

BRITISH RAILWAYS
(REGIONAL RAILWAYS CENTRAL)
**(INTERCITY MIDLAND/
CROSS COUNTRY)**

**RESIGNALLING BETWEEN BIRMINGHAM
NEW STREET (EXCLUSIVE) AND BLACKWELL (EXCLUSIVE)
VIA FIVE WAYS AND INCLUDING THE REDDITCH BRANCH**

SPECIAL NOTICE 50E

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED

RESPECTING RESIGNALLING BETWEEN BIRMINGHAM NEW STREET

(EXCLUSIVE) AND BLACKWELL (EXCLUSIVE) VIA FIVE WAYS

AND INCLUDING THE REDDITCH BRANCH

OPERATIVE IN TWO STAGES:-

STAGE ONE - APPLIES FROM MONDAY 17TH MAY 1993

STAGE TWO - APPLIES FROM TUESDAY 1ST JUNE 1993

**BIRMINGHAM AND DERBY
MAY 1993**

**J.GLASSCOCK
REGIONAL OPERATIONS MANAGER
S.REED
ROUTE OPERATIONS MANAGER**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DESCRIPTION

Signalling and Permanent Way alterations will take place between Birmingham New Street (exclusive) and Blackwell (exclusive) via Five Ways and including the Redditch branch and part of the Camp Hill line.

The work will be commissioned in TWO STAGES:-

STAGE ONE will be commissioned on MONDAY 17TH MAY and will cover all lines between Blackwell (exclusive) and Northfield station (inclusive) including the Barnt Green to Redditch branch.

STAGE TWO will be commissioned on TUESDAY 1ST JUNE and will cover all lines between Northfield station (exclusive) and New Street (exclusive) including the Lifford Curve and the up and down Camp Hill lines between Kings Norton and Signal SY.69.

SIGNALLING & PERMANENT WAY ALTERATIONS

A detailed description of all alterations is given below. This should be read with reference to the signalling diagram included with this notice.

The cut off point between the two stages of commissioning is indicated on the accompanying diagram.

A list of routes of main running signals capable of giving more than one route and all position light signals is also included.

All main running signals will continue to be provided with AWS equipment.

All banner repeating signals in the area covered by this notice will be renewed in fibre optic form.

METHOD OF WORKING

The Method of Working on the lines covered by this notice will be unaltered.

TELEPHONES

Telephones will be provided at all main running signals capable of displaying a Red aspect.

SPEED RESTRICTIONS

There will be no alteration to the existing Permanent Speed Restrictions on the lines covered by this notice. The maximum permitted speed through the new trailing crossover at Lifford West Junction (marked "YM" on the accompanying diagram) will be 25mph.

STAGE ONE - MONDAY 17TH MAY

- 1) Signal SY.26 on the Down slow line at Longbridge will be renewed on a straight post instead of a bracketed post and will be moved 10 yards nearer to Kings Norton.
- 2) Position light ground signal SY.405 situated on the Up Fast line at Longbridge applying to movements in the Down direction will be repositioned 30 yards nearer to Barnt Green.
- 3) The crossover between the Up slow and Up fast lines at Halesowen Junction will be removed.
- 4) Cofton sidings ground frame will be removed. The telephone to Saltley box at the ground frame and the associated Limit of Shunt board on the Up goods line will be removed.
- 5) Signals SY.24 and SY.22 situated on the Down goods and Down main respectively between Longbridge and Barnt Green will be renewed and the new signals will be suspended adjacent to each other from a new combined overhead gantry. Both signals will be repositioned 270 yards nearer to Longbridge. The associated AWS magnets will be repositioned accordingly. Signal SY.22 will become a controlled signal.
- 6) Signals SY.16 and SY.18 situated on the Down goods and Down main respectively between Longbridge and Barnt Green will be renewed and the new signals will be suspended adjacent to each other from a new combined overhead gantry. Signal SY.18 will be repositioned 200 yards nearer to Barnt Green and the associated AWS magnet will be repositioned accordingly. The location of signal SY.16 is unaltered.
- 7) Signals SY.17 and SY.19 situated on the Up goods and Up main respectively between Barnt Green and Longbridge will be renewed and the new signals will be suspended adjacent to each other from a new combined overhead gantry. Both signals will be repositioned 130 yards nearer to Barnt Green. The associated AWS magnets will be repositioned accordingly. Signal SY.17 will become an automatic signal.
- 8) Signal SY.12 situated on the Down main line approaching Barnt Green will be renewed on a straight post instead of a bracketed post. The signal will also be moved 10 yards nearer to Barnt Green.
- 9) Signal SY.402 situated at the Barnt Green end of the Up Goods loop applying to movements in the Down direction will be renumbered SY.6
- 10) A new Point Equipment telephone to Saltley box will be provided at Barnt Green on the Down side adjacent to the main line trailing crossover marked "XD" on the accompanying diagram.
- 11) New "Off" indicators will be provided on Barnt Green Down branch platform applying to SY.7 and SY.8 signals.

