

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 171G

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 RYECROFT JUNCTION AND WEDNESBURY, PLECK JUNCTION TO BESCOT AND DARLASTON JUNCTION AND ON THE WEDNESBURY GOODS LINES

IMPORTANT: This Notice to be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE", using the code: "ARNO 171 G".

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 Stages 2A(1), 2A(2) and Stage 2A(3) of the Walsall resignalling scheme. The new signalling will be controlled from Walsall Power Signal Box and will link up at Bescot and Darlaston Junction with the existing multiple aspect signalling provided in Stage 1 on 6th December, 1965.

The distances between distant and home signals leading to and from the resigalled 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. Further details of the working, handsignalling, etc., during the above stages will be found in Sections B and C of the appropriate Weekly Notice:—

STAGE 2A(1) 23.00, SATURDAY, 26th MARCH, 1966, UNTIL 06.00, MONDAY, 28th MARCH, 1966. WEDNESBURY—BESCOT CURVE JUNCTION

WEDNESBURY

Wednesbury No. 2 Signal Box will be taken out of use and the control of remaining points and signals will be transferred to Wednesbury No. 1 Signal Box which will be renamed "Wednesbury". The connections leading from the Down Main Line to Darlaston Sidings will be controlled from a new ground frame named "Wednesbury", electrically released from Wednesbury Signal Box.

A new three-aspect colour light Down Main starting signal WY.47 will be provided, but during this stage will exhibit red and green aspects only. A new three-aspect colour light Up Main Home Signal WY.4 will be provided and automatic signal WY.101 will act as the Up Main Distant Signal displaying yellow and green aspects only.

The following signals controlled from Wednesbury No. 2 Signal Box will be taken away:—Up Branch Outer Distant, Up Branch Inner Distant, Down Main Distant, Down Home, Down Starting, Up Distant, Up Home and all the signals leading from Darlaston Sidings.

Where new signals will be provided details of the routes, etc., are shown in the schedule of signal route indications. A dotted line on the diagram shows the extent of the signalling alterations at this stage.

MESTYCROFT

The signal box, signals and connections will be taken away.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BESCOT CURVE JUNCTION

The Down Main Outer Distant Signal on the post of Mestycroft Down Main Home Signal will remain, but the Down Main Inner Distant Signal on the post of Mestycroft Down Main Starting Signal will be taken away.

STAGE 2A(2) 00.01, FRIDAY, 1st APRIL, 1966, UNTIL 23.00, SATURDAY, 2nd APRIL, 1966 WALSALL No. 1

All signals and points will be disconnected and trains will be handsignalled to enable work to commence on the conversion of this signal box to become Walsall Yard Shunting Frame.

STAGE 2A(3), 23.00, SATURDAY, 2nd APRIL, 1966, UNTIL 06.00, MONDAY, 4th APRIL, 1966. RYECROFT JUNCTION TO WEDNESBURY, PLECK JUNCTION TO BESCOT AND DARLASTON JUNCTION AND ON THE WEDNESBURY GOODS LINES

The existing running signals controlled by Walsall No. 3, Walsall No. 2, Walsall No. 1, Pleck Junction and Bescot Curve Junction will be taken away and replaced by multiple aspect signalling controlled from Walsall Signal Box. Certain signalling alterations will also take place at Ryecroft Junction and Wednesbury.

RYECROFT JUNCTION

The semaphore Down Slow Distant Signal will be recovered and signals WL.76, WL.77 and WL.80 will also act as Ryecroft Junction Down Slow Distant signals. Signals WL.74, WL.76, WL.77 and WL.80 will also act as Down Fast Distant signals for Ryecroft Junction and the existing semaphore Distant signal will be recovered.

WALSALL No. 1

This signal box will be converted into a shunting frame named "Walsall Yard" and will control the Down Sidings, the through siding and the connections leading to the Up Slow and Down Slow Lines opposite the frame. The frame will also control the connections from the Freight Terminal to the Up Fast and Down Fast Lines, the Carriage Sidings and the connections Brook Sidings to Up Fast Line.

