

**Divisional Manager's Office,
Works Section,
BRISTOL**

10 April 1978

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS ETC.

SECTION 'C' OF THE K2/- SPEED AND ENGINEERING NOTICES.

Between COFTON & KINGS NORTON - L.M.R.

Between Saturday/Sunday 22/23 April, 1978

The following signalling alterations will be carried out:-

BOURNVILLE

Signal SY.47 on the Up Gloucester line will become an automatic signal.

The catch points worked from Saltley Signal Box, 880 yards before reaching signal SY.51, on the Up Gloucester line, will become spring catch points.

The connection to Parkside Sidings, controlled by Bournville ground frame, will be secured out of use, pending removal.

The Limit of Shunt indicator on the Up Gloucester line will be taken away.

BETWEEN COFTON SIDINGS AND KINGS NORTON

A re-modelled layout will be brought into use as shown on the enclosed diagram.

The running lines between Kings Norton and Halesowen Junction (Longbridge Station) will be re-designated as follows:-

Down Main becomes Down Fast

"Up and Down" Goods/Down Goods becomes Down Slow

Up Main becomes Up Fast

Up Goods becomes Up Slow

The maximum permissible speed on the Slow lines will be 70 m.p.h. and A.W.S. track equipment will be provided.

The warning indicator and associated A.W.S. inductor provided on the Up Fast line in connection with the 45 m.p.h. Permanent Speed Restriction which commences at the Birmingham end of Kings Norton station (Up Gloucester line) will be re-positioned 127 yards towards Birmingham.

The Down Through Siding at Kings Norton will be re-designated "Arrival and Departure" line.

Continued.....

SIGNALLING RECORD SOCIETY

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Between Cofton Sidings and Kings Norton (continued)

Kings Norton shunt frame and Down sidings frame, together with all shunting signals worked therefrom, will be taken away.

The facing connection from the Down Slow line to the "Arrival and Departure" line, at present controlled from Kings Norton shunt frame, will be controlled from Saltley Signal box. The connection between the "Arrival and Departure" line and the Shunt line at the station end of Kings Norton Yard will be controlled by the new Kings Norton East ground frame which will be released from Saltley Signal box. Telephone communication with the signal box will be provided.

The connections at the Barnt Green end of Kings Norton Yard between the "Arrival and Departure" line and the Shunt line and between the Shunt line and the neck will be controlled by the new Kings Norton West ground frame, which will be released from Saltley Signal box. Telephone communication with the signal box will be provided. The trailing connection from the Down Slow line to the "Arrival and Departure" line, at present controlled by Kings Norton Down Sidings ground frame will be controlled by Saltley Signal box.

The new reversing siding at Halesowen Junction (Longbridge station) will accommodate a 9 - car D.M.U.

The Limit of Shunt indicator on the Up Goods line will be 170 yards on the Barnt Green side of Cofton ground frame.

On the Longbridge branch, the reception road will be re-designated "Reception and Departure" line.

Referring to the diagram, the following are details of the altered and new Main running signals:-

Down Gloucester/Down Fast

- SY 44 - New signal, 720 yards after passing signal SY.46, 11 feet above rail level. The position 1 junction indicator will read to the Down Camp Hill line through the new facing connection which will be subject to a Permanent Speed Restriction of 30 m.p.h. The associated splitting banner repeating signal will be situated 206 yards before reaching SY.44 with the Main banner 12 feet above rail level. The catch points situated 866 yards before reaching signal SY.42 will now be controlled by Saltley Signal box and will be 285 yards before reaching signal SY.44.
- SY.42 - The new subsidiary aspect will be provided with the following stencil indications :-
 - ARR - "Arrival and Departure" line
 - SDG- Shunt line (also controlled by Kings Norton East ground frame)
- SY.36 - Will become a controlled signal.
- SY.32 - Will become a controlled signal.

Continued....

Between Cofton Sidings and Kings Norton (continued)

Down Gloucester/Down Fast (Continued)

SY.28 - Re-positioned 340 yards towards Barnt Green, 14 feet above rail level. The subsidiary aspect will be provided with the following stencil indications :-

XUG - along Up Goods

SDG - reversing siding

REC - "Reception and Departure" line (also controlled by Longbridge Signal box)

ARR - "Arrival and Departure" line (also controlled by Longbridge Signal box)

Down Camp Hill/Down Slow/Down Goods

SY.62 - Will become 4 aspect signal reading :-

main aspect only - Down Slow

main aspect with position 4 junction indicator - Down Fast

subsidiary aspect with stencil SDG - Shunt line (also controlled by Kings Norton East ground frame)

subsidiary aspect with stencil ARR - "Arrival and Departure" line

SY.58 - New signal applying to Up direction movements on the Down Slow line reading :-

F - Up Gloucester

S - Up Camp Hill

SY.38 - Will become a 4 -aspect signal with position 4 junction indicator reading to the Down Fast line through the new facing connection which is subject to a Permanent Speed Restriction of 15 m.p.h. The subsidiary aspect and stencil indicator will be taken away.

SY.41 - Applicable to Up direction movements on the Down Slow line, will be recovered.

