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 BIRMING-HAM 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

<u>www.s-r-s.org.uk</u> DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the Archivist in the first instance.

For a list of PDFs currently available visit the list of <u>Weekly</u> Notices or <u>Signalling</u> Notices page.

If you have benefited from this PDF copy, why not join the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS <u>books</u> and other <u>publications</u> at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

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.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

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 IC. 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 I 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. I" 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. I 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. I 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 I 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

STAGE	IA			S	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
	,,				٠	NS.339	1,220
	,,					NS.365	824
	Up Soho Curve Lir	ne				NS.317	323
	Up Soho Line					NS.279	350
	' "					NS.285	950
	**					NS.315	950
	Up Perry Barr Line	е				NS.278	540
	Down Main					CR.9	525
STAGE	IC						
	Down Main					SW.17	346

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

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.

- 1

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING
BETWEEN DUDLEY PORT HIGH LEVEL AND HANDSWORTH
JCN. TO PROOF HOUSE JCN. BETWEEN GALTON JCN. AND
SMETHWICK WEST JCN. AND BETWEEN BIRMINGHAM
NEW STREET AND CHURCH ROAD JCN.

STAGE 14 BIRMINGHAM NEW STREET

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
Φ		MAIN			UP STOUR
888	NS 149				
		MAIN	12		PLATFORM 12
	1	SUB	12		PLATFORM 12
1 8 I	1	MAIN	1.1		PLATFORM II
80, 80,		SUB	11		PLATFORM II
		MAIN	10		PLATFORM 10
CO-ACTING	NS 151	รบธ	10		PLATFORM 10
) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		SUB	SDG.		Nº3 SIDING
<u>8</u> 1		MAIN	9		PLATFORM 9
		SUB	9		PLATFORM 9
		MAIN	8		PLATFORM 8
) · ·		SUB	۵		PLATFORM 8
		SUB	SDG.		Nº 2 SIDING
	NS152	SHUNT			DN. DERBY
		SHUNT			PLATFORM 10
		SHUNT			UP DERBY
	NS 153	SHUNT			PLATFORM 10
		SHUNT			Nº 3 SIDING
		SHUNT			PLATFORM 9
		SHUNT			PLATFORM 8
		SHUNT			Nº 2 SIDING
		MAIN	10		PLATFORM 10
		SUB	10		PLATFORM 10
1		SUB	SDG.		Nº 3 SIDING
		MAIN	9		PLATFORM 9
I		SUB	9		PLATFORM 9
		MAIN	8		PLATFORM 8
8		SUB	8		PLATFORM 8
⊠Š	NGIEA	SUB	SDG.		No 5 SIDING
2000 2000 2000	N5154	MAIN	7		PLATFORM 7
17 17		SUB	7		PLATFORM 7
		MAIN	6		PLATFORM 6
		SUB	6		PLATFORM 6
					FOR ADDITIONAL ROUTES
			-		
ø ALSO	CONTR	COLLET	BY PI	ROOF H	IOUSE JCH SB (SLOT)
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2 - , ,				<u> </u>

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
, ,,,,,,,,	NGPIZEK	SHUNT			TO NOISS SIGNAL
		SHUNT			PLATFORM 7
		SHUNT			PLATFORM 6
6.	NS155				
					FOR ADDITIONAL ROUTES
ROUTE		SHUNT			PLATFORM IZ
OUT S	NS156	SHUNT			PLATFORM II
use 6 •		SHUNT			PLATFORM 10
		MAIN			UP DERBY
\$€ 200		SUB			UP DERBY
	NS159	SUB	XDD		SET BACKON DERBY TO LOS
) ·				
1					
		MAIN			UP DERBY
		SUB			UP DERBY
	NSIGE	SUB	XDD		SET BACK ON DERBY TO LOS
1					
	NS163	MAIN	9		UP STOUR
\$⊕ ⊠		SUB			UP STOUR
· · · · · · · · · · · · · · · · · · ·		MAIN	0		PLATFORM 10
a	NS164	SHUNT			PLATFORM 9 TO NSIGHSIGNAL
₺₿₫₿₺	N3165	MAIN	Ø		UP STOUR
		e B			UP STOUR
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		MAIN	۵		UP DERBY
		SUB			UP DERBY
<u>_</u>					
(A) (B(S) -		MAIN	Ø		UP STOUR
日の日本		SUB			UP STOUR
	N5167	MAIN	Ω		UP DERBY
]		SUB			UP DERBY
<u> </u>					
<u>.</u>	NS169	SHUNT			PLATFORM 8 TO NSIGT SIGNAL
FR AD+		MAIN		L	UP STOUR
\$ B &		SUB			UP STOUR
	N9171				
	-				
	- '			1	
	ŷ			14	
	15				
- 0					
			-		

