

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 15G

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 DUDLEY PORT H.L. AND HANDSWORTH JUNCTION TO PROOF HOUSE JUNCTION, BETWEEN GALTON JUNCTION AND SMETHWICK WEST, AND BETWEEN BIRMINGHAM NEW STREET AND CHURCH ROAD JUNCTION.

IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE", using code "ARNO 15G"

The diagrams with schedule of signal route indications, which are attached to this notice, show the resignalling of the line at Birmingham New Street Station and its approaches consequent on the bringing into use of a new Power Signal Box to be named "Birmingham New Street" located at the west end of Birmingham New Street Station adjacent to No. 12 platform line. This work will be the first part of the Birmingham resignalling scheme and will link up with the existing multiple aspect signalling controlled from Wolverhampton Signal Box at Dudley Port H.L.

Except where shown below, the distances between distant and home signals leading to and from the resignalled area are as shown on the accompanying diagrams.

The work will be carried out in three parts, i.e. Stages IA, IB and IC, and on completion of each part of the work the permanent way and signalling will be as shown on the diagrams and the following notes are intended to supplement the information given therein. Further details of the working during these stages will be found in Sections B and C of the appropriate Weekly Notice:—

STAGE IA. BETWEEN DUDLEY PORT H.L. AND HANDSWORTH JUNCTION TO PROOF HOUSE JUNCTION, AND BETWEEN BIRMINGHAM NEW STREET AND CHURCH ROAD JUNCTION. 21.00 SATURDAY, 8th JANUARY, 1966, UNTIL 06.00 MONDAY, 10th JANUARY, 1966.

The existing running signals controlled by Dudley Port H.L., Albion Station, Oldbury, Spon Lane, Smethwick Station, Soho, Soho Soap Works, Harborne Junction, Sheepcote Lane, Birmingham New Street Nos. 5, 2 and 1, Soho East Junction and Soho Road will be taken away and replaced by multiple aspect signalling controlled from Birmingham New Street Signal Box. Certain signalling alterations will also take place at Handsworth Junction, Church Road and Proof House Junction. All ground frames mentioned in this stage are electrically released from Birmingham New Street Signal Box and will be provided with telephones and emergency bells.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DUDLEY PORT H.L.

The existing 3 aspect colour light Up Home Signal DP.69 will become a 4 aspect signal NS.366 and the 3 aspect colour light Up Stour Goods Home Signal will become Signal NS.367.

ALBION STATION

This signal box will be converted into a shunting frame named "Albion" and will control the level crossing, the connections Up Stour to Up Sidings, Up Stour to Down Sidings and Down Stour to Down Sidings.

OLDBURY

This signal box will be converted into a shunting frame and will control the Up Through Sidings, the Down Sidings and the crossover between the Up and Down Stour lines.

SPON LANE

This signal box will be converted into a shunting frame and will control the Up Siding, the crossover between the Up and Down Stour lines and the connections leading to the Down Sidings.

SMETHWICK STATION

The connections leading to the former Western Region at Galton Junction shown on the attached diagram will not be brought into use until Stage 1C. A new ground frame named "Galton Junction" will be provided to control the crossover between the Up and Down Stour lines. Banner repeating signals will be provided 243 yards in rear of Signal NS.478 and 508 yards in rear of Signal NS.338.

SOHO

The crossover between the Stour lines with slip connection to High Park Coal Depot will be controlled from a new ground frame named "High Park". A new ground frame named "D.E.D." will be provided to control the facing connection leading from the D.E.D. Arrival line to the Down Stour line.

SOHO EAST JUNCTION

The crossover between the Soho lines near Bridge 16 will be controlled from a new ground frame named "Soho East".

SOHO ROAD

The Up and Down Soho Goods line will continue to be worked under the "One Engine in Steam" Regulations but the staff will be kept in a cupboard adjacent to Signal No. NS.285. Drivers must telephone the signalman at Birmingham New Street Signal Box for permission to withdraw the staff from the release instrument in the cupboard before proceeding onto the Up and Down Goods line and again when the train has drawn clear of the Up and Down Goods line and is standing on the Soho line and the staff has been replaced in the release instrument.

HANDSWORTH JUNCTION

As a temporary measure until Handsworth Junction Signal Box is abolished, signals NS.278, NS.279 and NS.281 will act as Home Signals for Handsworth Junction Signal Box and the telephones thereat will also be connected to this signal box. All the semaphore stop signals controlled from this signal box will be recovered with the exception of the Down Soho Home Signals, which will become the Down Soho Home 2 signals. The Down Soho semaphore distant signal will also be recovered. A banner repeating signal will be provided 312 yards in rear of Signal NS.281.

