

BRITISH RAILWAYS

London Midland Region

(WESTERN LINES)

SPECIAL NOTICE 745G

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 DUDLEY PORT, PRINCES END AND
LITTLETON COLLIERY, BETWEEN DARLASTON GREEN SIDINGS
AND BUSHBURY No. 1 AND BETWEEN PORTOBELLO JUNCTION
AND WOLVERHAMPTON HIGH LEVEL**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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AND WOLVERHAMPTON HIGH LEVEL**

**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE," using code "ARNO 745G"**

The diagram with schedule of signal route indications which is attached to this notice shows the resignalling of the above lines consequent on the bringing into use of a new power signal box to be named "Wolverhampton" located adjacent to the Up and Down Goods Loop at Wolverhampton High Level Station.

The work will commence at 14.00 on Saturday 14th August, 1965 and is due to be completed by 06.00 on Monday 16th August, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers hand signalled as necessary. Further details of the working during this period will be found in Section B and C of the appropriate Weekly Notice.

The existing running signals controlled by Watery Lane Crossing, Tipton Station, Tipton Curve, Bloomfield Junction, Deepfields, Spring Vale Sidings, Catchems Corner, Wolverhampton No. 2, Wolverhampton No. 4, Bushbury No. 1, Bushbury No. 2, Ford Houses, Four Ashes, Littleton Colliery, Willenhall Bilston Street, Portobello Junction, Wednesfield Heath and Heath Town Junction will be taken away and replaced by multiple aspect signalling controlled from Wolverhampton Signal Box. Certain signalling alterations will also be made at Dudley Port High Level, Princes End, Crescent and Darlaston Green Sidings.

Except where stated below the distances between distant and home signals leading to and from the resignalled area are shown on the accompanying diagram. All shunting and ground frames on the diagram are electrically released from Wolverhampton Signal Box except where otherwise shown and will be provided with telephones and emergency bells.

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

DUDLEY PORT HIGH LEVEL JUNCTION.

The Up Goods and Up Main Distant and Home signals will be replaced with multiple aspect signals. The Up Main Home signal DP.69 will at present only exhibit red, yellow and green aspects until the resignalling is continued further southwards. The existing 3 aspect colour light Down Main Starting signal for Albion, also acting as Down Main Distant for Dudley Port, will become a 4-aspect signal and also act as Wolverhampton Down Stour Distant 1 signal. The lower arm semaphore distants on the Down Main Home 1 and Down Main Home 2 signals will be taken away and replaced by 3-aspect colour light distant signals named Wolverhampton Down Stour Distant 2 and Wolverhampton Down Stour Distant 3 respectively, exhibiting double yellow, yellow and green aspects. The Down Starting signal with lower distant arm will be recovered. The distance between signals WN.183 and WN.187 is 1,234 yards and the distance between signals WN.187 and DP.69 is 835 yards.

WATERY LANE CROSSING.

This signal box will become a shunting frame and will control the level crossing, the connections from the Up Stour line to the Up and Down Sidings, the crossover between the Up and Down Stour lines also the connections Up Stour line to Mond Gas Sidings (Tipton Works).

TIPTON OWEN STREET STATION.

This signal box will become a shunting frame to control the adjacent level crossing and the connection Down Stour line to Down Sidings and also electrically release Watery Lane Level Crossing Gates. Down Stour signal WN.194 and Down Stour Goods signal WN.192 will also be controlled by this frame.

PRINCES END.

The Down Branch Starting signal with lower arm distant signal for Tipton Curve will be replaced by a multiple aspect signal PE.6 which will also act as Down Branch Distant signal for Wolverhampton 460 yards from WN.186. A new 3-aspect Up Branch Home signal PE.19 will be provided and Stour line signals WN.183 and WN.188 will also act as Up Branch Distant signals 1,540 yards and 1,283 yards in rear respectively.

BLOOMFIELD JUNCTION.

This signal box will become a shunting frame and will control the South Staffs Wagon Co's siding, the crossover in the Stour lines with slip connection to the Down Sidings and the connection Down Stour to Down Sidings.

DEEPFIELDS.

The crossover between the Stour lines opposite the signal box will be controlled from a new ground frame named "Deepfields".

SPRING VALE SIDINGS.

This signal box will become a shunting frame and will control the Down Sidings, the crossover between the Stour lines, the facing and trailing connections Up Stour to the Up and Down Through Siding and the connections Up and Down Through Siding to Spring Vale Sidings and the Up Sidings.

The Up Goods Loop will become the Up and Down Through Siding.

CATCHEMS CORNER.

The connection Up Stour to Up Sidings will be clipped, spiked and padlocked out of use.

