

MR WANKER

BR

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 655G

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 COVENTRY TO GREAT BARR, ERDINGTON
AND HANDSWORTH JUNCTION**

**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on
receipt to "TRAINS, CREWE", using code "ARNO 655G"**

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 the extension to Coventry signal box and Stage 3 of the Birmingham New Street resignalling scheme.

The work will commence at 10.00 on Saturday, 2nd July, 1966 and is due to be completed by 06.00 on Monday, 4th July, 1966. During this period points and signals worked from the signal boxes mentioned below will be disconnected and drivers handsignalled 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 Tile Hill, Berkswell, Hampton in Arden, Marston Green, Stechford No. 1, Stechford No. 2, Washwood Heath, Aston No. 1, Aston No. 2, Witton Goods, Perry Barr Station Junction, Handsworth Junction, Perry Barr North Junction and Great Barr will be taken away and replaced by multiple aspect signalling. Certain signalling alterations will also be made at Canley Gates and Erdington.

The distances between Distant and Home Signals leading to and from the re-signalled area are shown on the accompanying diagram. All ground frames on the diagram are electrically released from Birmingham, New Street signal box except where shown otherwise on the diagram.

SIGNALLING RECORD SOCIETY

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In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

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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:—

CANLEY GATES

This signal box will become a shunting frame to control the adjacent level crossing, the Down Home Signal will become a four aspect semi automatic signal CY.74 and the three aspect signal CY.38, also acting as Canley Gates Inner Distant will become a four aspect signal. The existing Up Outer and Up Inner Distant Signals will become four aspect signals semi automatic CY.79 and automatic CY.77 respectively. The existing Up Main Home Signal will be replaced by semi automatic signal CY.75 at the Birmingham end of the platform.

TILE HILL

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

BERKSWELL

This signal box will remain as a block post on the Leamington Branch but will only act as a shunting frame for the main lines. The box will control the level crossing gates, Down Refuge Siding, crossover between the Up and Down main lines and Junction to Branch.

HAMPTON IN ARDEN

The crossover between the Up and Down main lines on the Coventry side of this signal box will be controlled from a new ground frame named "Hampton".

MARSTON GREEN

This signal box will be converted into a shunting frame to control the level crossing and the crossover between the Up and Down lines.

STECHFORD No. 1

This signal box will become a shunting frame named Stechford to control the Up Sidings, the Down Sidings and the crossover in the Up and Down Main Lines.

STECHFORD No. 2

This signal box will be taken away and signals NS.39 and NS.41, which have been acting as Stechford No. 2 Home Signals will be controlled from Birmingham New Street Signal Box. The three aspect signal NS.41 will become a four aspect signal. The telephone at signal NS.41 will be connected to Birmingham New Street signal box. The connection Up Siding to Up Grand Junction will be controlled from a new ground frame named "Stechford Sidings" and the crossover in the Up and Down Grand Junction Lines will be operated from a new ground frame named "Stechford Crossover".

WASHWOOD HEATH

The existing Robinsons Sidings Ground Frame will be released from Birmingham New Street.

ASTON No. 1

This signal box will be taken away and Signals NS.68 and NS.69, which acted as Down Vauxhall Home Signals, will be controlled by Birmingham New Street. The telephones will also be connected to this signal box.

WITTON GOODS

The crossover in the Up and Down Grand Junction Lines and the Up Sidings will be controlled by a new ground frame named "Witton".

PERRY BAR STATION JUNCTION

The crossover in the Up and Down Grand Junction Lines will be controlled by a new ground frame named "Perry Barr South". The existing S.P.D. Sidings Ground Frame will be released by Birmingham New Street Signal Box.

HANDSWORTH JUNCTION

This signal box will be taken away and Signals NS.278, NS.279 and NS.281 which have been acting as Home Signals will in future be controlled by Birmingham New Street Signal Box. The telephones will also be connected to this signal box. The crossover between the Up and Down Soho Lines will be controlled from a new ground frame named "Perry Barr West". The existing semaphore bracket Down Soho Home Signal and the Up Perry Barr and Up Soho Distant Signals will be taken away.

PERRY BARR NORTH JUNCTION

The crossover between the Up and Down Grand Junction lines will be controlled from a new ground frame named "Perry Barr North Junction".

GREAT BARR

The Up Grand Junction three aspect colour light home I signal will become a four aspect semi automatic signal WL.202, the crossover between the Up and Down Grand Junction lines and the Up Sidings will be controlled from a new ground frame named "Great Barr". A banner repeating signal will be provided 229 yards in rear of Signal WL.201. The signal box together with the Down Distant, Down Home, Down Starting, Up Home 2 and Up Starting Signals will be taken away.