PERRY BARR STATION

The Down Perry Barr semaphore Distant Signal on the right-hand doll of the Handsworth Junction Home 2 signal will become the Down Perry Barr Inner Distant Signal and Signal NS.281 will also act as the Down Perry Barr Outer Distant Signal.

PERRY BAR NORTH JUNCTION

The Down Soho semaphore Distant Signal on the left-hand doll of the Handsworth Junction Home 2 signal will become the Down Soho Distant 3 signal and Signals NS.281 and NS.469 will also act as Down Soho Distant 2 and Down Soho Distant 1 signals respectively.

The distance between Signals NS.469 and NS.281 is 944 yards and the distance between Signals NS.281 and HH.2 is 300 yards.

MONUMENT LANE

A new ground frame named " Carriage Sidings " will be provided to control the connection Carriage Sidings to Up Stour line.

The connection Up and Down Siding to neck will be controlled from a new ground frame named " Monument Lane No. 2 ".

A new ground frame will be provided named " Monument Lane No. 1 " to control the connections from the Up and Down Sidings to Yard near Bridge No. 8. This frame will not be electrically released but a telephone will be provided to Birmingham New Street Signal Box.

BIRMINGHAM NEW STREET STATION

Platform lines 6-12, Nos. 1-3 Sidings, the West Dock and the Engine Sidings 2 and 3 will be resignalled.

Platform lines 2 and 3 will be retained for Up Trains only and the two Engineers Sidings will also be retained. All movements over these lines will be hand signalled.

The existing Birmingham New Street No. 2 Up Derby 3 aspect colour light Starting Signal, also acting as Proof House Junction Up Derby Distant Signal will be retained temporarily, worked from Birmingham New Street Signal Box. The signal will be plated NS.148 and a telephone will be provided thereat. The existing Up Stour colour light distant signal for Proof House Junction will be temporarily retained in its present form but a red aspect will be added to also act as an Up Stour Starting Signal for Birmingham New Street Signal Box. The signal will be plated NS.149 and a telephone will be provided to Birmingham New Street Signal Box. A banner repeating signal will be provided 95 yards in rear of Signal NS.171.

" OFF " indicators will be provided at the East end of the station on platforms 9-12. " R " indicators are provided at all the platform Starting Signals, also at signals 161, 163, 166, 217, 219 and 225 operated by plungers at the East and West ends of the platforms.

PROOF HOUSE JUNCTION

The Down Midland to Down Derby Distant Signal for Birmingham New Street No. 2 on the post of Proof House Junction Down Midland Starting Signal will become temporarily the Down Midland to Down Derby Distant Signal for the Birmingham New Street Signal Box. The Down Stour Distant Signal for Birmingham New Street No. 1 on the post of Proof House Down Stour Starting Signal will become temporarily the Down Stour Distant Signal for the Birmingham New Street Signal Box. The distant arm on the left-hand doll of this signal will become the Birmingham New Street Down Stour to Down Derby Distant Signal. The Birmingham No. 2 Down and Up line to Down Derby Distant Signal on the left-hand doll of Proof House Junction Down and Up line Home Signal will become temporarily the Down and Up line to Down Derby Distant Signal for Birmingham New Street Signal Box. The

Birmingham No. 1 Down and Up line to Down Stour Distant Signal on the right-hand doll of the Proof House Junction Down and Up line Home Signal will become temporarily the Down and Up line to Down Stour Distant Signal for Birmingham New Street Signal Box.

CHURCH ROAD JUNCTION

The Up Main colour light distant signal will be converted into a 3 aspect distant signal and the Up Main Home signal will be replaced by a 4 aspect colour light signal. The 4 aspect colour light Up Main Starting Signal will become automatic signal NS.453. A multiple aspect automatic signal CR.101 will be provided at the entrance to Canal Tunnel and a banner repeating signal will be provided 155 yards in rear. The Down Main Home Signal will be replaced by a 3 aspect colour light signal and plated CR.9.

STAGE IB. BIRMINGHAM NEW STREET STATION 23.00 SATURDAY, 22nd JANUARY, 1966, UNTIL 05.00 MONDAY, 24th JANUARY, 1966.

Consequent on the demolition of Birmingham New Street No. 5 Signal Box, which was taken out of use during Stage IA, the additional permanent way shown in heavy lines on the diagram attached to this notice will be brought into use. A new signal NS.239 will be brought into use and additional routes will be provided on signals 223, 226, 241, 242 and 244, details of these are shown in the schedule of signal route indications for Stage IB. Platform lines 2 and 3 will be taken out of use together with the semaphore signals at the East end of these lines.