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
		MAIN			UP STOUR
౭ఄ ౚౣఄౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢౢ		SUB			UP STOUR.
(E	NS172				
			-		
1					
71111111111		MAIN		 	PLATFORM 12
⊠⊕*	NSIBZ	SUB	12		PLATFORM 12
•					
<i></i>		MAIN		 	PLATFORM II
\$⊕ ⊠	SBIEN		11		PLATFORM II
•	,,,,,,,				
<u> </u>		MAIN			PLATFORM 10
⊠%	NS184		10		PLATFORM 10
≥ •⁄		SUB	SDG		Nº3 SIDING
<i></i>		MAIN			PLATFORM 10
+€\	NSIAS		10		PLATFORM 10
<u>•</u>	10.05				FEATFORITIE
	NS180	SHUNT			N°3 SIDING
		SHUNT		 	PLATFORM 10
шшш	NS187	MAIN		 	PLATFORM 9
\$⊕ ⊠			9	 	PLATFORM 9
(.		000		 	FEATHORIVE 9
	NSIBB	MAIN			PLATFORM 9
⊠⊕ ≵		-	9	 	PLATFORM 9
<u>_</u>					
min		MAIN			PLATFORM 8
⊠ ⊕ ⇒	NS189	SUB	8		PLATFORM 8
<u>_</u> ,					
	NISIO	MAIN			PLATFORM 8
\$®⊠	140171	SUB	8		PLATFORM 8
(•.	Neige	MAIN			PLATFORM 7
	NS192	SUB	7		PLATFORM 7
		MAIN			PLATFORM 7
⊠⊕≥	NS193	SUB	7		PLATFORM 7
••		MAIN			PLATFORM 6
	NS194	SUB	6		PLATFORM 6
7111111		MAIN			PLATFORM 6
\$ ® Ø	NS195	SUB	6		PLATFORM 6
•					
		}		ì	
		-0		f	

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION INDR.	ROUTE
		SHUNT	G	(Nepre	DN GLOUCESTER DIRECT
X	N5211	SHUNT	s		DN STOUR
	1	MAIN	G		DN. GLOUCESTER (DIRECT
⊠⊕ \$		SUB			DN. GLOUCESTER (DIRECT
R • 7	NS 212	MAIN	s		DN.STOUR
		ಽ೮೫			DN. STOUR
Τ					
×		SHUNT	12		SET BACK PLATFORM 12
	NS 213	SHUNT	1 -		WEST DOCK
	- 1	MAIN	G		DN.GLOUCESTER (VIA'Z
\$ B B B B B		SUB			DN.GLOUCESTER (VIAZOR
	NS 214	MAIN	s		DN.STOUR (VIA'Y)
7 . 1		SUB			DN.STOUR (VIAY)
1					,
		MAIN	G		DN.GLOUCESTER (VIAZ)
		SUB			DN GLOUCESTER (VIÁZORY
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	NS 215	MAIN	s		DN. STOUR (VIA'Y')
		SUB			DN STOUR (VIAY)
Τ					
0	NS216	SHUNT			PLATFORM 9 TO NS 21881GNA
	N3216				
		MAIN	G		DN.GLOUCESTER (VIA'X')
\$⊕ ⊠		SUB			DN.GLOUCESTER (VIA XORY)
• 1	NS 218	MAIN	5		DN. STOUR
		SUB			DN. STOUR
Ma		MAIN	G		DN. GLOUCESTER
		SUB			DN. GLOUCESTER
	N5221	MAIN	S		DN. STOUR
		SUB			DN. STOUR
<u> </u>					
6.	N5222	SHUNT			PLATFORM & TO NS 221 SIGNA
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
0.74	771	MAIN	G		DN. GLOUCESTER(VIA'Y)
\$ ® \$\$		SUB			DN GLOUCESTER (VIA'Y)
	NS223	MAIN	s		DN.STOUR (VIA'Y')
		SUB			DN STOUR (VIA'Y')
Τ					FOR ADDITIONAL ROUTES
					SEE STAGE IB
	13.	SHUNT			Nº I SIDING
••	NS224	SHUNT			PLATFORM 6
		SHUNT			PLATFORM 7
7 2022 70 77					
		= -			