- 12) A new Point Equipment telephone to Saltley box will be provided at Barnt Green single line junction.

STAGE TWO - TUESDAY 1ST JUNE

- 1) A new trailing crossover will be provided between the Down Gloucester and Up Gloucester lines directly on the Birmingham side of Lifford West Junction.
- 2) A new position light ground signal (SY.530) will be provided on the Up Gloucester line in respect of new crossover described in item 1 for movements in the Down direction.
- 3) A new position light ground signal (SY.527) will be provided on the Down Gloucester line in respect of new crossover described in item 1 for movements in the Up direction.
- 4) The AWS magnet applying to signal SY.44 situated on the Down Gloucester line between Lifford West Junction and Kings Norton will be suppressed for movements in the Up direction.
- 5) Signal SY.43 on the Up Gloucester line between Kings Norton and Lifford West Junction will be moved 110 yards nearer towards Kings Norton station. The associated AWS magnet will be repositioned accordingly.
- 6) The banner repeater for signal SY.43 situated on the Up Gloucester line between Kings Norton and Lifford West Junction will be moved 64 yards nearer towards Kings Norton station and will be renewed on a straight post instead of a bracketed post.
- 7) A new 3 aspect signal (SY.41) (with theatre route indicator) will be provided at the Birmingham end of Kings Norton Down platform. The signal will apply to movements in the Up direction.
- 8) Signal SY.42 situated on the Down Gloucester line at Kings Norton will be renewed on a straight post instead of an overhead gantry post.
- 9) The position light aspects on signals SY.62 and SY.42 situated on the Down Camp Hill and Down Gloucester lines respectively will be repositioned to the left of the red aspect instead of below the red aspect.
- 10) Ground position light signal SY.528 at the Longbridge end of the Up Gloucester platform at Kings Norton station will be replaced by a new signal with fixed red aspect and position light aspect numbered SY.40.

- 11) New Point Equipment Telephones to Saltley box will be provided at the following locations:
 - Kings Norton Junction on Up side.
 - Kings Norton West on Up side.
- 12) Kings Norton West Frame will be disconnected and recovered
- 13) The Stop board and telephone associated with the sidings formerly controlled from Kings Norton West Frame will be removed.
- 14) A new position light ground signal (SY.533) will be provided on the Down Fast line at Kings Norton Junction applying to movements in the Up direction.
- 15) A new position light ground signal (SY.528) will be provided applying to movements from the sidings formerly controlled by Kings Norton West frame.
- 16) SY.521 position light ground signal situated on the Down slow line between Kings Norton and Northfield and applying to movements in the Up direction will be moved 50 yards nearer to Kings Norton station.
- 17) The following signals will be renewed with straight posts instead of bracketed posts:
 - SY.48 - Situated on the Down Gloucester line between Selly Oak and Bournville.
 - SY.46 - Situated on the Down Gloucester line between Bournville and Kings Norton.
 - SY.66 - Situated on the Down Camp Hill line approaching Lifford East Junction.