STAGE IC. BIRMINGHAM NEW STREET STATION AND BETWEEN GALTON JUNCTION AND SMETHWICK WEST AND AT SMETHWICK WEST (EX W.R. LINES). 23.00 SATURDAY, 12th FEBRUARY, 1966, UNTIL 17.00 MONDAY, 14th FEBRUARY, 1966.

BIRMINGHAM NEW STREET STATION

Platform lines 4 and 5 will be brought into use and also all the permanent way shown by vertical hatched lines on the diagram attached to this notice. Signals 175, 176, 177, 201, 202, 203, 204, 228 and 231 will be brought into use and additional routes will be provided to signals 154, 155, 239, 241, 242, 243 and 244, details of these are shown on the schedule of signal route indications for Stage IC. "R" indicators will be provided on platforms 4 and 5 starting signals, also at signal 176, operated by plungers at the East and West ends of the platforms.

GALTON JUNCTION

A new junction and associated signalling will be brought into use to connect with the ex Western Region lines at Smethwick West. The lines are shown by vertical hatched lines on the diagram. An additional route will be provided on signal NS.339 as shown in the schedule of route indications for Stage IC.

SMETHWICK WEST (EX WESTERN REGION LINES)

This signal box will be brought back into use to control the ex Western Region Stourbridge to Birmingham Snow Hill line and also the new junction to the Stour line. Signal SW.5 will also act as the Up Main Distant Signal for Birmingham New Street Signal Box 324 yards from signal NS.342 and also as Handsworth Junction Up Outer Distant Signal 823 yards from Handsworth Junction Up Home 1 Signal. Signal NS.339 will also act as Down Main Distant Signal for Smethwick West 775 yards from signal SW.17. Banner repeating signals will be provided 264 yards in rear of the Smethwick West Down Branch Distant Signal and 178 yards in rear of signal SW.5. The existing Up Outer Distant Signal for Handsworth Junction will be taken away.

CATCH POINTS

The catch points on the resignalled area will be re-arranged, and in future will be as shown below on completion of each stage:—

STAGE IA

					Signal No.	yards in rear of signal
Up Stour Line	..	..	..	..	NS.485	690
”	..	..	..	..	NS.349	720
Down Stour Line	..	..	..	..	NS.305	640
”	..	..	..	..	NS.334	468
”	..	..	..	..	NS.339	1,220
”	..	..	..	..	NS.365	824
Up Soho Curve Line	..	..	..	..	NS.317	323
Up Soho Line	..	..	..	..	NS.279	350
”	..	..	..	..	NS.285	950
”	NS.315	950
Up Perry Barr Line	NS.278	540
Down Main	CR.9	525

STAGE IC

Down Main	SW.17	346
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GENERAL

All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagrams. The numbers shown against semaphore signals and disc signals are for reference purposes only.

Telephones will be provided at all new multiple aspect signals capable of displaying a red aspect except the signals on the Platform lines at Birmingham New Street Station and signal SW.5 at Smethwick West.

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 except signals NS.480 and NS.313, where the distances will be 175 yards and 170 yards respectively.

The following signals will not be fitted: C.R.21, C.R.101, C.R.7, C.R.9, NS.148, NS.149 and all Platform and Platform Starting Signals at Birmingham New Street Station.

Western Region Automatic Warning System

Western Region Automatic Warning System ramps exist or will be provided at the following signals:—

Smethwick West Up Main Outer Distant.

Smethwick West SW.5 also acting as Up Outer Distant for Handsworth Junction.

Smethwick West Down Branch Distant.

Smethwick West SW.14 with lower arm Down Distant for Oldbury and Langley Green East.

RULES AND REGULATIONS

The method of working (i.e. Track Circuit Block, Absolute Block, etc.) on the various resignalled 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.


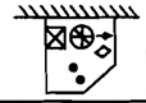
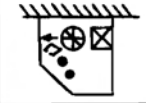
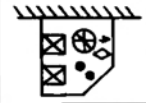
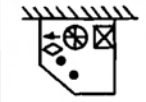




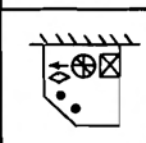
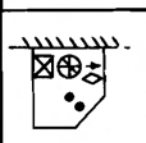
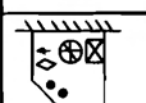
Crewe,
January, 1966.