BIGNAL	BIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
PROFILE	NUMBER	MAIN	G INDR.	INDR.	DN.GLOUCESTER (VIA'Y)
		SUB			DN. GLOUCESTER (VIA'Y)
		A 4 A 15 /	S		DN. STOUR (VIA'Y')
	NS 226	SUB			DN. STOUR (VIAY)
1	0 1	300			
					FOR ADDITIONAL ROUTES
	Negar	SHUNT			PLATFORM 6 UP TO NS 226 SIGNAL
<u></u>		SHUNT			DN. GLOUCESTER
		SHUNT			DN.GLOUCESTER
<u> </u>	N5 233	SHUNT			PLATFORM 10
	NEGGO	SHUNT	1.1		SET BACK PLATFORM II
. 1	N5236		11		
		SHUNT			51G. 213
		SHUNT			PLATFORM 9
	NE 227	SHUNT			Nº3 SIDING
	NS 237	SHUNT			SIGNAL 236
S		SHUNT	ENG.		ENGINE SIDING 2
		SHUNT	ENG.		ENGINE SIDING 3
	NS 238	SHUNT			SIGNAL 224
		тиина			Nº 2 SIDING
		SHUNT			PLATFORM 8
		SHUNT			PLATFORM 9
		SHUNT			Nº 3 SIDING
		SHUNT			PLATFORM 10
		SHUNT	11		SET BACK PLATFORMII
		SHUNT		1	SIGNAL 236
	NS 241	_			FOR ADDITIONAL ROUTE SEE STAGE IS
					FOR ADDITIONAL ROUTE SEE STAGE IC.
					FOR ADDITIONAL ROUTE SEE STAGE IS.
		SHUNT			SHUNT 238
6.					FOR ADDITIONAL ROUTE
					FOR ADDITIONAL ROUTE SEE STAGE 18
	NS 242	SHUNT			SIGNAL 238
		SHUNT			SIGNAL 237

SIGNAL	BIGNAL		ROUTE	JUNCTION	
PROFILE	NUMBER	ASPECT	אממו	INDR.	ROUTE
					FOR ADDITIOAL ROUTES
					<u></u>
		SUB	SDG		No I SIDING (VIA 'Y)
4	'	MAIN	9		PLATFORM 6 (VIA'Y')
		SUB	. 6		PLATFORM 6 (VIA'Y')
CO-ACTING		MAIN	7		PLATFORM 7 (VIA'Y')
		SUB	7		PLATFORM 7 (VIA'Y')
8		SUB	SDG		N° 2 SIDING
	N8243	MAIN	8		PLATFORM 8
		SUB	8		PLATFORM 8
		MAIN	9		PLATFORM 9
 		SUB	9		PLATFORM 9
		SUB	SDG		Nº3 SIDING
		MAIN	10		PLATFORM IO (VIA'Y)
		<u>с</u> Ф	10		PLATFORM 10 (VIA'Y)
		SUB	1 1		SET BACK PLATFORM II (VIA'Y
		SUB	12		SET BACK PLATFORMIZ
g =		30	SDG		WEST DOCK
1 7 7 7 7 7					
1					FOR ADDITIONAL ROUTES
}					SER STAGE IC
1 700					
1					
					FOR ADDITIONAL ROUTES
XIH \$600					
 25					
ΙØ	NS244	SUB	SD G		Nº 2 SIDING
_ ⊥		MAIN	a		PLATFORM 8
ROUTE		9	a		PLATFORM 8
POSITIONED		MAIN	9		PLATFORM 9
SIGNAL		SUB	9		PLATFORM 9
		SUB	SDG		Nº3 SIDING
9 4	[]	MAIN	0		PLATFORM 10 (VIA'Y')
		S)B	10		PLATFORM IO (VIA'Y')
1		SUB	11		SET BACK PLATFORM II (VIA'Y'
		BUB	12		SET BACK PLATFORM IZ VIA'Y
		SUB	SDG		WEST DOCK
		0'0)	1		
				- 1	
		N	L, I		
			2	[
2-0					

BIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE	JUNCTION INDR	ROUTE
ROUTE(MAIN			UP SOHO
ND" X		SUB			UP SOHO
	NS278				
24(-0)					
1					
ich 6		MAIN			DN. SOHO
O TOP	1				
Jae A	NSZBI				
ک					
1					
Q		B	O		UPEDN SOHQ GOODS
8		MAIN			UP SOHO
30000	NS285				
Page 1					
<u> </u>					
	NS286	ソフト			UP&DN.SOHO GOODS
	70200				•
ė:	0.0	MAIN			DN-SQHO
8		SUB	XUS		SET BACK UPSOHOTOL
X	N9287				
۲,	7	_			
1					
	US 22 4	SHUNT			UP&DN.THROUGH SIDING
	NS294	SHUNT			UP&DN.THROUGH SIDING
		SHUNT			MALTHOUSE SIDING
	NS295	SHUNT			UP STOUR
	1000/-	SHUNT			MALTHOUSE SIDING
: .	NS296	SHUNT			UP STOUR.
• •	NS297	SHUNT			CARRIAGE LINE
	N5298	SHUNT			CARRIAGE LINE.
	N8299	SHUNT			CARRIAGE LINE
		SHUNT			UP&DN.THROUGH SIDING
	NS302	SHUNT			UP&DN.THROUGH SIDIN
		SHUNT			UP STOUR
	е	SUB	NCK		NECK
€	1 - 61	MAIN			DN STOUR
⊠ <	NSSOS				
Τ	1	1 0 1			
<u> </u>		SHUNT	CAR		CARRIAGE LINE
(•• ■	N8304	SHUNT	US		UP STOUR
		SHUNT	SDG		UP & DN. SIDING
A CON	TROLLE	DBYM	ONLIM	ENT L	ANE GF.NºZ.

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
PROFILE	NUMBER	SHUNT	IND R.	INDK	DN. STOUR
\mathcal{C} . \boxtimes	N5306	SHUNT	XUS		SET BACK UPSTOUR TO LOS
		SHUNT	705		CARRIAGE LINE
6.	NS 308	SHUNT			
	-		24.77		UP STOUR
88		SUB	CARR.		CARRIAGE LINE
Ŏ		MAIN			UPSTOUR
p Z	N5309	SUB	SDG.		UP & DN. SIDING
ROUTE S		MAIN			DN. STOUR
NOT IN	NS312	MAIN		POSN4	DN. SOHO
	-	MAIN			UP SOHO
8		MAIN		P05.4	DN. SOHO CURVE
Ø	NS 315				
کے	14000				-
	N5318	SHUNT			DN. THROUGH SIDING
6.	N5319	SHUNT			UP STOUR
		SHUNT			D.E.D. ARRIVAL LINE OR SIDING
<i>6.</i>	NS 321	SHUNT			UP THROUGH SIDING
		SUB	SDG.		DN THROUGH SIDING
8	N5322	MAIN			DN. STOUR
ğ					
:8	İ	SUB	SDG.		DN. THROUGH SIDING
8:		MAIN			DN STOUR
	NS 323				
		SHUNT			DN. THROUGH SIDING
_	NS325	SHUNT			DN STOUR
<u></u>		SHUNT			UP THROUGH SIDING
	NS 326	SHUNT			UP THROUGH SIDING
☒		SUB	SDG		UP THROUGH SIDING
8		MAIN	В		UP SOHO CURVE
NOON!	NS327	MAIN	S		UP STOUR
مام	i i				
				L	

