

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 525G

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 FROM BIRMINGHAM NEW STREET TO ASTON
No. 1, EXCHANGE SIDINGS AND STECHFORD No. 2.**

**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE", using code "ARNO 525G"**

The diagram with schedule of route indications which is attached to this notice, shows the resignalling of the above lines consequent on the bringing into use of Stage 2 of Birmingham New Street power signal box scheme.

The work will commence at 23.00 on Saturday, 4th June, 1966, and is due to be completed by 06.00 on Monday, 6th June, 1966. 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 Proof House Junction, Curzon Street No. 1, Curzon Street No. 2, Vauxhall, Grand Junction and Adderley Park will be taken away and replaced by multiple aspect signalling controlled from Birmingham New Street Signal Box. Certain signalling alterations will also be made at Exchange Sidings, Landor Street, Aston No. 1 and Stechford No. 2.

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 Birmingham New Street Signal Box.

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:—

BIRMINGHAM NEW STREET

Signals NS.148 and NS.149 will be renewed in approximately the same position and co-acting signals will be provided on the opposite side of the line.

EXCHANGE SIDINGS

The Down Camp Hill Distant Signal for Grand Junction on the post of Exchange Sidings Down Camp Hill Home signal No. ES.23 will be taken away and a new three-aspect colour light distant signal for Birmingham New Street will be provided. When the semaphore signal ES.23 is in the ON position no light will be exhibited in the colour light signal but when signal ES.23 is OFF no green light will be exhibited in the semaphore signal but the colour light Distant signal beneath will show the

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www.s-r-s.org.uk

DIGITAL ARCHIVE

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appropriate aspect. The bracket signal leading from Down Camp Hill to Exchange Sidings on the post of signal ES.23 will be replaced by a disc signal ES.22 at the bottom of the post. A new three-aspect colour light Up Camp Hill Home Signal ES.9 will be provided and the existing semaphore signal and lower arm outer Distant signal for St. Andrew's Junction will be recovered. The existing Inner Distant signal for St. Andrew's Junction beneath signal ES.10 will become the St. Andrew's Junction Distant signal.

The signal box will additionally become a block post on the Up and Down Derby Lines. The Landor Street Starting signal will become Down Derby Home Signal ES.5 for Exchange Sidings and a new three-aspect colour light Distant signal for Birmingham New Street will be provided on the same post in place of the existing semaphore Down Derby Inner Distant signal for Grand Junction. The lights exhibited at this signal will be similar to signal ES.23 mentioned above. The Grand Junction Down Derby Outer Distant signal on the right-hand doll of Landor Street Down Main Home signal will become Exchange Sidings Down Derby Inner Distant signal and Landor Street Down Main Distant signal on the post of Duddeston Road Down Main home signal will also act as Exchange Sidings Down Derby Outer Distant signal. A three-aspect colour light Up Derby Home Signal ES.3 will be provided which will also act as Landor Street Up Derby Inner Distant and Duddeston Road Up Distant 2 signal.

This signal box also controls the connection Up Stour to Exchange Sidings and the line Up and Down Through Sidings to Exchange Sidings.

CURZON STREET

A new signal box will be provided near the existing Curzon Street No. 1 signal box and will control the "Up and Down" Vauxhall Goods, the Up Vauxhall Goods, the Down Vauxhall Goods, the Down Through Siding, Curzon Street Yard and the connection "Up and Down" Vauxhall to Up Stour at the Stechford end.

VAUXHALL

This signal box will be converted into a Shunting Frame and will control the connections in the Vauxhall Lines in the vicinity of the Frame, the Up Sidings, Down Sidings, Bad Wagon Line, and the Down Through Siding.