ERDINGTON

A three aspect Down Home I Signal EN.16 with distant signal REN.16 will be provided and the existing Down Home Signal will be renamed Down Home 2. A two aspect Down Automatic Signal EN.101 will be provided 842 yards in rear of the new Down Distant REN.16. The existing semaphore Down Distant Signal will be taken away.

CATCH POINTS

The catch points on the resigalled area will be re-arranged, and in future will be as shown below:—

Line					Signal No.	Yards in rear of signal
Up Kenilworth	..	..	..	..	BL.10	610
Down Sutton	..	..	..	..	EN.16	1,564
" "	..	..	..	..	EN.15	1,275
Up Perry Barr	..	..	..	..	NS.278	540
Up Soho	..	..	..	..	NS.279	370
" "	..	..	..	..	NS.283	650

GENERAL

All colour light 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 are for reference purposes only.

Telephones will be provided at all the new colour light signals capable of displaying a red aspect.

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 lines only except signal NS.62 where the distance is 185 yards.

The following signals on passenger lines will not be fitted: BL.10, EN.101, REN.16 and EN.16.

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 Notice in the usual manner.

Crewe,
July, 1966.

J. POLLARD,
Acting Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
FOR COVENTRY SIGNAL BOX EXTENSION AND
BIRMINGHAM NEW STREET SIGNAL BOX STAGE 3.
SCHEDULE OF MAIN RUNNING SIGNALS READING
TO ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY
ASPECTS AND OF GROUND SHUNT SIGNALS.

COVENTRY S.B.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	* CY55	MAIN		POS ⁿ 1	DOWN GOODS LOOP
		SUB		POS ⁿ 1	DOWN GOODS LOOP
		MAIN			DOWN MAIN.
	CY56	SHUNT			DOWN GOODS LOOP
		SHUNT			DOWN MAIN
	*CY58	SHUNT			UP MAIN
	*CY59	SHUNT			UP MAIN
	CY61	SHUNT			SET BACK DOWN MAIN
		SHUNT			SET BACK DOWN GDS.LOOP
	⊕ ∅ CY82	MAIN			UP MAIN.
		MAIN		POS ⁿ 4	UP BRANCH.

* ALSO CONTROLLED BY TILE HILL (SLOT).

⊕ ALSO CONTROLLED BY BERKSWELL.

∅ CONTROLLED BY BERKSWELL.

BIRMINGHAM NEW STREET(S.B.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	Δ # NS38	SUB	NCK.		SHUNTING NECK
		MAIN			UP STOUR
	NS39	MAIN			DOWN STOUR
		MAIN		POS ⁿ 4	DOWN GRAND JUNCTION
	NS58	MAIN			DOWN GRAND JUNCTION.
		MAIN		POS ⁿ 4	DOWN SUTTON.
	NS61	SHUNT			UP GRAND JUNCTION
		SHUNT			UP FAST VAUXHALL
		SHUNT			UP SLOWVAUXHALL
		SHUNT			ARRIVAL LINE.

Δ CONTROLLED BY STECHFORD S.F.

ALSO CONTROLLED BY STECHFORD S.F.

BIRMINGHAM NEW STREET S.B. (CONT.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.R.	JUNCTION IND.R.	ROUTE
	NS 62	MAIN		POS ⁿ 1	UP GRAND JUNCTION
		MAIN			UP FAST VAUXHALL
		MAIN		POS ⁿ 4	UP SLOW VAUXHALL
		SUB	ARR.		ARRIVAL LINE
	NS 63	SUB	NCK.		NECK
		MAIN			DOWN GRAND JUNCTION
	NS 64	SHUNT			ARRIVAL LINE
		SHUNT			SET BACK DEPARTURE LINE
	NS 67	SHUNT			DOWN GRAND JUNCTION
	NS 68	MAIN			DOWN GRAND JUNCTION
		SUB			TO SIGNAL NS 67
	NS 254	MAIN		POS ⁿ 1	DOWN WITTON GOODS LOOP
		MAIN			DOWN GRAND JUNCTION
	NS 256	SHUNT			DOWN WITTON GOODS LOOP
	NS 257	SHUNT			UP GRAND JUNCTION
		SHUNT	XDM		SET BACK DN.GRAND JCN.TO LQS.
	NS 258	SHUNT			DOWN SIDINGS
		SHUNT			DOWN WITTON GOODS LOOP
	NS 262	SHUNT			DOWN GRAND JUNCTION
		SHUNT	XDM		SET BACK DN.GRAND JCN.TO LQS.
	NS 263	SHUNT			DOWN WITTON GOODS LOOP
	NS 263	MAIN		POS ⁿ 1	UP PERRY BARR
		MAIN			DOWN GRAND JUNCTION
	NS 264	SHUNT	XDM		SET BACK DN.GRAND JCN.
	NS 268	SHUNT			DOWN WITTON GOODS LOOP
	NS 268	MAIN		POS ⁿ 1	DN. PERRY BARR GDS. LOOP.
		MAIN			DOWN GRAND JUNCTION