SHUNT DN. THROUGH SIDING NS 328 SHUNT DN. THROUGH SIDING NS 329 SHUNT DN. THROUGH SIDING NS 331 SHUNT DN. THROUGH SIDING NS 332 SHUNT DN. STOUR NS 335 SHUNT DN. THROUGH SIDING SHUNT DN. THROUGH SIDING SHUNT GKN SIDING SUB SDG. UP THROUGH SIDING MAIN POSM I UP SOHO CURVE MAIN POSM I UP STOUR
SHUNT UP STOUR NS 329 SHUNT DN. THROUGH SIDING NS 331 SHUNT DN. THROUGH SIDING NS 332 SHUNT DN. STOUR NS 335 SHUNT DN. STOUR NS 335 SHUNT HIGH PARK COAL DEP NS 336 SHUNT DN. THROUGH SIDING SHUNT DN. THROUGH SIDING SHUNT GKN SIDING
NS 329 SHUNT NS 329 SHUNT NS 331 SHUNT NS 331 SHUNT NS 332 SHUNT NS 332 SHUNT NS 335 SHUNT NS 335 SHUNT NS 336 SHUNT NS 337 SHUNT NS 337 SHUNT NS 338 SHUNT NS 38 SH
SHUNT SET BACK DN. STOUR NS 332 SHUNT DN. THROUGH SIDING NS 332 SHUNT DN. STOUR NS 335 SHUNT HIGH PARK COAL DEP NS 336 SHUNT DN. THROUGH SIDING SHUNT GKN SIDING
SHUNT DN. THROUGH SIDING NS 332 SHUNT DN. STOUR NS 335 SHUNT HIGH PARK COAL DEP NS 336 SHUNT DN. THROUGH SIDING SHUNT DN. THROUGH SIDING SHUNT GKN SIDING
NS 332 SHUNT NS 332 SHUNT NS 335 SHUNT NS 335 SHUNT NS 336 SHUNT NS 336 SHUNT NS 336 SHUNT NS 336 SHUNT NS 36 SHUNT NS 37 SHUNT SHUT
NS335 SHUNT HIGH PARK COAL DEP NS33G SHUNT DN. THROUGH SIDING SHUNT GKN SIDING
NS33G SHUNT DN. THROUGH SIDING SHUNT GKN SIDING
N533G SHUNT GKN SIDING
SHUNT GKN SIDING
SUB SDG. UP THROUGH SIDING MAIN POSH I UP SOHO CURVE
MAIN POSH I UP SOHO CURVE
MS 337 MAIN UP STOUR
FOR ADDITIONAL ROUTES
MAIN DN. STOUR
8 NS339
O MAIN POSN I UP GOODS LOOP
O SUB POSMI UP GOODS LOOP
O SUB POST UP GOODS LOOP NS 349 MAIN UP STOUR
NS354CI SHUNT UP STOUR
NS 355 SHUNT DN. STOUR
NS 3G4 SHUNT SET BACK LIP STOUR G
MAIN POSH DN. STOUR GOODS
SUB POSNI DN. STOUR GOODS
X JUD
NS 3G5 MAIN DN STOUR
NS 3G5 MAIN DN STOUR
NS 3G5 MAIN DN. STOUR
NS 3G5 MAIN DN. STOUR
NS 3G5 MAIN DN. STOUR
NS 3G5 MAIN DN. STOUR
MAIN UP STOUR MAIN UP STOUR SUB SDG. UP THROUGH SIDING

OCONTROLLED BY OLDBURY S.F.

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

DALSO CONTROLLED BY SPON LANE S.F.