J. POLLARD,
Acting Line Manager.

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR	ROUTE
	NS155	SHUNT			TO NS153 SIGNAL
		SHUNT			PLATFORM 7
		SHUNT			PLATFORM 6
					FOR ADDITIONAL ROUTES SEE STAGE 1C
ROUTE INDR. OUT OF USE 	NS156	SHUNT			PLATFORM 12
		SHUNT			PLATFORM 11
		SHUNT			PLATFORM 10
	NS159	MAIN			UP DERBY
		SUB			UP DERBY
		SUB	XDD		SETBACKDN. DERBY TO LOS
	NS162	MAIN			UP DERBY
		SUB			UP DERBY
		SUB	XDD		SET BACK DN DERBY TO LOS
	NS163	MAIN	S		UP STOUR
		SUB			UP STOUR
		MAIN	10		PLATFORM 10
	NS164	SHUNT			PLATFORM 9 TO NS166 SIGNAL
	NS165	MAIN	S		UP STOUR
		SUB			UP STOUR
		MAIN	D		UP DERBY
		SUB			UP DERBY
	NS167	MAIN	S		UP STOUR
		SUB			UP STOUR
		MAIN	D		UP DERBY
		SUB			UP DERBY
	NS169	SHUNT			PLATFORM 8 TO NS167 SIGNAL
	NS171	MAIN			UP STOUR
		SUB			UP STOUR

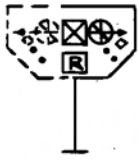



STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND.R.	JUNCTION IN R.	ROUTE
	NS172	MAIN			UP STOUR
		SUB			UP STOUR.
	NS182	MAIN			PLATFORM 12
		SUB	12		PLATFORM 12
	NS183	MAIN			PLATFORM 11
		SUB	11		PLATFORM 11
	NS184	MAIN			PLATFORM 10
		SUB	10		PLATFORM 10
		SUB	SDG		Nº3 SIDING
	NS185	MAIN			PLATFORM 10
		SUB	10		PLATFORM 10
	NS186	SHUNT			Nº3 SIDING
		SHUNT			PLATFORM 10
	NS187	MAIN			PLATFORM 9
		SUB	9		PLATFORM 9
	NS188	MAIN			PLATFORM 9
		SUB	9		PLATFORM 9
	NS189	MAIN			PLATFORM 8
		SUB	8		PLATFORM 8
	NS191	MAIN			PLATFORM 8
		SUB	8		PLATFORM 8
	NS192	MAIN			PLATFORM 7
		SUB	7		PLATFORM 7
	NS193	MAIN			PLATFORM 7
		SUB	7		PLATFORM 7
NS194	MAIN			PLATFORM 6	
	SUB	6		PLATFORM 6	
	NS195	MAIN			PLATFORM 6
		SUB	6		PLATFORM 6

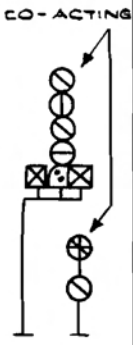
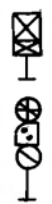
STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	NS 211	SHUNT	G		DN.GLOUCESTER (DIRECT OR VIA 'U')
		SHUNT	S		DN. STOUR
	NS 212	MAIN	G		DN.GLOUCESTER (DIRECT OR VIA 'U')
		SUB			DN.GLOUCESTER (DIRECT OR VIA 'U')
		MAIN	S		DN. STOUR
		SUB			DN. STOUR
	NS 213	SHUNT	12		SET BACK PLATFORM 12
		SHUNT			WEST DOCK
	NS 214	MAIN	G		DN.GLOUCESTER (VIA 'Z')
		SUB			DN.GLOUCESTER (VIA 'Z' OR 'Y')
		MAIN	S		DN. STOUR (VIA 'Y')
		SUB			DN. STOUR (VIA 'Y')
	NS 215	MAIN	G		DN.GLOUCESTER (VIA 'Z')
		SUB			DN.GLOUCESTER (VIA 'Z' OR 'Y')
		MAIN	S		DN. STOUR (VIA 'Y')
		SUB			DN. STOUR (VIA 'Y')
	NS 216	SHUNT			PLATFORM 9 TO NS 218 SIGNAL
	NS 218	MAIN	G		DN. GLOUCESTER (VIA 'X')
		SUB			DN. GLOUCESTER (VIA 'X' OR 'Y')
		MAIN	S		DN. STOUR
		SUB			DN. STOUR
	NS 221	MAIN	G		DN. GLOUCESTER
		SUB			DN. GLOUCESTER
		MAIN	S		DN. STOUR
		SUB			DN. STOUR
	NS 222	SHUNT			PLATFORM 8 TO NS 221 SIGNAL
	NS 223	MAIN	G		DN. GLOUCESTER (VIA 'Y')
		SUB			DN. GLOUCESTER (VIA 'Y')
		MAIN	S		DN. STOUR (VIA 'Y')
		SUB			DN. STOUR (VIA 'Y')
	NS 224	SHUNT			Nº 1 SIDING
		SHUNT			PLATFORM 6
		SHUNT			PLATFORM 7