ASTON No. 1

Signals NS.68 and NS.69 will temporarily also act as Down Fast and Down Slow Home Signals respectively until Birmingham Resignalling Stage 3. These signals will also act as Outer Distant signals for Aston No. 2 Signal Box. The telephones thereat will be connected to Aston No. 1 Signal Box. The lower arm semaphore Distant signals for Aston No. 1, Up Vauxhall Line, I.B. Homes on the posts of signals AN.51 and AN.55 will be replaced by three-aspect colour light Distant signals for Birmingham New Street Signal Box. The lights displayed at these signals will be similar to those already mentioned at Exchange Sidings.

The following signals will be taken away:—

Down Slow Vauxhall Line Distant			
Down Fast	"	"	"
Down Slow	"	"	Home 1
Down Fast	"	"	"
Down Slow	"	"	Home 2
Down Fast	"	"	"
Up Fast	"	"	I.B. Home
Up Slow	"	"	"

Aston Gas Works Ground Frame released from Birmingham New Street Signal Box will also be temporarily controlled from this signal box and the telephone thereat will remain connected to Aston No. 1 Signal Box.

ADDERLEY PARK

A new Ground Frame named "Adderley Park" will be provided to control the connection Up Stour to Up Sidings at the Birmingham end of the station.

STECHFORD No. 2

Signal NS.41 will temporarily act as the Up Stour Home Signal for this signal box and as Up Stour Distant for Stechford No. 1 until Stage 3 of the Birmingham Resignalling. The telephone thereat will also be connected to Stechford No. 2 signal box. The Down Main Home Signals will be taken away and replaced by a multiple aspect signal NS.39, temporarily controlled from this signal box. The Up Stour Home and Distant signals will be taken away.

CATCH OR TRAP POINTS

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

	<i>Signal</i>	<i>Yards in Rear</i>	<i>Yards in Advance</i>
Down Derby	NS.151	720	
Down Stour	NS.154	639	
Down Vauxhall	NS.82	430	
Down Vauxhall Goods	NS.83	—	132
Up Vauxhall	NS.141	442	
Up Vauxhall Goods	CS.52	464	
Up and Down Vauxhall Goods	CS.3	100	

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 and disc 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 except NS.39, CS.1, CS.9, CS.44 and CS.54.

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 except signals ES.3 and ES.9. Semaphore signals ES.5 and ES.23 will also be fitted.

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,
June, 1966.

J. POLLARD,
Acting Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING BETWEEN BIRMINGHAM NEW STREET EXC. TO ASTON N^o1. EXCHANGE SIDINGS AND STECHFORD N^o2. SCHEDULE OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY ASPECTS AND OF GROUND SHUNT SIGNALS.

STAGE 2.

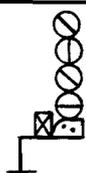
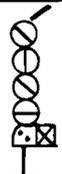
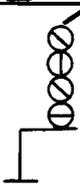
BIRMINGHAM NEW STREET S.B.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	N539	MAIN			DOWN STOUR	
		MAIN		POS ^N 4	DOWN GRAND JCN.	
	* N575	MAIN			UP VAUXHALL	
		* SUB			UP VAUXHALL	
		MAIN		POS ^N 4	UP VAUXHALL GDS.	
		* SUB		POS ^N 4	UP VAUXHALL GDS.	
		* SUB			UP VAUXHALL GDS.	
	* N576	MAIN		POS ^N 1	UP VAUXHALL	
		* SUB			UP VAUXHALL	
		MAIN			UP VAUXHALL GDS.	
		* SUB	G		UP VAUXHALL GDS.	
		* SUB			UP VAUXHALL GDS.	
	* N582	MAIN		POS ^N 1	DN. SLOW VAUXHALL	
		* SUB			DN. SLOW VAUXHALL	
		MAIN			DN. FAST VAUXHALL	
		* SUB			DN. FAST VAUXHALL	
	* N583	MAIN	S		DN. SLOW VAUXHALL.	
		* SUB			DN. SLOW VAUXHALL.	
		MAIN	F		DN. FAST VAUXHALL.	
		* SUB			DN. FAST VAUXHALL.	
	N586	SUB	SDG.		UP & DN. THROUGH SIDING	
		MAIN			DOWN STOUR	
	* N592	SUB	SDG.		SIDINGS	
		MAIN			DOWN STOUR	

* CONTROLLED BY VAUXHALL S.F.