DALSO CONTROLLED BY ALBION S.F. (SLOT)

SPON LANE SHUNTING FRAME

SIGNAL PROFILE	BIGNAL NUMBER	ASPECT	ROUTE INDR.	JUNCTION INDR.	ROUTE
8		SHUNT			DOWN SIDINGS
医心管	SL6	SHUNT			DOWN STOUR
<u> </u>					
μĄ		SHUNT			UP STOUR
KEOLY	SL7				
<u> </u>					
\$	SL8	SHUNT			UP SIDING
ͺ					
	SLII	SHUNT			UP GOODS LOOP
	SL 14	SHUNT			UP GOODS LOOP
€	3L 14	SHUNT			UP STOUR
5 P	5L 24	SHUNT			DOWN STOUR
€	SL 27	SHUNT			DOWN SIDINGS
<u> </u>					

ALBION SHUNTING FRAME								
SIGNAL	SIGNAL	ASPECT	ROUTE INDICATOR	JUNCTION	ROUTE			
8	4515	SHUNT			DOWN SIDING			
	AN 5							
	ANB	SHUNT			UP STOUR			
∌	AN IO	SHUNT			UP SIDING			
	AN 13	SHUNT			DOWN STOUR			
Ê	451.16	SHUNT			DOWN SIDING			
₩	AN 16	8 8 6 6						
8	A 1.1.20	SHUNT	T =	=	SET BACK UP STOUR			
	AN 20							
8	424.51	SHUNT			UP SIDING			
	AN ZI							
8	AN 22	SHUNT			SET BACK UP STOUR			
E	AN 22							
	AN 30	SHUNT			UP STOUR			
€	AN 34	SHUNT			UP SIDING			
		0		1 0	10			
					17			
	111							
	11							

OLDBURY SHUNTING FRAME

SIGNAL	SIGNAL	ASPECT	ROUTE INDR.	JUNCTION	ROUTE
	OYI	SHUNT			SET BACK UP STOUR
		SHUNT		_	UP THROUGH SIDING
8	OY 2 ^A	SHUNT			UP THROUGH SIDING
₩.	OY 28	SHUNT			UP THROUGH SIDING
달	OY4	SHUNT			UP STOUR
_ ⊕	OY 8	SHUNT			DOWN STOUR
\bigoplus	OY9A	SHUNT			DOWN SIDINGS
8	OY9 ⁸	SHUNT			DOWN SIDINGS
	Orgo				
\$	OYII	SHUNT			DOWN SIDINGS
Wiltin	OY15	SHUNT			SET BACK DOWN STOUR
铥					
<u> </u>					
	OY 18	SHUNT			DOWN STOUR
8	OY 19	SHUNT			DOWN STOUR
<u> </u>					
ADAIND	OY 23	SHUNT	,		UP THROUGH SIDING
<u> </u>					
	OY 24	SHUNT			UP STOUR
ĕ					
豎					

CHURCH ROAD SIGNAL BOX

۱	SHOREM ROAD STARKE BOX							
	SIGNAL	SIGNAL NUMBER	ASPECT	ROUTE INDICATOR	JUNCTION INDICATOR			
I	8	CR 19	MAIN			UPMAIN		
I			MAIN		P0514	UP GOODS		
l			SUB		P0514	UP GOODS		
I	9							
ļ								
۱		CR 26	SHUNT			SET BACK DOWN GOODS		
ļ								
ĺ	8 8	CR 28	SHUNT			UP MAIN		
ļ			SHUNT			UP GOODS		
I			1, -					
١				10				
ı			1			•		
۱								
١		77						
1								

STAGE IB

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
SEE STAGE IA	VC 207	MAIN	(3)		DOWN STOUR (VIA W)
	NS 223	SUB			DOWN STOUR (VIAW)
		MAIN	S		DOWN STOLE (VIAW)
SEE STAGE 1A	NS 226	SUB			DOWN STOUR (VIAW)
					FOR ADDITIONAL ROUTE
\odot	NS 239				SEE STAGE IS
	1	SHUNT			SIGNAL 224
		SHUNT		†	SIGNAL 239
iee Stage I ^a	NS 241			<u> </u>	FOR ADDITIONAL ROLLTES
	1	SHUNT			SIGNAL 224
EE STAGE IA	NS 242	SHUNT		1	SIGNAL 224
		SUB	SDG.	+	Nº I SIDING
	1	MAIN	6	 	PLATFORM & (VIA V)
SEE STAGE IA	NS 244	SUB	6	 	PLATFORM G (VIA V)
	1.02.	MAIN	7	 	PLATFORM 7 (VIA V)
	Í	SUB	7	 -	PLATFORM 7 (VIA V)
		320		 	FERTFORM / (112 V)