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	NS 226	MAIN	G		DN. GLOUCESTER (VIA 'Y')
		SUB			DN. GLOUCESTER (VIA 'Y')
		MAIN	S		DN. STOUR (VIA 'Y')
		SUB			DN. STOUR (VIA 'Y')
	NS 227	SHUNT			PLATFORM 6 UP TO NS226 SIGNAL
	NS 234	SHUNT			DN. GLOUCESTER
	NS 235	SHUNT			DN. GLOUCESTER
	NS 236	SHUNT			PLATFORM 10
		SHUNT	11		SET BACK PLATFORM 11
		SHUNT			SIG. 213
	NS 237	SHUNT			PLATFORM 9
		SHUNT			Nº 3 SIDING
		SHUNT			SIGNAL 236
		SHUNT	ENG.		ENGINE SIDING 2
	NS 238	SHUNT	ENG.		ENGINE SIDING 3
		SHUNT			SIGNAL 224
		SHUNT			Nº 2 SIDING
		SHUNT			PLATFORM 8
		SHUNT			PLATFORM 9
		SHUNT			Nº 3 SIDING
		SHUNT			PLATFORM 10
	NS 241	SHUNT			11
SHUNT					SIGNAL 236
					FOR ADDITIONAL ROUTE SEE STAGE 1 ^B
					FOR ADDITIONAL ROUTE SEE STAGE 1 ^C
NS 242					FOR ADDITIONAL ROUTE SEE STAGE 1 ^B
	SHUNT				SHUNT 238
					FOR ADDITIONAL ROUTE SEE STAGE 1 ^C
	NS 242	SHUNT			SIGNAL 238
		SHUNT			SIGNAL 237

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR.	ROUTE		
 <p>CO-ACTING</p>	NS243				FOR ADDITIONAL ROUTES SEE STAGE 1 ^B		
		SUB	SDG			Nº 1 SIDING (VIA 'Y')	
		MAIN	6			PLATFORM 6 (VIA 'Y')	
		SUB	6			PLATFORM 6 (VIA 'Y')	
		MAIN	7			PLATFORM 7 (VIA 'Y')	
		SUB	7			PLATFORM 7 (VIA 'Y')	
		SUB	SDG			Nº 2 SIDING	
		MAIN	8			PLATFORM 8	
		SUB	8			PLATFORM 8	
		MAIN	9			PLATFORM 9	
		SUB	9			PLATFORM 9	
		SUB	SDG			Nº 3 SIDING	
		MAIN	10			PLATFORM 10 (VIA 'Y')	
		SUB	10			PLATFORM 10 (VIA 'Y')	
		SUB	11			SET BACK PLATFORM 11 (VIA 'Y')	
		SUB	12			SETBACK PLATFORM 12	
SUB	SDG			WEST DOCK			
 <p>ROUTE INDICATOR POSITIONED 10 YDS AHEAD OF SIGNAL</p>	NS244				FOR ADDITIONAL ROUTES SEE STAGE 1 ^C		
							FOR ADDITIONAL ROUTES SEE STAGE 1 ^B
		SUB	SDG				Nº 2 SIDING
		MAIN	8				PLATFORM 8
		SUB	8				PLATFORM 8
		MAIN	9				PLATFORM 9
		SUB	9				PLATFORM 9
		SUB	SDG				Nº 3 SIDING
		MAIN	10				PLATFORM 10 (VIA 'Y')
		SUB	10				PLATFORM 10 (VIA 'Y')
		SUB	11				SET BACK PLATFORM 11 (VIA 'Y')
		SUB	12				SET BACK PLATFORM 12 (VIA 'Y')
SUB	SDG				WEST DOCK		