WOLVERHAMPTON No. 2.

The control of Monmore Green Ground Frame will be transferred from this signal box to Wolverhampton Signal Box. A banner repeating signal will be provided 191 yards in rear of the Down Stour signal WN.112.

BUSHBURY No. 1.

A new ground frame named "Bushbury Gas Works" will be provided to work the connection Down Stour to Gas Works Sidings. The connection Up Main to Up Sidings north of the signal box will be worked from a new ground frame named "Bushbury Up". The control of the Bushbury South ground frame will be transferred from this signal box to Wolverhampton signal box.

FORD HOUSES.

The connection Up Main to Up Sidings will be worked by a new ground frame named "Ford Houses No. 1". A new ground frame named "Ford Houses No. 2" will control the crossover between the Up and Down Main lines.

FOUR ASHES.

A new ground frame named "Four Ashes No. 1" will control the slip connection Up Goods Loop to siding and the ground frame in the Goods Yard Siding will be taken away. A new ground frame named "Four Ashes No. 2" will control the crossover between the Up and Down Main lines.

LITTLETON COLLIERY.

This signal box will become a shunting frame and will control the two crossovers between the Up and Down Main lines, the connection Up Main to Up Sidings and slip connection leading from the crossover opposite the signal box to the Colliery Sidings. The 3-aspect colour light Up Main Home signal will become a 4-aspect signal WN.205 and the Down Main Home signal with lower colour light distant signal for Stafford No. 1, the Down Main Distant and the Up Main Starting signals will be taken away.

WEDNESFIELD HEATH.

Wednesfield Heath Down sidings ground frame will be renamed "Wednesfield Heath No. 3" and the control thereof will be transferred from this signal box to Wolverhampton. The crossover between the Down and Up Grand Junction lines will be controlled from a new ground frame named "Wednesfield Heath No. 2". The connection Up Grand Junction to Up Sidings will be controlled from a new ground frame named "Wednesfield Heath No. 1".

PORTOBELLO JUNCTION.

This signal box will become a shunting frame and will control the adjacent level crossing.

WILLENHALL BILSTON STREET.

The control of the Down Sidings ground frame will be transferred to Wolverhampton signal box and will be renamed "Willenhall Bilston Street No. 2". The connections Up Grand Junction to Down Sidings will be worked from a new ground frame named "Willenhall Bilston Street No. 1".

CRESCENT.

A new 4-aspect colour light Up Grand Junction Home signal will be provided but until Walsall signal box is commissioned will display red, yellow and green aspects only. A new 4-aspect colour light Down Main Home signal will be provided and this will also act as Darlaston Green Down Main Starting and Wolverhampton Down Grand Junction Distant signals. The existing Up Main outer and inner Distant, Up Main Home, Down Main Home and Down Main Starting signals will be taken away.

HEATH TOWN JUNCTION.

The staff for the Up and Down Goods line will be locked in a release instrument, near the Stop board, which will be electrically released from Wolverhampton signal box. Drivers must telephone the signalman at Wolverhampton signal box to obtain the staff and again on the return journey after the staff has been replaced in the release instrument.

The Up and Down Portobello line between this signal box and Portobello Junction will be renamed the Up and Down Branch line.

CATCH OR TRAP POINTS.

Catch or trap points are positioned as follows in the passenger running lines:—

	Signal	Yards in Rear	Yards in Advance
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DOWN STOUR

	WN.278	513	
	WN.112	523	

UP STOUR

	WN.253	477	
	WN.61	531	
	WN.63	527	
	WN.97 & WN.99	610	
	WN.277	1,143	

PRINCES END BRANCH

DOWN	..	WN.186		630
		PE.6	355	
UP	..	PE.19	652 (Branch)	
			782 (Tipton Curve)	

PORTOBELLO JUNCTION—WOLVERHAMPTON STATION

DOWN BRANCH	WN.268	510	
	WN.266	468	
	WN.126	486	
UP BRANCH	..	WN.265	597

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.

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 colour light signals on passenger running lines only except PE.19, WN.101, WN. 136 and Wolverhampton Down Stour Distant signals 1, 2 and 3.

The A.W.S. indicators to the rear of the following signals are positioned as shown. CT.3, 120 yards, WN.47 165 yards, WN.99 125 yards and WN.78 165 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 WE.1 Weekly Notice in the usual manner.

Crewe,
August, 1965.

