

BRITISH RAILWAYS

**London Midland Region
(WESTERN LINES)**

SPECIAL NOTICE 1211G

This Notice must be kept strictly private and must not be given to the public.

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING
THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN
GREAT BARR AND CRESCENT, FROM PLECK JUNCTION TO DARLASTON
JUNCTION AND BESCOT, FROM BESCOT CURVE JUNCTION TO BESCOT
AND IN THE NEW DOWN MARSHALLING YARD AT BESCOT**

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NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN GREAT BARR AND CRESCENT, FROM PLECK JUNCTION TO DARLASTON JUNCTION AND BESCOT, FROM BESCOT CURVE JUNCTION TO BESCOT AND IN THE NEW DOWN MARSHALLING YARD AT BESCOT

IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on receipt to "TRAINS CREWE", using code "ARNO 1211G"

The diagram with schedule of route indications which is attached to this notice shows the resignalling of the lines consequent on the bringing into use of a new power signalbox to be named "Walsall" located beside Pleck Junction Signal Box, to control the main lines, and a new control tower to be named "Bescot Down Tower", located near the hump in the new Bescot Down Marshalling Yard, which will control the "Up and Down Goods" line and the signalling in the new yard. The new signalling will link up with the existing signalling controlled by Wolverhampton Signal Box.

The work will commence at 00.01 on Sunday, the 5th December, 1965 and is due to be completed by 06.00 on Monday, 6th December, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers handsignalled as necessary. Further details of the working during this period will be found in Sections B and C of the appropriate Weekly Notice.

The existing running signals controlled by Newton Road, Newton Junction, Bescot No. 2, Bescot No. 3, Darlaston Junction, Darlaston Green and Crescent will be taken away and replaced by multiple aspect signalling controlled from Walsall Signal Box and Bescot Down Tower. Certain signalling alterations will also take place at Great Barr, Bescot Curve Junction and Pleck Junction. The distances between distant and home signals leading to and from the resignalled area are shown on the accompanying diagram.

On completion of the work the permanent way and signalling will be as shown on the diagram and the following notes are intended to supplement the information given thereon:—

GREAT BARR

A new 3 aspect colour light Up Home 1 signal will be provided, the existing Up Home Signal will become the Up Home 2 signal and the Up Semaphore Distant Signal will be recovered. Signals WL 206 and WL 204 will also act as Up Outer and Up Inner Distant Signals for this signal box. When the Down Starting Signal G.B.3 is taken off the line will be clear to signal WL 207.

NEWTON ROAD

This signal box will become a shunting frame to control the level crossing and will be electrically released from Walsall Signal Box.

BESCOT

The Down Goods line will become the "Up and Down Goods" line.

A Double sided humping signal will be provided at the hump crest and 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.

DARLASTON JUNCTION

The crossover between the Up and Down lines near the signal box will be controlled from a new ground frame named "Darlaston" electrically released from Walsall Signal Box.

DARLASTON GREEN

This signal box will become a shunting frame and will control the two crossovers between the Up and Down lines and the connections leading to the Down Sidings.

CRESCENT

The 3 aspect colour light Up Main Home signal CT 24 will be converted into a 4 aspect semi-automatic signal WL 216 and the 4 aspect colour light Down Main Home Signal CT 3 will become semi-automatic signal WL 215.

The crossover between the Up and Down Main lines on the Wolverhampton side of the signal box will be controlled from a new ground frame named "Crescent No. 2" electrically released from Walsall Signal Box. The crossover on the Birmingham side of the signal box between the Up and Down Main lines with slip connection to the Down Sidings will be controlled from a new ground frame named "Crescent No. 1" electrically released from Walsall Signal Box.

BESCOT CURVE JUNCTION

The Down Wednesbury Goods Starting Signal with lower inner distant signal for Bescot No. 3 will be recovered and the outer distant signal for Bescot No. 3 on the doll of the Bescot Curve Junction Down Main Home Signal will become the Walsall Down Wednesbury Goods Distant Signal. Signals WL 25 and WL 26 will also act as Up Wednesbury Goods Distant Signals and the existing semaphore distant signal will be taken away.