STAGE IC

PROFILE	SIGNAL	ASPECT	ROUTE	JUNCTION	ROUTE
				<u> </u>	
		MAIN	5		PLATFORM 5
SEESTAGE IA	NS154	SUB	5		PLATFORM 5
		MAIN	4		PLATFORM 4
		SUB	4		PLATFORM 4
SEESTAGE IA	NGIES	SHUNT			PLATFORM 5 (VIA B
DEED INGE I	N3133	SHUNT			PLATFORM 4 (VIA B
		SHON		 -	PLATFORM 4 (VIA B.
		MAIN			UP STOUR (VIAB)
\$ (3) (B) (B)		SUB			
	NS175	508		1	UPSTOUR (VIA B)
1					
1					
\$ 6 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		MAIN			UP STOUR (VIAB)
		SUB			UP STOUR (VIA B)
	NSI77				
}					
T					
		1			
-					
1111111					
200 €	NS 201	MAIN			PLATFORM 5
•		SUB	5		PLATFORM 5
	NS 202	MAIN		1-1	PLATFORM 5
			5		PLATFORM 5
NOT IN		000	-		TEATHORNIO
4444		MAIN			PLATFORM 4
⊠⊕\$	NS203		4	 	PLATFORM 4
10-		MAIN			PLATFORM 4
200 ⊠	NS 204		4		PLATFORM 4
- AD M		MAIN	G		DN. GLOUCESTER
	NS 228	SUB		ļ	DN. GLOUCESTER
7.5			s	 	DN. STOUR (VIA W)
		SUB			DN. STOUR (VIA W)
		MAIN		 	DN. STOUR
₩\$	NS 231	SUB		╂	
P *		306		 	DN. STOUR
				 	
				I	

STAGE IC

PROFILE	SIGNAL NUMBER	ASPECT	ROUTE	MOITON	ROUTE		
	NS289	ル アフェッ			PLATFORM 4		
SEESTAGET		SHUNT			PLATFORM 5		
SEE STAGE IA	NS241	SHUNT			PLATFORM 5		
SEE STAGE!A	NS242	SHUNT			PLATFORM 5		
SEE STAGE!A	NS243	MAIN	ıŋ		PLATFORM 5		
		SUB	5		PLATFORM 5		
	NS244	MAIN	4		PLATFORM 4		
eer crace A		SUB	4		PLATFORM 4		
SEESIAGEI		MAIN	5		PLATFORM 5 (VIAV)		
		SUB	5		PLATFORM 5 (VIAV)		
SEE STAGE !A	339♥	MAIN		POSNI	DN. STOURBRIDGE		
THE SECOND STATE OF S							

VALSO CONTROLLED BY SMETHWICK WEST (SLOT)

SMETHWICK WEST SIGNAL BOX

SIGNAL	SIGNAL	ASPECT	ROUTE	JUNCTION ND P	ROUTE		
	sws	MAIN	B		UP BRANCH		
18		MAIN	М		UP MAIN		
_⊠ <u>⊗</u>							
			1	1			
1 🕈	l		1				
O ALSO CONTROLLED BY BIRMINGHAM NEW STREET (SLOT)							
			. 700	1			
,	}	}	}		}		
l	l l	ι		1)		

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS

MAIN RUNNING SIGNALS JUNCTION INDICATOR (RULE 35e)

ROUTE INDICATOR MAIN SIGNAL YELLOW ASPECT GREEN ASPECT YELLOW ASPECT RED ASPECT

-ROUTE INDICATOR SUBSIDIARY SIGNAL -POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 456 (RULES 44A & 47)