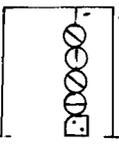
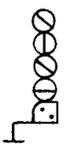
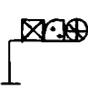
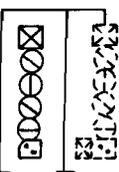
J. ROYSTON,
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING |
 BETWEEN DUDLEY PORT AND LITTLETON COLLIERY,
 BETWEEN DARLASTON GREEN SIDINGS AND
 BUSHBURY N°1 AND BETWEEN PORTOBELLO
 JUNCTION AND WOLVERHAMPTON HIGH LEVEL.
 SCHEDULE OF MAIN RUNNING SIGNALS READING
 TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY
 ASPECTS AND OF SHUNTING SIGNALS.

WOLVERHAMPTON (WN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE
	WN-7	MAIN	POS 1		UP GOODS LOOP
		MAIN			UP MAIN
	WN-25	MAIN	POS. 1		UP GRAND JUNCTION
		SUB			UP GRAND JUNCTION
		SUB		TS	UP CANNOCK THRO' SDG.
		MAIN			UP STOUR
	WN-32	SUB		SDG.	DN. THROUGH SDG.
		MAIN			DOWN MAIN
	WN-36	SUB		SDG.	DN. THROUGH SDG.
		MAIN			DOWN MAIN
	WN-48	MAIN	POS 1		DOWN BRANCH
		MAIN			DN. GRAND JUNCTION
	WN-62	MAIN	POS 1		ROUTE NOT IN USE
		MAIN			DOWN STOUR

WOLVERHAMPTON (WN)CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE
	WN-63	MAIN		G	UP&DN GOODS LOOP
		SUB		G	UP&DN GOODS LOOP
		SUB			UP&DN GOODS LOOP
		MAIN		3	PLATFORM 3 VIA D
		SUB		3	PLATFORM 3 VIA D
		SUB			PLATFORM 3 VIA D
		MAIN		2	PLATFORM 2
		SUB		2	PLATFORM 2
		SUB			PLATFORM 2
	WN-72	MAIN			DOWN STOUR
		SUB		SDG.	CARRIAGE SIDING 1
		SUB		SDG.	CARRIAGE SIDING 2
	WN-78	MAIN			DOWN STOUR VIA C
		SUB			DOWN STOUR VIA C
	WN-82	MAIN			DOWN STOUR
		SUB			DOWN STOUR
	WN-85	MAIN			PLATFORM 2
		SUB		P	PLATFORM 2
		SUB			PLATFORM 2
	WN-97	MAIN		B	UP BRANCH
		SUB			UP BRANCH
		MAIN		M	UP STOUR
		SUB			UP STOUR

WOLVERHAMPTON (WN)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	ROUTE
	WN-99	MAIN	B	UP BRANCH
		SUB		UP BRANCH
		MAIN	M	UP STOUR VIA A
		SUB		UP STOUR VIA A
		SUB		UP STOUR VIA B
		SUB	XDM	SET BACK DOWN STOUR TO L.O.S.
	WN-101	MAIN		UP STOUR
		SUB		UP STOUR
		SUB	XDM	SET BACK DOWN STOUR TO L.O.S.
	WN-105	MAIN	B	UP BRANCH
		SUB		UP BRANCH
		MAIN	M	UP STOUR
		SUB		UP STOUR
	WN-112	SUB	Y	COAL YARD
		MAIN	B	PARCELS BAY
		SUB	B	PARCELS BAY
		MAIN	1	PLATFORM 1
		SUB	1	PLATFORM 1
		SUB	MID	MIDDLE ROAD
		MAIN	2	PLATFORM 2
		SUB	2	PLATFORM 2

WOLVERHAMPTON (WN)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE	
	WN-118	SUB		Y	COAL YARD	
		MAIN		B	PARCELS BAY	
		SUB		B	PARCELS BAY	
		MAIN		1	PLATFORM 1	
		SUB		1	PLATFORM 1	
		SUB		MID	MIDDLE ROAD VIA B	
		SUB		MID	MIDDLE ROAD VIA A	
		MAIN		2	PLATFORM 2 VIA B	
		SUB		2	PLATFORM 2 VIA B	
		MAIN		2	PLATFORM 2 VIA A	
		SUB		2	PLATFORM 2 VIA A	
		MAIN		G	UP&DN. GOODS LOOP	
		SUB		G	UP&DN. GOODS LOOP	
		SUB			UP&DN. GOODS LOOP	
	WN-123	SUB		SDG	HEATH TOWN SDG.	
		MAIN			UP BRANCH	
	WN-136	MAIN			DOWN BRANCH	
		SUB			SIGNAL 134	
	WN-182	MAIN			DOWN STOUR	
		SUB		TS	UP&DN. THROUGH SDG.	
		SUB		SDG.	SPRING VALE SIDINGS	
	WN-183	MAIN	POS 1		UP BRANCH	
		MAIN				UP STOUR
	WN-186	MAIN	POS 1		UP STOUR	
		MAIN				DOWN STOUR