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE	
	NS278	MAIN			UP SOHO	
		SUB			UP SOHO	
	NS281	MAIN			DN. SOHO	
	NS285	SUB	G		UP&DN SOHQ GOODS	
		MAIN			UP SOHO	
	NS286	SHUNT			UP&DN.SOHQ GOODS	
	NS287	MAIN			DN. SOHO	
		SUB	XUS		SET BACK UP SOHO TO LOS	
	NS294	SHUNT			UP&DN.THROUGH SIDING1	
		SHUNT			UP&DN.THROUGH SIDING2	
	NS295	SHUNT			MALTHOUSE SIDING	
		SHUNT			UP STOUR	
	NS296	SHUNT			MALTHOUSE SIDING	
		SHUNT			UP STOUR.	
	NS297	SHUNT			CARRIAGE LINE	
	NS298	SHUNT			CARRIAGE LINE.	
	NS299	SHUNT			CARRIAGE LINE	
		SHUNT			UP&DN.THROUGH SIDING2	
NS302	SHUNT			UP&DN.THROUGH SIDING1		
	SHUNT			UP STOUR		
	NS303	⊕ SUB	NCK		NECK	
		MAIN			DN STOUR	
	NS304	SHUNT	CAR		CARRIAGE LINE	
		SHUNT	US		UP STOUR	
		SHUNT	SDG		UP & DN. SIDING	

⊕ CONTROLLED BY MONUMENT LANE GF.Nº2.

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND. R.	JUNCTION INDR.	ROUTE
	NS306	SHUNT			DN. STOUR
		SHUNT	XUS		SET BACK UP STOUR TO LOS
	NS308	SHUNT			CARRIAGE LINE
		SHUNT			UP STOUR
	NS309	SUB	CARR.		CARRIAGE LINE
		MAIN			UP STOUR
		SUB	SDG.		UP & DN. SIDING
	NS312	MAIN			DN. STOUR
		MAIN		POS ^N 4	DN. SOHO
	NS315	MAIN			UP SOHO
		MAIN		POS ^N 4	DN. SOHO CURVE
	NS318	SHUNT			DN. THROUGH SIDING
	NS319	SHUNT			UP STOUR
SHUNT				D.E.D. ARRIVAL LINE OR SIDINGS	
	NS321	SHUNT			UP THROUGH SIDING
	NS322	SUB	SDG.		DN. THROUGH SIDING
		MAIN			DN. STOUR
	NS323	SUB	SDG.		DN. THROUGH SIDING
		MAIN			DN. STOUR
	NS325	SHUNT			DN. THROUGH SIDING
		SHUNT			DN. STOUR
	NS326	SHUNT			UP THROUGH SIDING
	NS327	SUB	SDG.		UP THROUGH SIDING
		MAIN	B		UP SOHO CURVE
		MAIN	S		UP STOUR

STAGE 1A

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE
	NS 328	SHUNT			UP SOHO CURVE
		SHUNT			UP STOUR
	NS 329	SHUNT			DN. THROUGH SIDING
	NS 331	SHUNT			SET BACK DN. STOUR
		SHUNT			DN. THROUGH SIDING
	NS 332	SHUNT			DN. STOUR
	NS335⊕	SHUNT			HIGH PARK COAL DEPOT
NS336	SHUNT			DN. THROUGH SIDING	
	SHUNT			GKN SIDING	
	NS 337	SUB	SDG.		UP THROUGH SIDING
		MAIN		POS ^N . 1	UP SOHO CURVE
		MAIN			UP STOUR
	NS339				FOR ADDITIONAL ROUTES SEE STAGE 1C
		MAIN			DN. STOUR
	NS349	⊕ MAIN		POS ^N . 1	UP GOODS LOOP
		⊕ SUB		POS ^N . 1	UP GOODS LOOP
		MAIN			UP STOUR
	NS354□	SHUNT			UP STOUR
	NS355	SHUNT			DN. STOUR
	NS 364	SHUNT			SET BACK UP STOUR GDS.
	NS 365	MAIN		POS ^N . 1	DN. STOUR GOODS
		SUB		POS ^N . 1	DN. STOUR GOODS
		MAIN			DN. STOUR
	NS483	MAIN			UP STOUR
		⊗ SUB	SDG.		UP THROUGH SIDING

⊗ CONTROLLED BY OLDBURY S.F.

⊕ ALSO CONTROLLED BY HIGH PARK G.F. (SLOT)

⊕ ALSO CONTROLLED BY SPON LANE S.F.

□ ALSO CONTROLLED BY ALBION S.F. (SLOT)

STAGE 1ASPON LANE SHUNTING FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
K	SL 6	SHUNT			DOWN SIDINGS
		SHUNT			DOWN STOUR
K	SL 7	SHUNT			UP STOUR
K	SL 8	SHUNT			UP SIDING
K	SL 11	SHUNT			UP GOODS LOOP
	SL 14	SHUNT			UP GOODS LOOP
		SHUNT			UP STOUR
K	SL 24	SHUNT			DOWN STOUR
		SHUNT			DOWN SIDINGS
	SL 27				