LIST OF SIGNAL ROUTES

The list of signal routes accompanying this notice shows the routes of all main running signals capable of giving more than one route and the routes of all position light signals.

"M" indicates a main aspect. "PL" indicates a position light aspect.

The letters "POS" followed by a number indicate a white light junction indicator. Other letters in the "Route Displayed" column indicate a "stencil" or "theatre" type route indication.

Where there has been any alteration to the existing routes or indications of a signal or extra routes and indications have been provided this is indicated by a black line in the right hand margin.

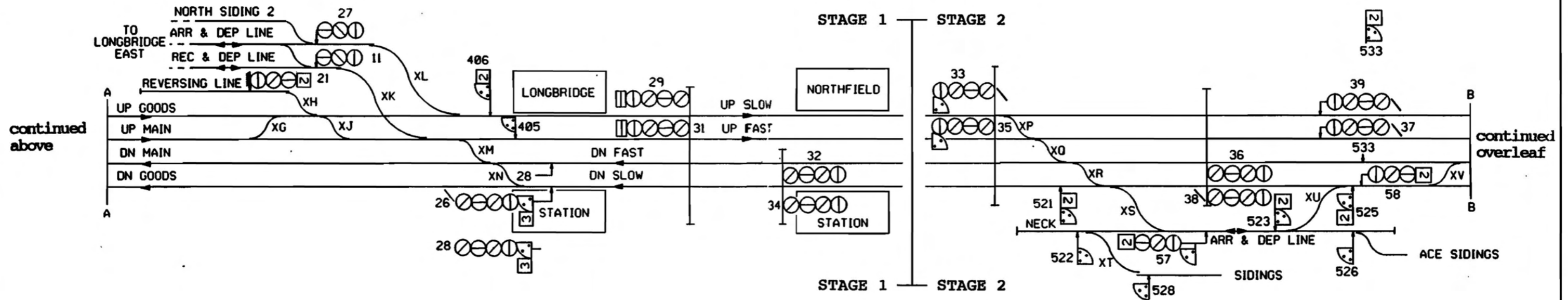
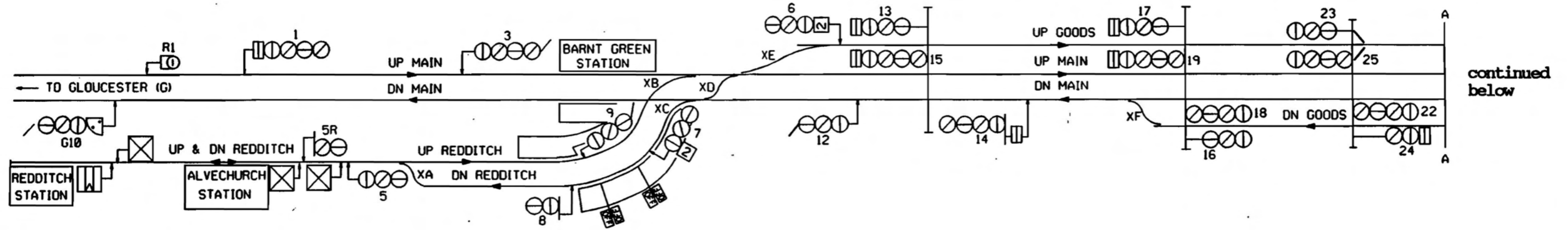
SIGNAL	ROUTE	ASPECT	ROUTE DISPLAYED
3	UP GOODS UP MAIN	M M	POS 1 -
6	DOWN REDDITCH DOWN MAIN	M M	B M
7	UP GOODS UP MAIN	M M	G M
9	UP GOODS UP MAIN	M M	POS 1 -
12	DOWN REDDITCH DOWN MAIN	M M	POS 1 -
21	UP SLOW UP FAST	M M	S F
23	UP SLOW UP FAST	M M	- POS 4
25	UP SLOW UP FAST	M M	POS 1 -
26	DOWN GOODS DOWN MAIN REVERSING SIDING REC AND DEP LINE ARR AND DEP LINE	M M PL PL PL	- POS 4 SG REC A
28	DOWN MAIN REVERSING SIDING REC AND DEP LINE ARR AND DEP LINE	M PL PL PL	- SG REC A
33	UP SLOW UP FAST ARRIVAL & DEPARTURE LINE	M M PL	- POS 4 -
35	UP FAST ARRIVAL & DEPARTURE LINE	M PL	- -
37	UP GLOUCESTER UP CAMPHILL	M M	- POS 4
38	DOWN SLOW DOWN FAST	M M	- POS 4
39	UP GLOUCESTER UP CAMPHILL	M M	- (SEE NOTE) POS 4
40	DOWN SLOW DOWN FAST	PL PL	- -