WOLVERHAMPTON (WN)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND'R	ROUTE IND'R	ROUTE
	WN-187	SUB *		SDG.	MOND GAS SIDINGS
		MAIN *	POS 1		UP STOUR GOODS
		SUB *	POS 1		UP STOUR GOODS
		MAIN *			UP STOUR
	WN-188	MAIN *			DOWN STOUR
		MAIN *	POS 4		UP BRANCH
	WN-275	SUB ☒		SDG.	UP & DN. THROUGH SDG.
		MAIN			UP STOUR
	WN-282	MAIN			DOWN STOUR
		SUB ☐			DOWN STOUR

* ALSO CONTROLLED BY TIPTON STATION S.F.
 ☒ CONTROLLED BY SPRING VALE SIDINGS S.F.
 ☐ CONTROLLED BY BLOOMFIELD JUNCTION S.F.

WOLVEHAMPTON (WN)

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CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE IND'R	ROUTE
	WN-29		UP GRAND JUNCTION
			UP CANNOCK THROUGH SDG. UP STOUR
	WN-31		UP GRAND JUNCTION
			UP CANNOCK THROUGH SDG.
	WN-34		DOWN THROUGH SIDING
			DOWN MAIN
	WN-35		DOWN THROUGH SIDING
			DOWN MAIN
			UP SIDINGS
	WN-39		SET BACK UP GRAND JCN.
	WN-49		DOWN BRANCH
			DOWN GRAND JUNCTION
	WN-64		SET BACK DOWN STOUR
			SIDING
	WN-65		DOWN STOUR
	WN-66		UP & DN. GOODS LOOP
			PLATFORM 3 VIA D
			SET BACK DOWN STOUR
	WN-67		UP & DN. GOODS LOOP
			PLATFORM 3
WN-68		UP & DN. GOODS LOOP	
		PLATFORM 3	
		PLATFORM 2	
WN-71		SET BACK DOWN STOUR	
		YARD	
WN-73		DOWN STOUR VIA D	
		CARRIAGE SIDING 1	
		CARRIAGE SIDING 2	
WN-74		MIDDLE ROAD	
		SET BACK DOWN STOUR	
		SHED	
WN-76		DOWN STOUR	
WN-83		DOWN STOUR	
WN-84		PLATFORM 2	

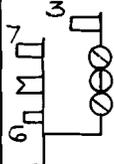
WOLVERHAMPTON (WN)CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE IND'R	ROUTE
	WN-86,		UP & DN GOODS LOOP
	WN-87		UP & DN GOODS LOOP
	WN-88		UP & DN GOODS LOOP
	WN-89		UP & DN GOODS LOOP
	WN-91		MIDDLE ROAD
			PLATFORM 2
	WN-92		SIGNAL 98
			DOWN SIDING N° 2
	WN-93		UP & DN GOODS LOOP
			UP SIDING N° 1
			UP SIDING N° 2
			UP SIDING N° 3
	WN-94		DOWN SIDING N° 2
	WN-95		GOODS YARD
			COAL YARD
	WN-102		SIGNAL 98
☺	WN-104		COAL YARD
			PARCELS BAY
	WN-106		COAL YARD
			PARCELS BAY
			PLATFORM 1
			PLATFORM 2
	WN-107		PLATFORM 2
			SET BACK PLATFORM 3
			UP & DN GOODS LOOP
	WN-109		DOWN STOUR
			SET BACK UP STOUR
	WN-119		HEATH TOWN SIDING
			UP BRANCH
	WN-121		HEATH TOWN SIDING
			UP BRANCH
	WN-132		HEATH TOWN SIDING
	WN-133		HEATH TOWN SIDING

WOLVERHAMPTON (WN)CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE IND'R	ROUTE
	WN-27		UP GRAND JUNCTION
			UP CANNOCK THRO. SDG.
			UP STOUR
	WN-75	XDM	SET BACK DOWN STOUR to L.O.S.
		NCK	NECK
	WN-98		DOWN STOUR
		DB	SET BACK DOWN BRANCH
			UP STOUR
	WN-124	XDM	SET BACK DOWN STOUR to L.O.S.
			DOWN SIDING N°1
			OSIER BED SIDINGS
	WN-134		DOWN BRANCH
		XUB	SET BACK UP BRANCH to L.O.S.
		LIB	SET BACK UP BRANCH
			DOWN SIDING
		UP SIDING	

DUDLEY PORT (DP)

	DP-2		DOWN MAIN
	DP-3		DOWN STOUR
	DP-7		DOWN STOUR GOODS
	DP-6		DOWN STOUR GOODS

