

(BR 31401/1)

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

Taking out of use Tipton (Five Ways) Signal Box


Commencing at 7.0 a.m. on **SUNDAY, 26th JUNE, 1960**, until 5.0 p.m., or until completion, the Signal Engineer will be engaged in carrying out the following work :

LAYOUT

Tipton (Five Ways) Signal Box will cease to be a block post and will be taken out of use. Arms and lamps of all Signals and Discs will be removed and all point connections secured in the normal position. A.W.S. Ramps associated with Up and Down Distant Signals will be removed.

SIGNALLING

A new Signal will be brought into use as shown below :

<i>Form</i>	<i>Description</i>	<i>Position</i>	<i>Distance from Signal Box</i>
	<p>Down Main Distant for Princes End and Coseley.</p> <p>The Signal will be capable of displaying a Yellow or a Green aspect above rail level</p> <p>An A.W.S. Ramp will be positioned 200 yards in rear of the Signal.</p>	<p>Down Side of Down Main.</p>	<p>1,117 yards.</p>

The existing Down Main Distant and Inner Distant Signals, Lower Arms on the posts of Tipton (Five Ways) Inner Home and Starting Signals, will be recovered together with associated A.W.S. Ramp.

Tipton Junction Ground Frame situated on the Up side of the Up Main, 445 yards from Tipton (Five Ways) Signal Box, at present controlled by an Interlocking lever in Tipton (Five Ways) Signal Box, will, in future, be controlled by an interlocking lever

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in Princes End and Coseley Signal Box. The control arrangement at the Ground Frame will remain unaltered.

The Ground Disc at the Ground Frame, which reads from Up Main to Sidings, and the Ground Disc, reading from Sidings to Up Main, will be recovered.

The absolute block section, Dudley North—Tipton Junction—Princes End and Coseley, will now become Dudley North—Princes End and Coseley. Princes End and Coseley Up Main Starting Signal will be released by Up Main Line Clear for one pull only. The Down Main Advanced Starting Signal at present released by Down Main Line Clear will, in future, be released by Down Main Line Clear for one pull only after the track circuit to the rear of that Signal (27T) has been occupied.

A new telephone circuit will be provided between Tipton (Five Ways) Ground Frame, and Princes End and Coseley Signal Box.

INSTRUCTIONS FOR SIGNALLING TRAINS DURING FOG OR FALLING SNOW AND ARRANGEMENTS IN PERIODS OF FROST, DATED OCTOBER, 1951

DISTANT SIGNALS AT WHICH FOGSIGNALMEN ARE NOT PROVIDED

Page 46—The following to be added :

Section of Line	Signal Box	Distant Signals Not Fogged	
		Up Line	Down Line,
Oxford and Wolverhampton via Worcester.	Princes End and Coseley.	—	Main (Colour Light).

OCCUPATION

Occupation of the Locking Frame will be required for the purpose of altering and testing the locking at Princes End and Coseley and bolting levers at Tipton Junction Ground Frame.

During the time the work is in progress, the Up and Down Main Distant Signals will be disconnected and maintained at Caution.

INSPECTOR ELLIS to make all arrangements for the safe working of the line, including the appointment of any handsignalmen in accordance with Rule 77.

(W.W.3120/142.)

ACKNOWLEDGE RECEIPT

BIRMINGHAM (S.H.)
23rd June, 1960.

D. L. PRIDE,
District Traffic Superintendent.