PLECK JUNCTION

The Bescot No. 3 Down Bescot Starting Signal will be taken away but the Pleck Junction Down Bescot Distant Signal beneath will remain. The Pleck Junction Up Bescot starting signal with lower arm distant signal for Bescot No. 3 will be taken away and a new independent semaphore distant signal will be provided for Walsall Signal Box approximately 215 yards in rear of the above signal.

The Up and Down Bushbury Lines will be renamed the Up and Down Darlaston Lines.

Signal WL 49 will also act as Pleck Junction's Up Darlaston Outer Distant Signal and a new 2 aspect colour light Up Darlaston Inner Distant Signal will be provided. The existing Pleck Junction Up Darlaston Distant Signal will be recovered. The Down Darlaston Distant Signal for Darlaston Junction beneath the Pleck Junction Down Darlaston Starting Signal will become the Down Darlaston Distant Signal for Walsall Signal Box.

GENERAL

All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The numbers shown against semaphore signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided at all the new multiple aspect signals.

All ground frames will be equipped with telephones and emergency bells to Walsall Signal Box.

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 signals on passenger running lines only. The Pleck Junction Up Darlaston Inner Distant Signal will also be fitted.

The A.W.S. inductors to the rear of the following signals are positioned as shown:—

WL 24 100 yards and WL 215 120 yards.

RULES AND REGULATIONS

The method of working (i.e. Track Circuit Block, Absolute Block, etc.) on the various resigalled lines will be shown in amendments to the Crewe and South thereof Sectional Appendix which will be published in the W.E.I Weekly Notice in the usual manner.

Crewe,
December, 1965.

J. POLLARD,
Acting Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
 BETWEEN GREAT BARR AND CRESCENT, FROM PLECK
 JUNCTION TO DARLSTON JUNCTION AND BESCOT,
 FROM BESCOT CURVE JUNCTION TO BESCOT AND IN THE
 NEW DOWN MARSHALLING YARD AT BESCOT. SCHEDULE
 OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE
 ROUTES OR CARRYING SUBSIDIARY ASPECTS AND OF
 SHUNTING SIGNALS.

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE
	WL 2	SUB Δ		SL	SHUNTING LINE VIA Ⓐ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG.6 VIA Ⓑ
		SUB Δ	Pos. 2		DN. RECEPTION SDG.6 VIA Ⓑ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG.5 VIA Ⓑ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG.4 VIA Ⓑ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG. 3 VIA Ⓑ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG.2 VIA Ⓑ
		MAIN Δ	Pos. 2		DN. RECEPTION SDG.1 VIA Ⓑ
		SUB Δ	Pos. 2		DN. RECEPTION SDG.1 VIA Ⓑ
		MAIN Δ	Pos. 1		UP AND DOWN GOODS VIA Ⓑ
		SUB Δ	Pos. 1		UP AND DOWN GOODS VIA Ⓑ
		MAIN			
	WL 9	SUB		SDG.	AVERY'S SIDINGS
				NCK	NECK
		MAIN			UP GRAND JCN.
	WL 22	SUB		SDG.	UP SORTING SDGS.
		MAIN			UP GOODS
		SUB		UG	UP GOODS
	WL 24	MAIN	Pos. 1		UP GOODS
		SUB	Pos. 1		UP GOODS
		MAIN			UP GRAND JCN.
	WL 25	SUB Δ			TO SIGNAL WL 35
		SUB Δ		SDG.	ELWELLS SDG.
		MAIN		M	DN. GRAND JCN.
				G	UP WEDNESBURY GOODS
		MAIN		B	DN. BESCOT

Δ ALSO CONTROLLED BY BESCOT DOWN TOWER.