□ ALSO CONTROLLED BY WITTON G.F. (SLOT)

BIRMINGHAM NEW STREET SB.(CONT.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE	
	NS 269	MAIN		POS ^N 1	DN. PERRY BAR GOODS LOOP.	
		MAIN			DOWN GRAND JUNCTION	
	NS 272	MAIN		POS ^N 1	UP GOODS LOOP	
		MAIN			UP GRAND JUNCTION	
		MAIN		POS ^N 4	UP SOHO.	
	NS 278	MAIN			UP SOHO.	
		SUB	M		UP SOHO.	
		SUB			UP SOHO.	
	NS 281	MAIN			DOWN SOHO.	
		MAIN		POS ^N 4	DOWN PERRY BARR.	

BERKSWELL SIGNAL BOX

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
⊗	BL 12	SHUNT			UP MAIN
		SHUNT			UP BRANCH
⊗	BL 23	SHUNT			DOWN MAIN
⊗ Y	BL 25	SHUNT			DOWN MAIN

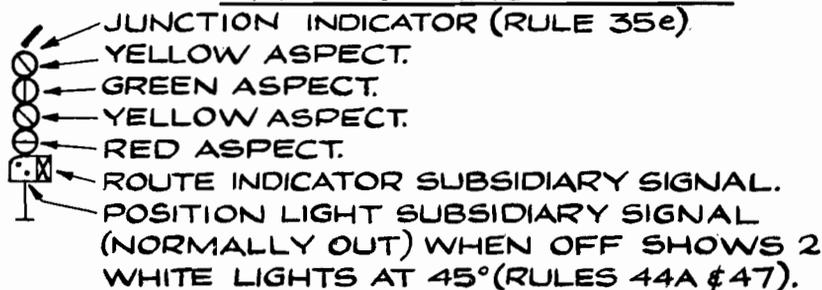
STECHFORD S.F.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
⊗	SD 9	SHUNT			SET BACK UP GRAND JCN.
⊗	SD 13	SHUNT			UP SIDING
⊗	SD 14	SHUNT			SET BACK UP GRAND JCN. TO LOS
⊗	SD 16	SHUNT			SHUNTING NECK
⊗	SD 17	SHUNT			UP STOUR
⊗	SD 23	SHUNT			SET BACK UP STOUR
⊗	SD 24	SHUNT			DOWN STOUR
⊗	SD 28	SHUNT			DOWN STOUR
⊗	SD 30	SHUNT			UP STOUR
⊗	SD 31	SHUNT			DOWN SIDING

APPENDIX

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS.

MAIN RUNNING SIGNALS.



 AUTOMATIC SIGNAL
  SEMI-AUTOMATIC SIGNAL.

SIGNAL BOX PREFIXES.

NS-NEW STREET. CY-COVENTRY.
 BL-BERKSWELL. SD-STECHFORD S.F.
 WL-WALSALL. EN-ERDINGTON.

SHUNTING SIGNALS (RULE 47)

-  POSITION LIGHT SHUNTING SIGNAL SHOWING
 1 RED AND 1 WHITE LIGHT HORIZONTALLY FOR
 NORMAL INDICATION AND 2 WHITE LIGHTS
 INCLINED AT 45° FOR PROCEED INDICATION.
-  POSITION LIGHT SHUNTING SIGNAL WITH
 ROUTE INDICATOR.
-  MECHANICAL DISC SHUNTING SIGNAL.
-  MECHANICAL DISC SIGNAL YELLOW ARM
 AND LIGHT.

MISCELLANEOUS

-  BANNER REPEATER.
-  "LIMIT OF SHUNT" INDICATION BOARD.
-  HAND POINTS.
-  CATCH POINTS.
-  TELEPHONE.
-  SINGLE STROKE BELL.

**COVENTRY SIGNAL BOX EXTENSION AND
BIRMINGHAM NEW STREET SIGNAL BOX STAGE 3.
COVENTRY EXC. TO GREAT BARR, ERDINGTON & HANDSWORTH JUNCTION.
MULTIPLE ASPECT SIGNALLING. PLAN NOT TO SCALE.**