* CONTROLLED BY EXCH. SIDINGS S.B.

BIRMINGHAM NEW STREET S.B.(CONT.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	NS 93	MAIN			UP STOUR
		SUB	SDG.		UP & DN. THROUGH SIDING
	NS 129	MAIN			DOWN STOUR
		MAIN		POS ^N 4	UP & DN. VAUXHALL GDS.
		SUB		POS ^N 4	UP & DN. VAUXHALL GDS.
		SUB	SDG.		CURZON ST. SIDINGS
	NS 131	SHUNT	D		DOWN DERBY
		SHUNT	NCK.		SHUNTING NECK
		SHUNT	S		DOWN STOUR
		SHUNT	G		UP & DN. VAUXHALL GOODS
		SHUNT	SDG.		CURZON STREETS SDGS.
	NS 132	SHUNT			EXCHANGE SIDINGS
	NS 133	SUB	EXC.		EXCHANGE SIDINGS
		MAIN		POS ^N 1	UP CAMP HILL
		MAIN			UP DERBY
	NS 134	SHUNT			SIGNAL 133
	NS 135	MAIN			UP STOUR
		SUB	EXC.		EXCHANGE SDGS.
	NS 138	MAIN			DOWN DERBY
		MAIN		POS ^N 4	DOWN STOUR
	NS 139	MAIN		POS ^N 1	DOWN DERBY.
		MAIN			DOWN STOUR.
	NS 141	MAIN		POS ^N 1	DOWN DERBY.
		MAIN			DOWN STOUR.

△ ALSO CONTROLLED BY EXCHANGE SIDINGS(SLOT)
 ∅ ALSO CONTROLLED BY CURZON ST. S.B.(SLOT)

BIRMINGHAM NEW STREET S.B. (CONT.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE	
	NS142	MAIN		POS ⁿ 1	DOWN DERBY	
		MAIN			DOWN STOUR	
	NS144	SHUNT			DOWN DERBY	
		SHUNT			DOWN STOUR	
	NS145	SHUNT			DOWN DERBY	
	NS146	∅	SHUNT			UP&DN. VAUXHALL GDS.
		SHUNT				UP STOUR
		SHUNT				DOWN VAUXHALL
	SHUNT				UP DERBY.	
	NS148	∅	MAIN	G	UP&DN. VAUXHALL GDS.	
		∅	SUB	G	UP&DN. VAUXHALL GDS.	
		∅	SUB			UP&DN. VAUXHALL GDS.
		MAIN	S			UP STOUR
		MAIN	V			DN. VAUXHALL
		MAIN	D			UP DERBY
	NS149	∅	MAIN	G	UP&DN. VAUXHALL GDS.	
		∅	SUB	G	UP&DN. VAUXHALL GDS.	
		∅	SUB			UP&DN. VAUXHALL GDS.
		MAIN	S			UP STOUR
		MAIN	V			DOWN VAUXHALL
		MAIN	D			UP DERBY.

EXCHANGE SIDINGS S.B.

	ES 11	SHUNT			UP&DN. THROUGH SIDING
	ES 12	SHUNT			UP CAMP HILL
	ES 16	SHUNT			UP STOUR
	ES 23	MAIN			DOWN CAMP HILL
	ES 22	SHUNT			UP&DN. THROUGH SIDING

∅ ALSO CONTROLLED BY CURZON ST. S.B. (SLOT).