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE
	WL 26	SUB Δ			TO SIGNAL WL 35
		SUB Δ		SDG.	ELWELLS SDG.
		MAIN		M	DN. GRAND JCN.
				G	UP WEDNESBURY GOODS
		MAIN		B	DN. BESCOT
	WL 27	MAIN	Pos. 4		DN. GRAND JCN.
					DN. BESCOT
	WL 30	SUB		REC	UP RECEPTION SDGS.
		MAIN			UP GRAND JCN.
		MAIN Δ	Pos. 4		UP & DN. GOODS
		SUB Δ	Pos. 4		UP & DN. GOODS
		SUB Δ		DSS	DN. SORTING SDGS.
	WL 31	SUB		REC	UP RECEPTION SDGS.
		MAIN Δ			UP & DN. GOODS
		SUB Δ		LIDG	UP & DN. GOODS
		SUB Δ		DSS	DN. SORTING SDGS.
	WL 37	SUB		REC	UP RECEPTION SDGS.
		MAIN			UP GRAND JCN.
	WL 49	MAIN	Pos. 1		UP DARLASTON
					UP GRAND JCN.

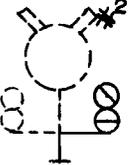
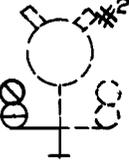
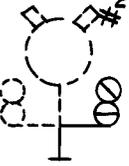
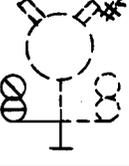
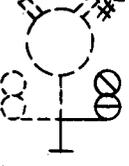
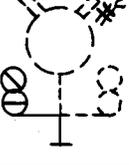
Δ ALSO CONTROLLED BY BESCOT DOWN TOWER

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	ROUTE
	WL 6	SHUNT		TO SIGNAL WL 8
	WL 7	SHUNT		TO SIGNAL WL 8
	WL 21	SHUNT		UP GOODS
	WL 29	SHUNT		UP RECEPTION SDGS.
	WL 32	SHUNT		UP RECEPTION SDGS.
		SHUNT Δ		UP & DN. GOODS
		SHUNT Δ		DN SORTING SDGS.
WL 36	SHUNT		UP RECEPTION SDGS.	
			UP GRAND JCN. TO SIGNAL DT 2	
WL 43	SHUNT		SET BACK UP WEDNESBURY GOODS	
	WL 5	SHUNT Δ	SL	TO SIGNAL DT 63
		SHUNT		DN. GRAND JCN.
		SHUNT	UG	TO SIGNAL WL 8
	WL 8	SHUNT	UG	SET BACK UP GOODS
				UP SORTING SDGS.
	WL 10	SHUNT		AVERYS SDGS.
			NCK	NECK UP GRAND JCN.
	WL 19	SHUNT Δ	NCK	DN. LOCAL SHUNTING NECK
		SHUNT Δ	UDG.	UP & DN. GOODS
		SHUNT		DN. GRAND JCN.
	WL 20	SHUNT Δ	NCK	DN. LOCAL SHUNTING NECK
		SHUNT Δ	UDG	UP & DN. GOODS
		SHUNT		DN. GRAND JCN.
	WL 28	SHUNT		DN. GRAND JCN.
			G	UP WEDNESBURY GOODS
WL 35	SHUNT	NCK	NECK	
			DN. GRAND JCN.	

Δ ALSO CONTROLLED BY BESCOT DOWN TOWER

BESCOT DOWN TOWER (DT)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	ROUTE
	DT 26	SUB *	USS	UP SORTING SDGS.
		SUB *	UG	UP GOODS
		MAIN		UP AND DOWN GOODS
		SUB	UDG.	UP AND DOWN GOODS
		SUB	DSS	DN. LOCAL SORTING SDGS.
	DT 29	SUB	NCK	DN. LOCAL SHUNTING NECK
		MAIN		UP AND DOWN GOODS
		SUB	UDG.	UP AND DOWN GOODS
	DT 51	MAIN *		UP GRAND JUNCTION
		SUB *	SL	SHUNTING LINE
		SUB	NCK	NECK
	DT 39			DOWN RECEPTION SIDING 1 TO ENGINE RELEASE LINE.
	DT 41			DOWN RECEPTION SIDING 2 TO ENGINE RELEASE LINE.
	DT 42			DOWN RECEPTION SIDING 3 TO ENGINE RELEASE LINE.
	DT 43			DOWN RECEPTION SIDING 4 TO ENGINE RELEASE LINE.
	DT 45			DOWN RECEPTION SIDING 5 TO ENGINE RELEASE LINE.
	DT 46			DOWN RECEPTION SIDING 6 TO ENGINE RELEASE LINE.

