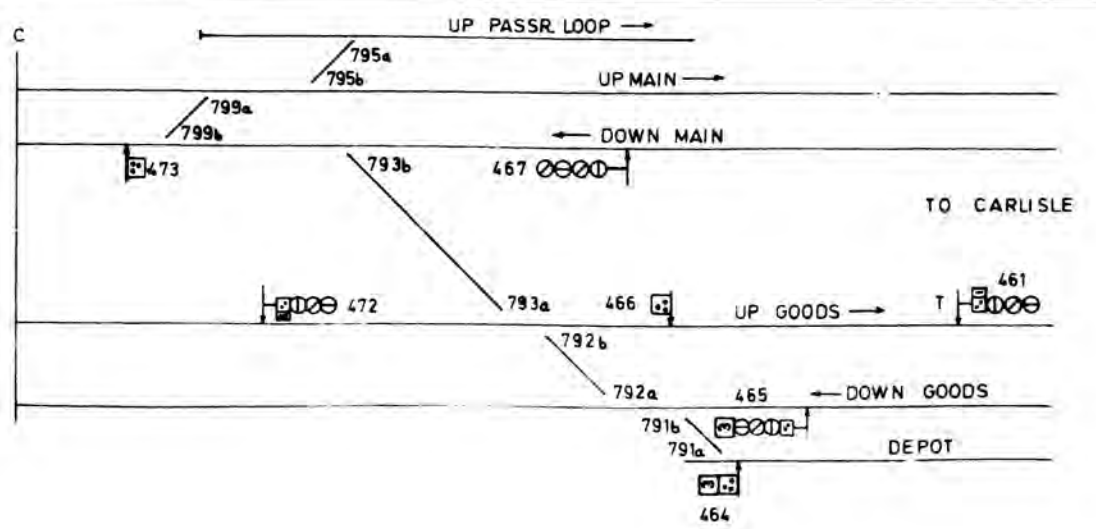
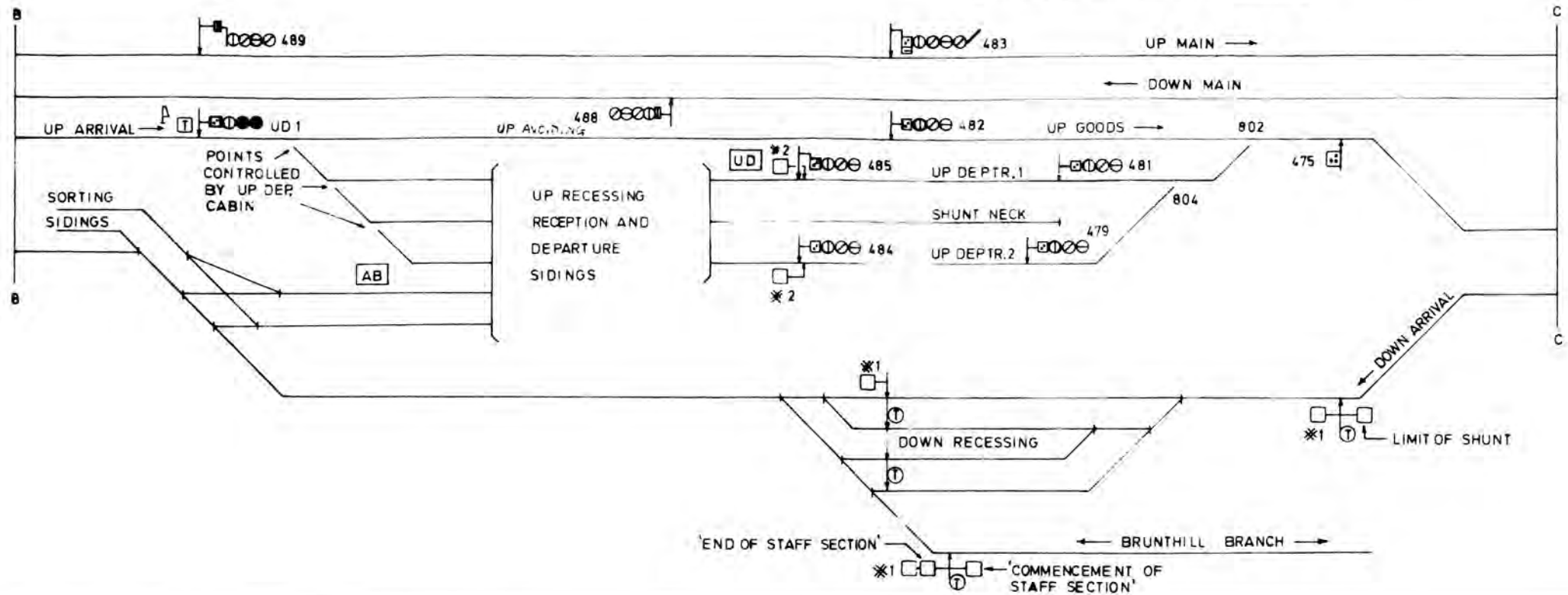
SIGNAL	ASPECT	INDICATION.	ROUTE TO	NOTES
464	PL PL PL	R D M	DOWN RECESSING 2. TO 5. DEPARTURE LINES / UP GOODS. DOWN MAIN	
465	R+PL R+PL MAIN	R D M	DOWN RECESSING 2. TO 5. DEPARTURE LINES DOWN MAIN	
479	R+PL MAIN	- -*	UP GOODS UP GOODS	
481	R+PL MAIN	- -	UP GOODS UP GOODS	
482	R+PL MAIN	- -	UP GOODS UP GOODS	
487	MAIN	-	UP ARRIVAL	WAS UT.206 AUTO NOW CONTROLLED.
502	MAIN	-	UP GOODS	
506	MAIN	-	DOWN GOODS	WAS UT.209 AUTO NOW SEMI.
U. D. I.	R+PL R+PL R+PL R+PL	- - - -	UP AVOIDING UP RECESS NO. 1. UP RECESS NO. 2. UP RECESS NO. 3.	WAS UT. 1.

CARLISLE YARD RATIONALISATION

SHEET 1 OF 2 SHEETS



CARLISLE YARD RATIONALISATION SHEET 2 OF 2 SHEETS



- NOTES**
- [AB] - AMENITY BLOCK
 - [UD] - UP DEPARTURE CABIN
 - JUNCTION ROUTE INDICATOR
 - GREEN ASPECT
 - YELLOW ASPECT
 - RED ASPECT
 - STENCIL ROUTE INDICATOR
 - POSITION LIGHT
 - [L] - POSITION LIGHT (SHUNT)
 - [R] - REFLECTORISED DISTANT
 - [T] - THEATRE ROUTE INDICATOR
 - NOTICE BOARD :-
 - *1 'STOP AND TELEPHONE'
 - *2 'STOP AND AWAIT INSTRUCTIONS'
 - P - 'TRAIN ARRIVED COMPLETE' PLUNGER
 - T - TELEPHONE TO CARLISLE SIGNAL BOX
 - Ⓣ - TELEPHONE TO AMENITY BLOCK
 - [T] - TELEPHONE TO UP DEPARTURE CABIN
- ALL CARLISLE RUNNING SIGNALS FITTED WITH SIGNAL POST TELEPHONE