WALSALL POWER SIGNAL BOX

The semaphore Up Bescot Distant signal will be taken away and an additional route will be provided on Signals WL.25 and WL.26 at Bescot to the Up Wednesbury Goods Line. The two-aspect Up Darlaston Inner Distant Signal for Pleck Junction will become a four-aspect automatic colour light signal WL.210. The semaphore Down Darlaston Distant signal will be taken away.

BESCOT CURVE JUNCTION

The crossover between the Up and Down Main lines will be controlled from a new ground frame named "Bescot Curve" which will be electrically released from Walsall Signal Box.

WEDNESBURY

The two-aspect Down Main Starting Signal WY.47 provided during Stage 2A(1) will become a three-aspect signal. Signal WY.101 which became the Wednesbury Up Main Distant signal on completion of Stage 2A(1) will become a three-aspect automatic signal.

CATCH OR TRAP POINTS

The catch or trap points on the resignalled area will be rearranged, and in future will be as shown below:—

					Signal No.	Yards in rear of signal	Yards in advance of signal
STAGE 2A(1)							
Up Main	..	..	..	..	WY.4	730	—
Down Branch	..	..	..	..	WY.6	470	—
STAGE 2A(3)							
Up Wednesbury Goods	..	..	..	..	WL.44	510	20
Down Wednesbury Goods	..	..	..	..	WL.31	370	—
Up Dudley	..	..	..	..	WY.101	925	—

GENERAL

All multiple aspect signals and position light ground signals will be plated as shown on the diagram. The numbers shown against semaphore and disc signals are for reference purposes only.

Telephones will be provided at all the new multiple aspect signals also at Signal WY.50.

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 lines only from Signal WL.81 Up Fast and Signal WL.83 Up Slow, Walsall Station to Bescot and Darlaston Junction and from Bescot and Darlaston Junction to Signals WL.92 Down Fast and Signal WL.94 Down Slow, Walsall Station. Signal WL.113, Down Dudley will also be fitted.

RULES AND REGULATIONS

The method of working (e.g. Track Circuit Blocks, Absolute Block) 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.1 Notice in the usual manner.

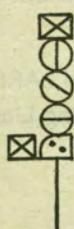
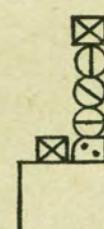
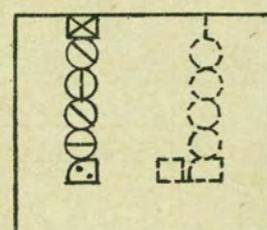
Crewe,
March, 1966.

J. POLLARD,
Acting Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN RYECROFT JUNCTION AND WEDNESBURY, PLECK JUNCTION TO BESCOT AND DARLASTON JUNCTION AND ON THE WEDNESBURY GOODS LINES.

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 INDIC.	ROUTE INDIC.	ROUTE
	WL 25	SLB		G	UP WEDNESBURY GDS.
					ADDITIONAL ROUTE
	WL 26	SLB		G	UP WEDNESBURY GDS.
					ADDITIONAL ROUTE
	WL 46	MAIN			DN. DUDLEY
		MAIN	POS. 4		DN. WEDNESBURY GDS.
		SLB	POS. 4		DN. WEDNESBURY GDS.
	WL 68	MAIN		F	UP FAST
		SLB		F	UP FAST
		MAIN		S	UP SLOW
		SLB		S	UP SLOW

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDICER	ROUTE INDICER	ROUTE
	WL 69	MAIN			UP SLOW
		SUB		S	UP SLOW
	WL 76	MAIN		S	DN. SLOW
		MAIN		F	DN. FAST
	WL 77	MAIN		S	DN. SLOW
		MAIN		F	DN. FAST
	WL 80	MAIN		S	DN. SLOW
		MAIN		F	DN. FAST
	WL 81	SUB Δ		BS	BROOK SDG.
		SUB Δ		CAR	CARRIAGE SDGS.
		MAIN			UP FAST
	WL 82	SUB Δ		BS	BROOK SDG.
		SUB Δ		CAR	CARRIAGE SDGS.
		MAIN			UP FAST
	WL 83	SUB Δ		BS	BROOK SDG.
		SUB Δ		CAR	CARRIAGE SDGS.
		MAIN		F	UP FAST
		MAIN		S	UP SLOW
	WL 92	MAIN		L	DN. PLATFORM LOOP
		SUB		L	DN. PLATFORM LOOP
		MAIN		S	DN. SLOW
		SUB		S	DN. SLOW
		MAIN		F	DN. FAST
		SUB		F	DN. FAST

Δ ALSO CONTROLLED BY WALSALL YARD S.F.