* ALSO CONTROLLED BY WALSALL.

*¹ MULTI LAMP ROUTE INDICATOR 20 FEET IN ADVANCE OF SIGNAL.

*² SEE EXPLANATION OF SIGNAL INDICATIONS ON DIAGRAM.

BESCOT DOWN TOWER(DT)

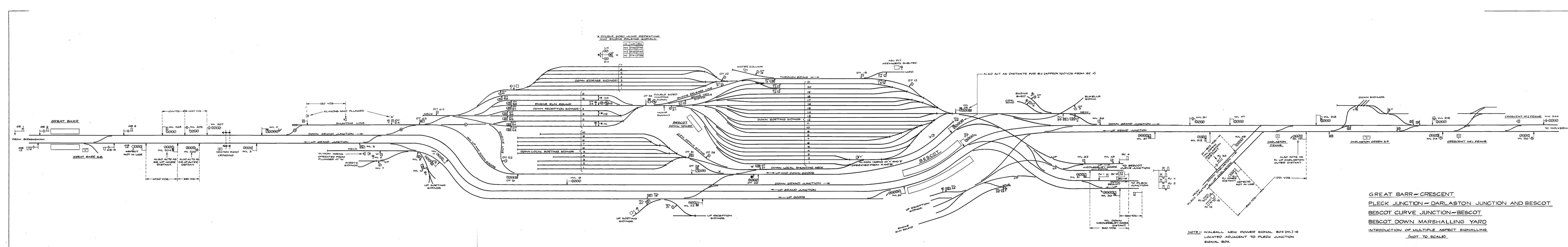
SIGNAL PROFILE	SIGNAL NUMBER	ROUTE IND'R	ROUTE
	DT 38		ENGINE RELEASE LINE
		BS	BRAKE VAN SIDING.
	DT 44		ENGINE RUN ROUND TO SIGNAL DT 38
	DT 3	*	UP AND DOWN GOODS
		*	DOWN SORTING SIDINGS
	DT 4		TO SIGNAL WL 35
	DT 5		TO SIGNAL WL 35
	DT 12		DOWN SORTING SIDINGS
	DT 13		THROUGH SIDING
	DT 14		THROUGH SIDING
	DT 15		M.P.D.
			THROUGH SIDING
	DT 16		DOWN STORAGE SIDINGS
	DT 17		DOWN STORAGE SIDINGS
	DT 19		THROUGH SIDING
			THROUGH SIDING
	DT 21		DOWN SORTING SIDING 21
			DOWN SORTING SIDING 20
	DT 22		THROUGH SIDING
			DOWN SORTING SIDING 21
			DOWN SORTING SIDING 20
	DT 28		DOWN LOCAL SHUNTING NECK
	DT 36		ENGINE RUN ROUND
DT 37		ENGINE RUN ROUND	
DT 52		UP AND DOWN GOODS	
DT 61	*	UP GRAND JUNCTION	
	*	SHUNTING LINE	

* ALSO CONTROLLED BY WALSALL.
 *² SEE EXPLANATION OF SIGNAL INDICATION ON DIAGRAM.

BESCOT DOWN TOWER (DT)