NOTE: The route from Signal SY.39 to the Up Gloucester line is via Crossover "YD" (see diagram).

SIGNAL	ROUTE	ASPECT	ROUTE DISPLAYED
41	UP GLOUCESTER UP CAMPHILL	M M	M C
42	ARRIVAL & DEPARTURE LINE DOWN SLOW DOWN FAST	PL M M	- POS 1 -
44	DOWN CAMPHILL DOWN GLOUCESTER	M M	POS 1 -
46	UP LIFFORD CURVE DOWN GLOUCESTER	M M	POS 1 -
57	NECK DOWN SLOW DOWN FAST	PL M M	- S F
58	UP GLOUCESTER DOWN SLOW	M M	F S
62	ARRIVAL & DEPARTURE LINE DOWN SLOW DOWN FAST	PL M M	- - POS 4
66	DOWN CAMPHILL DOWN LIFFORD CURVE	M M	POS 4
405	REC AND DEP LINE	PL	-
406	REVERSING SIDING ARR AND DEP LINE	PL PL	SG A
521	DOWN SLOW ARRIVAL & DEPARTURE LINE	PL PL	XS A
522	ARRIVAL & DEPARTURE LINE SIDINGS	PL PL	- -
523	DOWN SLOW ACE SIDINGS	PL PL	XS SG
525	ARRIVAL & DEPARTURE LINE DOWN SLOW	PL PL	A S
526	ARRIVAL & DEPARTURE LINE	PL	-
527	UP GLOUCESTER	PL	-
528	NECK	PL	-
529	DOWN CAMPHILL	PL	-
530	UP LIFFORD CURVE DOWN GLOUCESTER UP GLOUCESTER	PL PL PL	B M XU
533	UP GLOUCESTER DOWN SLOW	PL PL	M XS

BIRMINGHAM NEW STREET TO REDDITCH RESIGNALLING

ALL SIGNALS WITHOUT PREFIX ARE 'SY' (SALTLEY)