ALBION SHUNTING FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
K	AN 5	SHUNT			DOWN SIDING
K	AN 8	SHUNT			UP STOUR
	AN 10	SHUNT			UP SIDING
	AN 13	SHUNT			DOWN STOUR
K	AN 16	SHUNT			DOWN SIDING
K	AN 20	SHUNT			SET BACK UP STOUR
K	AN 21	SHUNT			UP SIDING
K	AN 22	SHUNT			SET BACK UP STOUR
K	AN 30	SHUNT			UP STOUR
	AN 34	SHUNT			UP SIDING

STAGE 1A


OLDBURY SHUNTING FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
	OY 1	SHUNT			SET BACK UP STOUR
		SHUNT			UP THROUGH SIDING
	OY 2A	SHUNT			UP THROUGH SIDING
	OY 2B	SHUNT			UP THROUGH SIDING
	OY 4	SHUNT			UP STOUR
	OY 8	SHUNT			DOWN STOUR
	OY 9A	SHUNT			DOWN SIDINGS
	OY 9B	SHUNT			DOWN SIDINGS
	OY 11	SHUNT			DOWN SIDINGS
	OY 15	SHUNT			SET BACK DOWN STOUR
	OY 18	SHUNT			DOWN STOUR
	OY 19	SHUNT			DOWN STOUR
	OY 23	SHUNT			UP THROUGH SIDING
	OY 24	SHUNT			UP STOUR



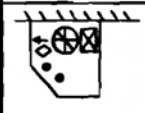
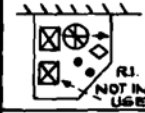
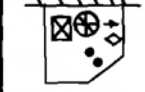
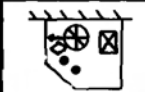
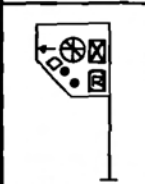

CHURCH ROAD SIGNAL BOX

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR	ROUTE
	CR 19	MAIN			UP MAIN
		MAIN		POS ⁿ 4	UP GOODS
		SUB		POS ⁿ 4	UP GOODS
	CR 26	SHUNT			SET BACK DOWN GOODS
	CR 28	SHUNT			UP MAIN
		SHUNT			UP GOODS

STAGE 1B

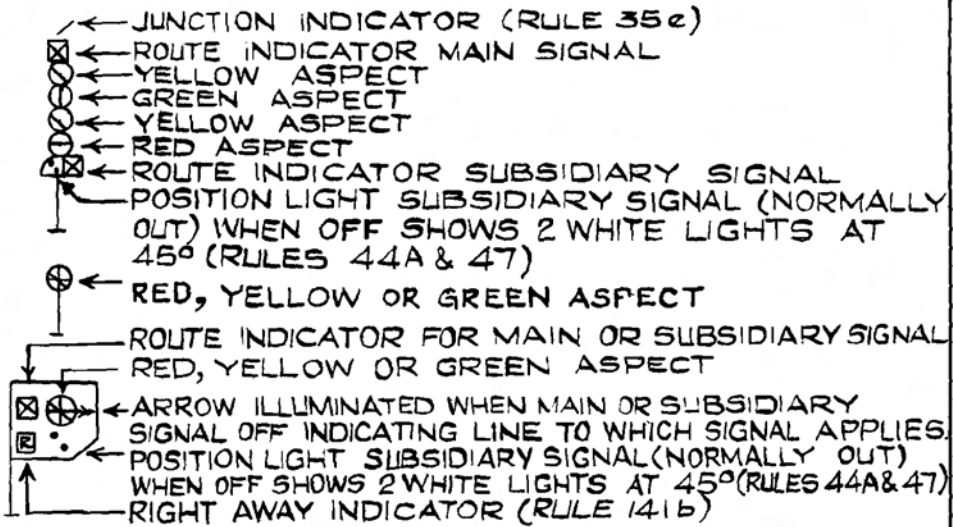
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
SEE STAGE 1A	NS 223	MAIN	S		DOWN STOUR (VIA W)
		SUB			DOWN STOUR (VIA W)
SEE STAGE 1A	NS 226	MAIN	S		DOWN STOUR (VIA W)
		SUB			DOWN STOUR (VIA W)
	NS 239				FOR ADDITIONAL ROUTES SEE STAGE 1C
		SHUNT			SIGNAL 224
SEE STAGE 1A	NS 241	SHUNT			SIGNAL 239
					FOR ADDITIONAL ROUTES SEE STAGE 1C
		SHUNT			SIGNAL 224
SEE STAGE 1A	NS 242	SHUNT			SIGNAL 224
SEE STAGE 1A	NS 244	SUB	SDG.		Nº1 SIDING
		MAIN	G		PLATFORM 6 (VIA V)
		SUB	G		PLATFORM 6 (VIA V)
		MAIN	7		PLATFORM 7 (VIA V)
		SUB	7		PLATFORM 7 (VIA V)