RED, YELLOW OR GREEN ASPECT

ROUTE INDICATOR FOR MAIN OR SUBSIDIARY SIGNAL RED, YELLOW OR GREEN ASPECT

←ARROW ILLUMINATED WHEN MAIN OR SUBSIDIARY Ø (A) SIGNAL OFF INDICATING LINE TO WHICH SIGNAL APPLIES 囘 . POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT)
WHEN OFF SHOWS 2 WHITE LIGHTS AT 450 (RULES 44A&47)
RIGHT AWAY INDICATOR (RULE 1416)

HAUTOMATIC SIGNAL HSEMI-AUTOMATIC SIGNAL

SIGNAL BOXPREFIXES

NS- NEW STREET SW-SMETHWICK WEST CR-CHURCH ROAD WN-WOLVERHAMPTON AN-ALBION OY- OLDBURY

HH-HANDSWORTH JCN. PH-PROOF HOUS CS-CURZONSTREET NOT SL-SPON LANE SHUNTING SIGNALS (RULE PH- PROOF HOUSE JEN

LIGHT SHUNTING SIGNAL SHOWING IRED & SHT HORIZONTALLY FOR NORMAL INDICATION a WHITE LIGHT AND 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED

POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR

=MECHANICAL DISC SHUNTING SIGNAL MISCELL ANEOUS

BANNER REPEATER

STENCIL REPEATER

"LIMIT OF SHUNT" INDICATION BOARD

Q STOP BOARD

CP CATCH OR TRAP POINTS

- HAND POINTS

BIRMINGHAM NEW STREET SIGNAL BOX. DX NS211 MULTIPLE ASPECT SIGNALLING ------STATION AREA PLAN NOT TO SCALE STAGE IA PERMANENT WAY SHOWN THUS +++++++++++ PLATFORM II NS214 $DN. \longrightarrow$ BIRMINGHAM NEW STREET S.B. BIRMINGHAM NEW STREET NSIBS PLATFORM 10 NSEIS DN DERBY DISTANT 439YDS, FROM NS 151 FROM GRAND JCN. MIDLAND N5216 D Nº3 SIDING 0 NSIG4 ต์ พรเธธ PROOF HOUSE JCN. 5.B. 1 NS234 PLATFORM 9 ---NSIBB $DN.\longrightarrow$ PLATFORM B NS29 FROM GRAND JCN. WESTERN ACTING TEMPORARILY AS BIRMINGHAM NEW STREET UP BIRMINGHAM NEW STREET DN. DERBY DISTANT 375 YDS. FROM NSISI DERBY STARTING --- UP ALSO CONTROLLED BY PROOF HOUSE JCN. 317 YDS FROM PROOF HOUSE JCN. UP DERBY HOMES D N5222 Nº2 SIDING FT NSIGE SUFFOLK STREET UNNEL NS 192 NS 193 PLATFORM NS 223 NS 226 NS 226 NS288 DN. 🖾 NS224 NS227 NOI SIDING DERBY UP---> ₩NS148000-NSI75 NSI76 NS201 BE BE WS202 PLATFORM 5 1 0 € NS471 NS241 FROM VAUXHALL PLATFORM 4 SOUTH TUNNEL $DN.\longrightarrow$ STOLR ENGINEER'S SIDING - UP LONDON FROM GRAND JCN .-_BIRMINGHAM NEW STREET
DN. DERBY DISTANT
GICYDS.FROM NS 151 N5149 NS155 PH VS244 WHITE FROM CURZON ST. Nº 1 -MARKER LIGHTS NORTH TUNNEL ACTING TEMPORARILY AS BIRMINGHAM NEW STREET UP NOTE. _BIRMINGHAM NEW STREET STOUR STARTING POINTS MARKED * WILL BE ALSO CONTROLLED BY PROOF HOUSE JCN. 317YDS. FROM PROOF HOUSE JCN. DN. STOUR DISTANT GIGYDS. FROM NS154 CLIPPED & PADLOCKED ENGINEER'S SIDING BIRMINGHAM NEW STREET MOVES THROUGH PLATFORMS 283 DN. STOUR DISTANT 375 YDS. FROM NS 154 UP STOUR HOME. WILL BE HANDSIGNALLED IN UP DIRECTION ONLY LATE STAGE IB