WALSALL (W.L)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDIC ²	ROUTE INDIC ²	ROUTE
	WL94	MAIN		L	DN. PLATFORM LOOP
		SUB		L	DN. PLATFORM LOOP
		MAIN		S	DN. SLOW
		SUB		S	DN. SLOW
	WL100	MAIN			DN. FAST
		SUB Δ		BS	BROOK SDG.
		SUB Δ		ARR.	ARRIVAL LINE
		SUB Δ		MID.	MIDDLE SIDING
	WL102	MAIN			UP BESCOT
		MAIN	POS. 4		UP DUDLEY
		MAIN	POS. 5		DN. DARLASTON
	WL103	MAIN	POS. 1		UP BESCOT
		MAIN			UP DUDLEY
		MAIN	POS. 4		DN. DARLASTON
	WL109	SUB		SDG.	THROUGH SDG.
		MAIN			DN. SLOW
		MAIN	POS. 4		DN. FAST
	WL112	SUB		SDG.	THROUGH SDG.
		MAIN	POS. 1.		DN. SLOW.
		MAIN			DN. FAST.
	WL113	SUB		SDG.	THROUGH SDG.
		MAIN			DN. SLOW
		MAIN	POS. 4.		DN. FAST.

Δ ALSO CONTROLLED BY WALSALL YARD S.F.

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDIC.	ROUTE
	WL 70	SHUNT		UP FAST
		SHUNT	D.F.	DN, FAST SET BACK
		SHUNT		UP SLOW
		SHUNT	D.S.	DN, SLOW SET BACK
		SHUNT	L.	DN PLATFORM LOOP SET BACK
		SHUNT	BAY	PARCELS BAY
	WL 71	SHUNT		UP SLOW
		SHUNT	D.S.	DN, SLOW SET BACK
		SHUNT	L.	DN PLATFORM LOOP SET BACK
		SHUNT	BAY	PARCELS BAY
	WL 84	SHUNT Δ	B.S.	BROOK SDG.
		SHUNT		UP SLOW
		SHUNT Δ		THROUGH SDG.
		SHUNT		GOODS SDG.
	WL 85	SHUNT Δ	B.S.	BROOK SDG.
		SHUNT		UP SLOW
		SHUNT Δ		THROUGH SDG.
		SHUNT		GOODS SDG.
	WL 87	SHUNT	DPT.	DEPOT
		SHUNT		DN PLATFORM LOOP
		SHUNT		DN SLOW
	WL 88	SHUNT	DPT.	DEPOT
		SHUNT		DN PLATFORM LOOP
		SHUNT		DN SLOW
	WL 90	SHUNT		DN PLATFORM LOOP
		SHUNT		DN SLOW
		SHUNT	U.S.	UP SLOW SET BACK
		SHUNT		DN FAST
		SHUNT	U.F.	UP FAST SET BACK
		SHUNT	NCK	NECK
WL 91	SHUNT	U.S.	UP SLOW SET BACK	
	SHUNT		DN FAST	
	SHUNT	U.F.	UP FAST SET BACK	
WL 93	SHUNT		DN PLATFORM LOOP	
	SHUNT		DN SLOW	
	SHUNT	U.S.	UP SLOW SET BACK	

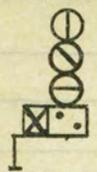
Δ ALSO CONTROLLED BY WALSALL YARD S.F.

WALSALL (WL)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDIC	ROUTE.
	WL73	SHUNT		DN. FAST.
	WL86	SHUNTA		THROUGH SDG
		SHUNT		GOODS SDG.
	WL89	SHUNTA		BROOK SDG.
	WL104	SHUNT		UP BESCOT.
		SHUNT		DN. DARLASTON
	WL105	SHUNT		UP BESCOT
		SHUNT		UP DUDLEY
		SHUNT		DN. DARLASTON.
◻	WL106	SHUNT		UP BESCOT.
		SHUNT		UP DUDLEY.
		SHUNT		DN. DARLASTON.
	WL107	SHUNT		DN. DARLASTON.
	WL108	SHUNT		RECEPTION SDG
		SHUNT		THROUGH SDG
		SHUNT		DN SLOW
		SHUNT		DN FAST
	WL110	SHUNT		THROUGH SDG
		SHUNT		DN SLOW
		SHUNT		DN FAST
	WL111	SHUNT		THROUGH SDG
		SHUNT		DN SLOW

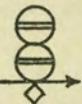
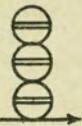
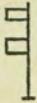
△ ALSO CONTROLLED BY WALSALL YARD S.F.