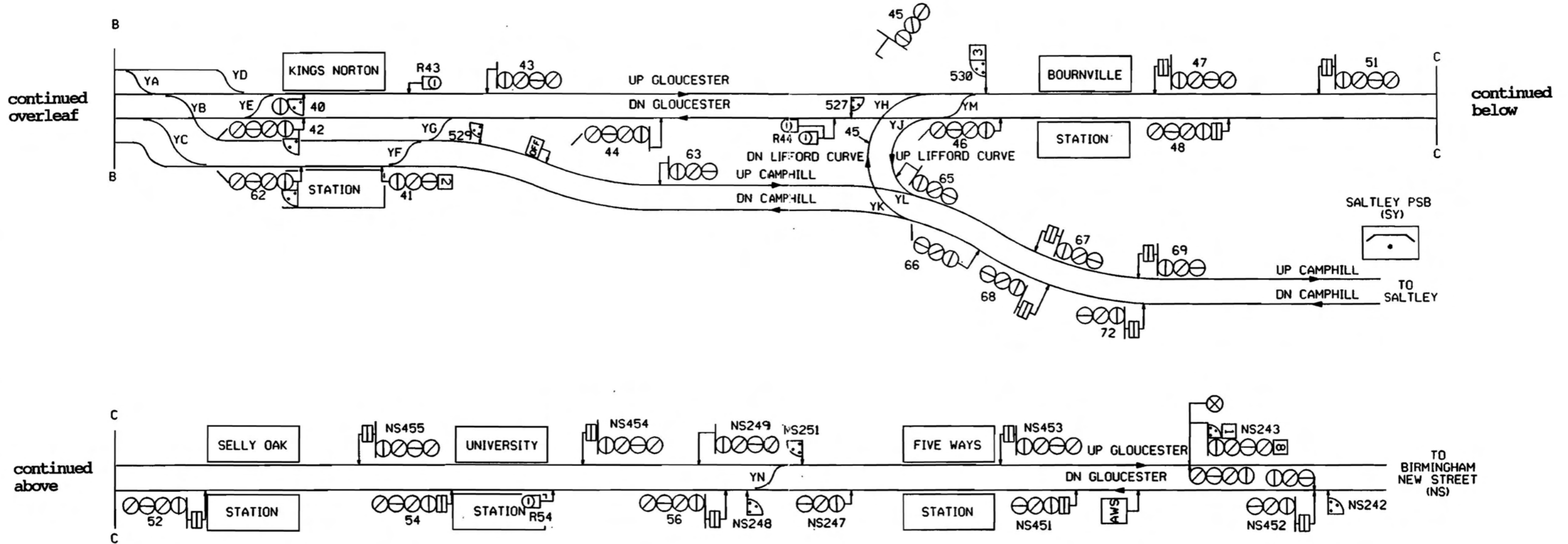


EXPLANATION OF SYMBOLS

COLOUR LIGHT SIGNALS		POSITION LIGHT SHUNTING SIGNALS		ROUTE INDICATORS		STENCIL TYPE	AWS		MISCELLANEOUS					
				THEATRE TYPE	JUNCTION TYPE									
① 2ND YELLOW ASPECT	② GREEN ASPECT	③ YELLOW ASPECT	④ RED ASPECT	⑤ POSITION LIGHT	⑥ POSITION LIGHT	⑦ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED	⑧ NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED	⑨ CANCELLATION INDICATOR	⑩ COMMENCEMENT OF GAP	⑪ TERMINATION OF GAP	⑫ DISTANT BOARD	⑬ BANNER REPEATER	⑭ DENOTES AUTOMATIC SIGNAL	⑮ 'OFF' INDICATOR

BIRMINGHAM NEW STREET TO REDDITCH RESIGNALLING

ALL SIGNALS WITHOUT PREFIX ARE 'SY' (SALTLEY)



EXPLANATION OF SYMBOLS

COLOUR LIGHT SIGNALS		POSITION LIGHT SHUNTING SIGNALS		ROUTE INDICATORS		STENCIL TYPE		AWS		MISCELLANEOUS	
				THEATRE TYPE							
2ND YELLOW ASPECT GREEN ASPECT YELLOW ASPECT RED ASPECT	POSITION LIGHT (NORMALLY OUT) PROCEED ASPECT 2 WHITE LIGHTS AT 45°	POSITION LIGHT	NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED	NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED	(SEE RULE BOOK SECTION C)	NUMBER INDICATES NUMBER OF ROUTES WHICH CAN BE DISPLAYED	CANCELLATION INDICATOR COMMENCEMENT OF GAP TERMINATION OF GAP	DISTANT BOARD BANNER REPEATER	DENOTES AUTOMATIC SIGNAL 'OFF' INDICATOR		