STAGE 1C

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE
SEESTAGE 1A	NS154	MAIN	5		PLATFORM 5
		SUB	5		PLATFORM 5
		MAIN	4		PLATFORM 4
		SUB	4		PLATFORM 4
SEESTAGE 1A	NS155	SHUNT			PLATFORM 5 (VIA B)
		SHUNT			PLATFORM 4 (VIA B)
	NS175	MAIN			UP STOUR (VIA B)
		SUB			UP STOUR (VIA B)
	NS177	MAIN			UP STOUR (VIA B)
		SUB			UP STOUR (VIA B)
	NS201	MAIN			PLATFORM 5
		SUB	5		PLATFORM 5
	NS202	MAIN			PLATFORM 5
		SUB	5		PLATFORM 5
	NS203	MAIN			PLATFORM 4
		SUB	4		PLATFORM 4
	NS204	MAIN			PLATFORM 4
		SUB	4		PLATFORM 4
	NS228	MAIN	G		DN. GLOUCESTER
		SUB			DN. GLOUCESTER
		MAIN	S		DN. STOUR (VIA W)
		SUB			DN. STOUR (VIA W)
	NS231	MAIN			DN. STOUR
		SUB			DN. STOUR

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS

MAIN RUNNING SIGNALS



⊠ AUTOMATIC SIGNAL ⊠ SEMI-AUTOMATIC SIGNAL

SIGNAL BOX PREFIXES

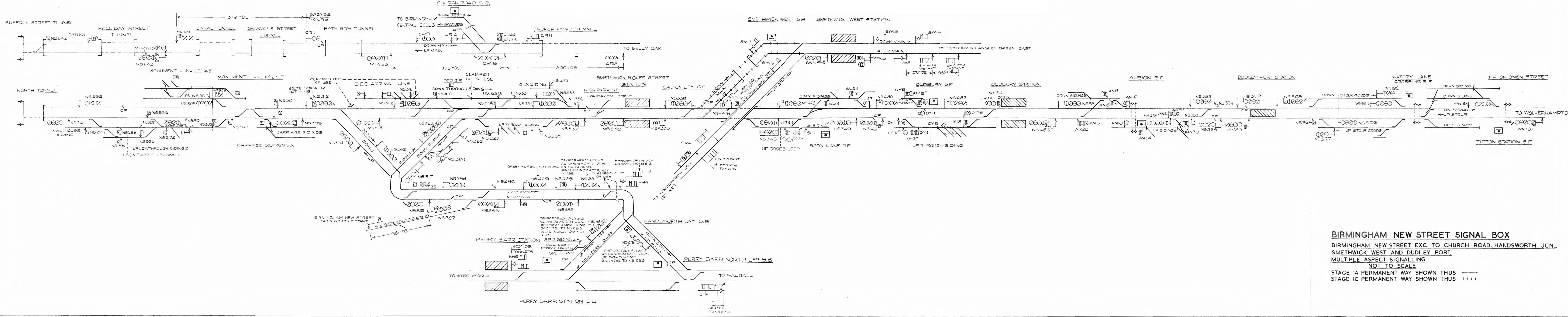
- | | |
|-----------------------|--------------------|
| NS-NEW STREET | SW-SMETHWICK WEST |
| CR-CHURCH ROAD | WN-WOLVERHAMPTON |
| AN-ALBION | OY-OLDBURY |
| HH-HANDSWORTH JCN. | PH-PROOF HOUSE JCN |
| CS-CURZON STREET No.1 | SL-SPON LANE |

SHUNTING SIGNALS (RULE 47)

- ⊕ POSITION LIGHT SHUNTING SIGNAL SHOWING 1 RED & 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

MISCELLANEOUS

- ⊕ BANNER REPEATER
- ⊠ STENCIL REPEATER
- ⊠ "LIMIT OF SHUNT" INDICATION BOARD
- ⊠ STOP BOARD
- CP CATCH OR TRAP POINTS
- ∠ HAND POINTS



BIRMINGHAM NEW STREET SIGNAL BOX
 BIRMINGHAM NEW STREET EXC. TO CHURCH ROAD, HANDSWORTH JCN.,
 SMETHWICK WEST AND DUDLEY PORT.
 MULTIPLE ASPECT SIGNALLING
 NOT TO SCALE
 STAGE IA PERMANENT WAY SHOWN THUS ———
 STAGE IC PERMANENT WAY SHOWN THUS ++++