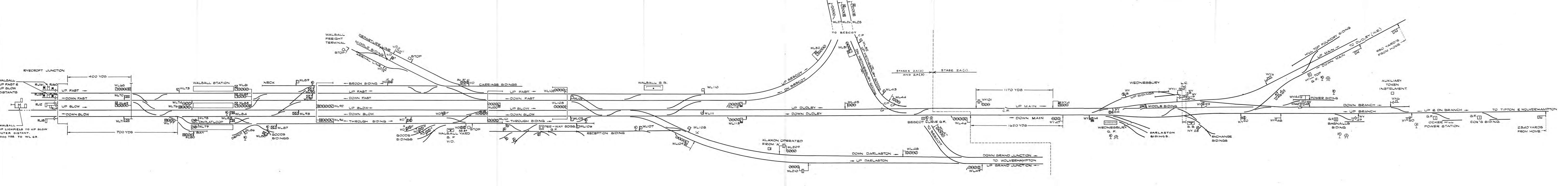
WEDNESBURY (WY)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND.	ROUTE INDIC.	ROUTE
	WY 4	MAIN			UP MAIN
		SUB		SDG	MIDDLE SIDING
	WY 14	SHUNT			UP SDGS.
		SHUNT			UP PLATFORM
		SHUNT			MIDDLE SDG.
		SHUNT		EXS.	EXCHANGE SDG.
		SHUNT*		DAR.	DARLASTON SDG.
	WY 23	SHUNT			DN MAIN
		SHUNT			MIDDLE SDG.

* OPERATED FROM WEDNESBURY G.F.

WALSALL YARD (W.D.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE
	WD 7	SHUNT	CARRIAGE SIDINGS.
	WD 17	SHUNT	THROUGH SIDING.
	WD 2	SHUNT	UP SLOW
	WD 3	SHUNT	THROUGH SDG.
	WD 4	SHUNT	UP SLOW.
	WD 5	SHUNT	THROUGH SDG.
	WD 13	SHUNT	CARRIAGE SDGS.
	WD 12	SHUNT	UP FAST.
	WD 38	SHUNT	DN. SDGS.
		SHUNT	THROUGH SDG.
WD 39	SHUNT	DN. SLOW.	
	WD 44	SHUNT	DN. SDGS.
		SHUNT	THROUGH SDG.
	WD 45	SHUNT	DN. SLOW.
	WD 36	SHUNT	ALONG UP FAST.
	WD 37	SHUNT	BROOK SDG.
		SHUNT	ARRIVAL LINE
		SHUNT	MIDDLE SIDING.
	WD 41	SHUNT	DEPARTURE LINE
	WD 9	SHUNT	CARRIAGE SIDINGS.
	WD 11	SHUNT	CARRIAGE SIDINGS
	WD 10	SHUNT	UP FAST



- SIGNAL BOX REFERENCE**
- WL - WALSALL.
 - WY - WEDNESBURY.
 - RJ - RYECROFT JUNCTION.
 - WD - WALSALL YARD S.F.
- EXPLANATION OF SIGNAL INDICATIONS**
- JUNCTION INDICATOR (RULE 35c)
 - YELLOW ASPECT
 - GREEN ASPECT
 - YELLOW ASPECT
 - RED ASPECT
 - POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44A & 47)
 - ROUTE INDICATOR (STENCIL OR MULTI-LAMP TYPE)
- 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.
 - 'STOP AWAIT INSTRUCTIONS' BOARD
 - CATCH OR TRAP POINTS
 - TELEPHONE
 - KLAXON HORN.
 - BELL
 - HAND POINT
 - FIREMAN'S CALL PLUNGER