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE IND'R	ROUTE	
	DT 62		DN. STORAGE SIDINGS STOP BOARD	
			DOWN RECEPTION SIDING 6	
			DOWN RECEPTION SIDING 5	
			DOWN RECEPTION SIDING 4	
			DOWN RECEPTION SIDING 3	
			DOWN RECEPTION SIDING 2	
			DOWN RECEPTION SIDING 1	
			ENGINE LINE	
	DT 64	*	ALONG SHUNTING LINE	
	DT 2	*	UP AND DOWN GOODS	
		*	DOWN SORTING SIDINGS	
		ENG.	COAL ROAD	
		ENG.	ENGINE SHED	
	DT 18			DOWN STORAGE SIDINGS
		WTR.	WATER COLUMN	
	DT 27	*		UP SORTING SIDINGS
		*		UP GOODS
				UP AND DOWN GOODS
		DSS		DOWN LOCAL SORTING SIDINGS
	DT 31			C. & W. REPAIR SIDING
		NCK		DOWN LOCAL SHUNTING NECK
	DT 53			UP AND DOWN GOODS
		*		UP GRAND JUNCTION VIA C
	DT 54	NCK		NECK
		*		UP GRAND JUNCTION VIA C
	DT 55	NCK		NECK
		*		UP GRAND JUNCTION
	DT 56	NCK		NECK
		*		UP GRAND JUNCTION
	DT 57	NCK		NECK
		*		UP GRAND JUNCTION
	DT 58	NCK		NECK
		*		UP GRAND JUNCTION
	DT 59	NCK		NECK
		*		UP GRAND JUNCTION
	DT 63			DN. STORAGE SIDINGS STOP BOARD
				DOWN RECEPTION SDG. 6
			DOWN RECEPTION SDG. 5	
			DOWN RECEPTION SDG. 4	
			DOWN RECEPTION SDG. 3	
			DOWN RECEPTION SDG. 2 VIA C	
			DOWN RECEPTION SDG. 1 VIA C	
			ENGINE LINE VIA C	
	LDG.		UP AND DOWN GOODS	

* ALSO CONTROLLED BY WALSALL



GREAT BARR - CRESCENT
 PLECK JUNCTION - DARLASTON JUNCTION AND BESCOT
 BESCOT CURVE JUNCTION - BESCOT
 BESCOT DOWN MARSHALLING YARD
 INTRODUCTION OF MULTIPLE ASPECT SIGNALLING.
 (NOT TO SCALE)

SIGNAL BOX REFERENCES.

WL - WALSALL
 DT - BESCOT DOWN TOWER
 WN - WOLVERHAMPTON
 RJ - PLECK JUNCTION
 GB - GREAT BARR
 BC - BESCOT CURVE JUNCTION

EXPLANATION OF SIGNAL INDICATIONS.

→ JUNCTION INDICATOR (RULE 35c)
 ○ YELLOW ASPECT.
 ○ GREEN ASPECT.
 ○ YELLOW ASPECT.
 ○ RED ASPECT.
 ○ POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OFF) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44&47).
 ○ ROUTE INDICATOR (STENCIL OR MULTI-LAMP TYPE).
 ○ RED ASPECT.
 ○ YELLOW ASPECT. } 3 ASPECT.
 ○ GREEN ASPECT. } GROUND LEVEL.
 ○ AUTOMATIC SIGNAL.
 ○ SEMI-AUTOMATIC SIGNAL.

POSITION LIGHT SHUNTING SIGNALS.

○ SHOWING 1 RED & 1 WHITE LIGHT HORIZONTALLY
 □ FOR NORMAL INDICATION & 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.
 ○ POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.
 ○ MECHANICAL DISC SIGNAL.
 ○ MECHANICAL DISC SIGNAL YELLOW ARM AND LIGHT.
 ○ LIMIT OF SHUNT BOARD
 □ STOP/AWAIT INSTRUCTIONS BOARD

→ CP CATCH OR TRAP POINTS.
 □ ROUTE INDICATOR POSITIONED IN ADVANCE OF ASSOCIATED SIGNAL.
 ○ TELEPHONE
 □ KLAXON HORN.

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.
 WHITE LIGHTS
 STOP HUMPING HUMP SLOW HUMP NORMAL

HUMPING SIGNAL COMBINED WITH TRAIN ENGINE RELEASE SIGNAL.
 APPLICABLE TO LINE ON LEFT OF SIGNAL. YELLOW RED
 APPLICABLE TO LINE ON RIGHT OF SIGNAL. YELLOW RED
 YELLOW ASPECT AUTHORISES DRIVER OF A TRAIN TO PROCEED, AS FAR AS LINE IS CLEAR, TO SIGNAL AHEAD, ASPECT EXTINGUISHED WHEN HUMP SIGNAL IS ILLUMINATED.

NOTE:- WALSALL NEW POWER SIGNAL BOX (WL) IS LOCATED ADJACENT TO PLECK JUNCTION SIGNAL BOX.