

GREAT WESTERN RAILWAY.

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BRINGING INTO USE TWO NEW SIGNAL BOXES TO BE KNOWN AS DAISY BANK NORTH AND SOUTH, INTRODUCTION OF SINGLE LINE BETWEEN THESE POINTS, AND SIGNAL ALTERATIONS BILSTON (W.M.)

On Sunday, April 19th, 1931, the Signal Engineer will be engaged from 6.0 a.m. to 6.0 p.m., or until the work is completed, bringing into use the following new Signal Boxes and carrying out the following signalling alterations :

Daisy Bank South.

Up side of line, 1 m. 465 yards from Princes End and 1,004 yards from Bilston (W.M.) Boxes.

New Signals :—

<i>Form.</i>	<i>Description.</i>	<i>Position.</i>	<i>Distance from Box.</i>
1.  2.  "A."	(1) Down Main Home. (2) Down Main Distant for Bilston (W.M.).	Up Side of Line.	78 yards. 1082 yards from Bilston (W.M.)
1.  2.  "B."	(1) Down Advance Starting for Princes End. (Already in use.) (2) Down Main Distant.	Down Side of Line.	1,841 yards.
 "C."	Up Main Home.	Up Side of Line.	20 yards.
(See Diagram.)			

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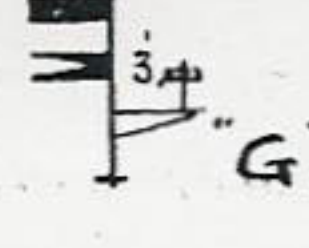
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Daisy Bank North.

Up Side of Line, 727 yards from Bilston (W.M.) Box and 1 m. 742 yards from Princes End Box.

New Signals :—

Form.	Description.	Position.	Distance from Box.
	(1) Down Main Home. (2) Down Main Inner Distant for Bilston (W.M.)	Up Side of Line.	60 yards. 787 yards from Bilston (W.M.)
	Up Main Home.	Up Side of Line.	20 yards.
	(1) Up Main Starting for Bilston (W.M.) (Already in use.) (2) Up Main Inner Distant for Daisy Bank South.	Up Side of Line.	343 yards.
	(1) Up Main Home for Bilston (W.M.) (Already in use.) (2) Up Main Distant for Daisy Bank South. (3) Up Main to Branch Home for Bilston (W.M.) (Already in use.)	Between Up and Down Main Lines.	654 yards.
(See Diagram.)			

At the same time the existing Down Main Line will become the Up and Down (Single) Line between the two new Signal Boxes with a facing junction at the South Box leading from the Down to Up Main Line, and a new double junction at the North Box leading from Up to Down Main Line will be brought into use.

Catchpoints will be fixed in the sidings leading to the Up Main Line at each Box.

The following signals will be taken out of use :—

Existing Down Main Distant for Bilston (W.M.).

Existing Up Main Advanced Starting for Bilston (W.M.).

Existing Up Main Shunt for Bilston (W.M.).

The points in the Up Main Line leading to Ballast Siding worked by Ground Frame will be disconnected therefrom and spiked and padlocked with the points set for the running line.

The Block Telegraphs will be as follows :—

Daisy Bank North.

Double Line Disc Block and Bell Communication with Bilston (W.M.).

Electric Train Token and Bell Communication with Daisy Bank South.

Telephonic communication will be provided on the Oxley-Dudley South and Birmingham Control No. 7 circuits.

Box to Box Telephones will also be provided between Daisy Bank North and Bilston (W.M.).

Daisy Bank South.

Double Line Disc Block and Bell Communication with Princes End.

Electric Train Token and Bell Communication with Daisy Bank North.

Telephonic communication will be provided on the Oxley-Dudley South and Birmingham Control No. 7 Circuits.

Box to Box Telephones will also be provided between Daisy Bank South and Princes End.

Inspector Rowen to make all necessary arrangements for the safe working of the Line (including the appointment of any groundsmen), in accordance with Rule 71.

ACKNOWLEDGE RECEIPT.

Birmingham.

7th April, 1931.

W. E. HART,

Divisional Superintendent.

DAISY BANK.

WORK TO BE CARRIED OUT APRIL 19TH, 1931.