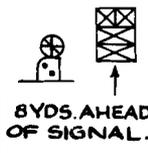
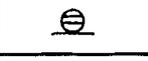
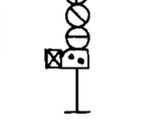
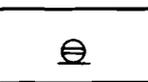
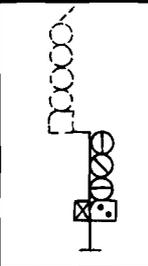
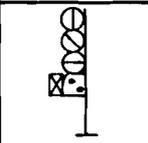
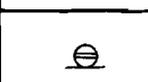
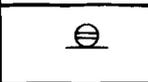
VAUXHALL S.F.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
⊕	VL 1	SHUNT			UP SIDING
		SHUNT			SET BACK DN.FAST VAUXHALL
⊕	VL 4	SHUNT			UP SIDING
⊕	VL 5	SHUNT			UP SIDING
⊕	VL 6	SHUNT			SIDINGS
⊕	VL 7	SHUNT			DN.FAST VAUXHALL
⊕	VL 10	SHUNT			DOWN SIDING
⊕	VL 11	SHUNT			DOWN SIDING
⊕	VL 12	SHUNT			DN.SLOW VAUXHALL
⊕	VL 27	SHUNT			UP VAUXHALL GOODS
⊕	VL 28	SHUNT			UP VAUXHALL GOODS
⊕	VL 30	SHUNT			UP VAUXHALL
		SHUNT			UP VAUXHALL GOODS
⊕	VL 32	SHUNT			UP VAUXHALL
		SHUNT			UP VAUXHALL GOODS
⊕	VL 34	SHUNT			SET BACK DN.VAUXHALL GDS.
⊕	VL 35	SHUNT			SET BACK DN.SLOW VAUXHALL
⊕	VL 36	SHUNT			UP VAUXHALL
⊕	VL 37	SHUNT			UP VAUXHALL
⊕	VL 47	SHUNT			SET BACK DN.VAUXHALL GDS.
		SHUNT			DN. THROUGH SIDING
⊕ Y	VL 56	SHUNT			UP VAUXHALL

VAUXHALL S.F. (CONT.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
◇◇◇◇	VL59	SHUNT			UP SIDING
◇◇◇◇	VL60	SHUNT			DN. FAST VAUXHALL
◇◇◇◇	VL61	SHUNT			SET BACK UP FAST VAUXHALL
◇◇◇◇	VL62	SHUNT			UP SIDING
◇◇◇◇	VL64	SHUNT			DOWN SIDING
◇◇◇◇	VL65	SHUNT			DN. SLOW VAUXHALL
◇◇◇◇	VL65	SHUNT			SET BACK UP SLOW VAUXHALL
◇◇◇◇	VL65	SHUNT			SET BACK UP FAST VAUXHALL
◇◇◇◇	VL66	SHUNT			SET BACK UP SLOW VAUXHALL
◇◇◇◇	VL67	SHUNT			SET BACK UP SLOW VAUXHALL
◇◇◇◇	VL88	SHUNT			SET BACK DN. VAUXHALL GDS.
◇◇◇◇	VL89	SHUNT			UP VAUXHALL GOODS.
◇◇◇◇	VL90	SHUNT			UP VAUXHALL GOODS.
◇◇◇◇	VL91	SHUNT			UP VAUXHALL GOODS.
◇◇◇◇	VL95	SHUNT			DN. SLOW VAUXHALL
◇◇◇◇	VL95	SHUNT			DN. FAST VAUXHALL
◇◇◇◇	VL96	SHUNT			DOWN SIDING
◇◇◇◇	VL97	SHUNT			DN. THROUGH SIDING
◇◇◇◇	VL98	SHUNT			DN. THROUGH SIDING
◇◇◇◇	VL99	SHUNT			DOWN SIDING
◇◇◇◇	VL100	SHUNT			DN. SLOW VAUXHALL
◇◇◇◇	VL100	SHUNT			DN. FAST VAUXHALL

CURZON STREET S.B.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	CS1	SUB	SDG.		ALONG SIDINGS.
		MAIN	G		DN. VAUXHALL GOODS.
		SUB	G		DN. VAUXHALL GOODS.
		SUB	NCK.		SHUNTING NECK.
	*	MAIN	S		UP STOUR
	CS3	MAIN	G		DN. VAUXHALL GOODS.
		SUB	G		DN. VAUXHALL GOODS.
		SUB	NCK.		SHUNTING NECK
		*	MAIN	S	
	CS9	SUB	SDG.		ALONG SIDINGS
	CS15	SHUNT			UP & DN. VAUXHALL GOODS.
		SHUNT			ALONG SIDINGS
	CS24	SHUNT			SHUNTING NECK
	CS28	SHUNT			UP & DN. VAUXHALL GOODS.
		SHUNT			CURZON ST. SIDING
	CS41	SHUNT			ALONG SIDINGS
	CS44	SUB	SDG.		ALONG SIDINGS
		MAIN	G		DN. VAUXHALL GOODS
		SUB	G		DN. VAUXHALL GOODS
	CS48	SHUNT			UP & DN. VAUXHALL GOODS.
		SHUNT			SIGNAL 41
	CS52	MAIN			UP & DN. VAUXHALL GOODS.
		SUB	SDG.		SIDINGS
	CS54	SUB	SDG.		DN. THROUGH SIDING
		MAIN	G		DN. VAUXHALL GOODS.
		SUB	G		DN. VAUXHALL GOODS.
	CS56	SHUNT			ALONG SIDINGS
	CS57	SHUNT			SET BACK DN. VAUXHALL GDS.
		SHUNT			SIDINGS.

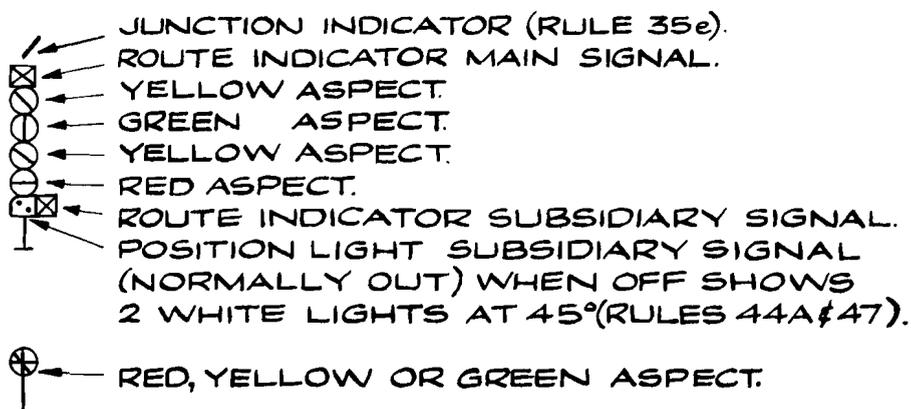
* ALSO CONTROLLED BY NEW STREET S.B. (SLOT)

APPENDIX

7

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS

MAIN RUNNING SIGNALS.

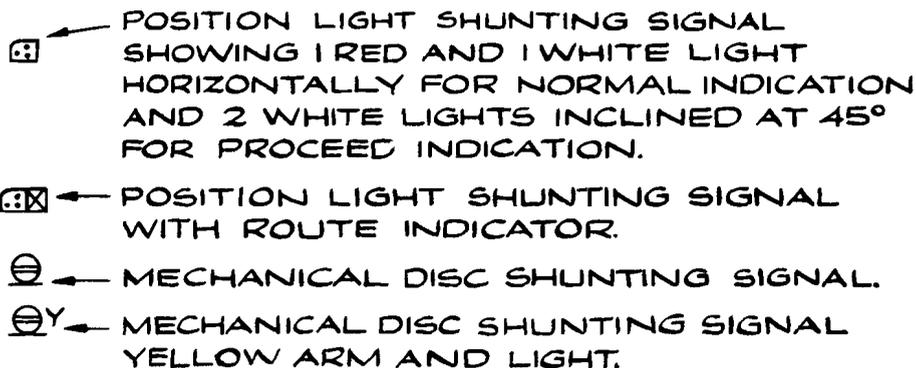


⊞ AUTOMATIC SIGNAL. ⊞ SEMI-AUTOMATIC SIGNAL

SIGNAL BOX PREFIXES.

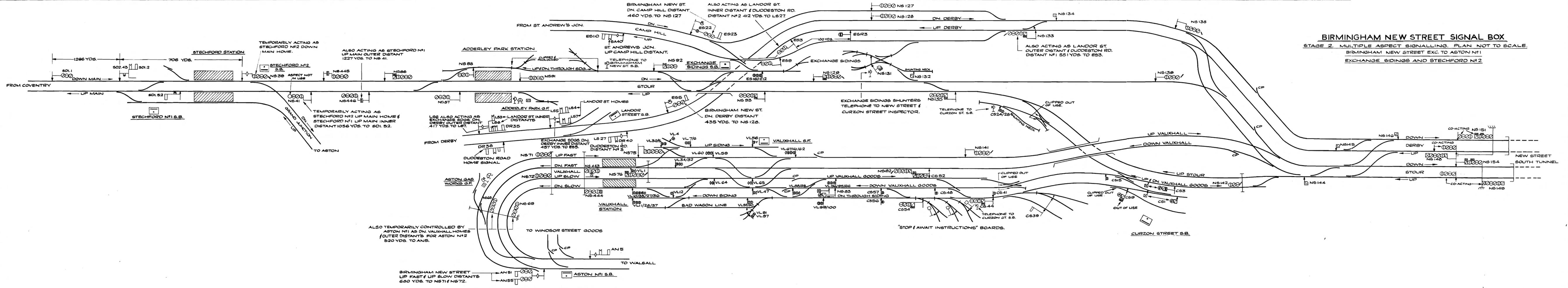
NS - NEW STREET.	ES - EXCHANGE SIDINGS
CS - CURZON STREET.	LS - LANDOR STREET
VL - VAUXHALL	SD1 - STECHFORD No. 1.
AN - ASTON No. 1	SD2 - STECHFORD No. 2.
SA - ST. ANDREWS JCN.	DR. - DUDDESTON ROAD.

SHUNTING SIGNALS (RULE 47)



MISCELLANEOUS.





BIRMINGHAM NEW STREET SIGNAL BOX
 STAGE 2. MULTIPLE ASPECT SIGNALLING. PLAN NOT TO SCALE.
 BIRMINGHAM NEW STREET EXC. TO ASTON N°1
 EXCHANGE SIDINGS AND STECHFORD N°2

STECHFORD STATION

ADDERLEY PARK STATION

ST. ANDREW'S JCN.
 UP CAMP HILL DISTANT

EXCHANGE SIDINGS S.B.

EXCHANGE SIDINGS

ALSO ACTING AS LANDOR ST.
 OUTER DISTANT # DUDDESTON RD.
 DISTANT N°1 551 YDS. TO ES3.

STECHFORD N°1 S.B.

ADDERLEY PARK G.F.

LANDOR ST HOMES

LANDOR STREET S.B.

BIRMINGHAM NEW ST.
 DN. DERBY DISTANT
 435 YDS. TO NS 128.

EXCHANGE SIDINGS SHUNTERS
 TELEPHONE TO NEW STREET #
 CURZON STREET INSPECTOR.

TELEPHONE TO
 CURZON ST. S.B.

UP VAUXHALL

DOWN VAUXHALL

UP STOUR

DOWN STOUR

NEW STREET
 SOUTH TUNNEL

ALSO TEMPORARILY CONTROLLED BY
 ASTON N°1 AS DN. VAUXHALL HOMES
 OUTER DISTANT# FOR ASTON N°2
 520 YDS. TO AN5.

BIRMINGHAM NEW STREET
 UP FAST # UP SLOW DISTANTS
 650 YDS. TO NS71 # NS72.

TO WINDSOR STREET GOODS

ASTON N°1 S.B.

TO WALSALL

"STOP & AWAIT INSTRUCTIONS" BOARDS.

CURZON STREET S.B.