SY.34 - Will become a 4 - aspect controlled signal. The subsidiary aspect and stencil indicator will be taken away.

Continued.....

Between Cofton Sidings and Kings Norton (Continued)
Down Camp Hill/Down Slow/Down Goods (Continued)

- SY.26 - Repositioned 340 yards towards Barnt Green, 14 feet above rail level. The position 4 junction indicator will read to the Down Fast line through the new facing connection which is subject to a Permanent Speed Restriction of 20 m.p.h. The subsidiary aspect will be provided with stencil indications reading:-
- XUG - Along Up Goods
 - SDG - reversing siding
 - REC - "Reception and Departure" line (also controlled by Longbridge Signal box)
 - ARR - "Arrival and Departure" line (also controlled by Longbridge Signal box)
- SY.24 - The subsidiary aspect and stencil indicator will be taken away.

Up Main/Up Fast

- SY.25 - A position 1 junction indicator will be provided for movements to the Up Slow line through the new facing connection which will be subject to a Permanent Speed restriction of 25 m.p.h.
- SY.35 - Will become a controlled signal. The subsidiary aspect will be provided with the following stencil indications:-
- ARR - "Arrival and Departure" line
 - SDG - Shunt line (also controlled by Kings Norton West Ground Frame)

Up Goods/Up Slow

- SY.17 - Will become a controlled signal
- SY.23 - Movements to the Up ~~Fast~~ line will be via a new facing connection which will be subject to a Permanent Speed Restriction of 20 m.p.h. situated immediately beyond the connection from the reversing siding.
- SY.21 - New signal, 8 feet above rail level, with stencil indications:-
- US - Up Slow
 - UF - Up Fast
- SY.29 - Will become a 4 -aspect signal. The subsidiary aspect and stencil indicator will be taken away.

Continued.....

Between Cofton Sidings and Kings Norton (Continued)

Up Goods/Up Slow (Continued)

SY.33 - Will become a 4-aspect controlled signal reading:-

Main aspect only - Up Slow

Main aspect with position 4 junction indicator- Up Fast through the new facing connection which will be subject to a Permanent Speed Restriction of 15 m.p.h.

Subsidiary aspect with stencil ARR - "Arrival and Departure" line (also controlled by Kings Norton West ground frame).

Subsidiary aspect with stencil SDG - Shunt line.

SY.39 - Will become a 4 -aspect signal with position 4 junction indicator. The Theatre indicator will be taken away. The signal will read as follows :-

Main aspect only - Up Gloucester via the new connection, which is subject to a Permanent Speed Restriction of 40 m.p.h., provided immediately on the Barnt Green side of Kings Norton station.

Main aspect with position 4 junction indicator - Up Camp Hill.

KINGS NORTON YARD

SY.57 - New signal with red aspect at the top of the signal, 3 feet above rail level, reading:-

Main aspect with stencil S - Down Slow

Main aspect with stencil F - Down Fast

Subsidiary aspect with stencil NCK - neck

SY.59 - New signal with red aspect at the top of the signal, 3 feet above rail level, reading :-

Main aspect with stencil S - Down Slow

Main aspect with stencil F - Down Fast

Subsidiary aspect with stencil NCK - neck (controlled by Kings Norton West ground frame).

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Between Cofton Sidings and Kings Norton (Continued)

LONGBRIDGE BRANCH

- SY.27 - Existing signal recovered and replaced by a new signal, with red aspect at the top of the signal, 3 feet above rail level, with stencil indications reading :-
US - Up Slow
UF - Up Fast
- SY.11 - New signal, with red aspect at the top of the signal, 3 feet above rail level, reading to the Up Fast line.

The following are details of the altered and new position light shunting signals :-

- SY.405 - New signal applying to movements to the Longbridge "Reception and Departure" line.
- SY.406 - To be re-positioned 100 yards towards Barnt Green and provided with stencil indications reading:-
XUG - along Up Goods
SDG - reversing siding
ARR - "Arrival and Departure" line (also controlled by Longbridge Signal box).
- SY.521 - New signal with stencil indications reading :-
DS - Down Slow
ARR- "Arrival and Departure" line
SDG- Shunt line (also controlled by Kings Norton West ground frame).
- SY.522 - New signal also controlled by Kings Norton West ground frame reading to the "Arrival and Departure" line or Shunt line.
- SY.523 - New signal with stencil indication reading:-
No indication - Down Slow
SDG - Sidings
- SY.524 - New signal with stencil indications reading :-
No indication - Down Slow
SDG - Sidings (also controlled by Kings Norton East ground frame)
NCK - neck (controlled by Kings Norton East ground frame)

Continued.....

Between Cofton Sidings and Kings Norton (Continued)

LONGBRIDGE BRANCH (Continued)

- SY. 525 - New signal reading to the Shunt line (also controlled by Kings Norton East ground frame), the "Arrival and Departure" line or the Down Slow line.
- SY.526 - New signal reading to the Shunt line (also controlled by Kings Norton East ground frame) or the "Arrival and Departure" line.
- SY.528 - New signal reading to the Down Fast or Down Slow line.
- SY.529 - New signal reading to the down Camp Hill line. A stencil "OFF" indicator will be provided 165 yards on the Bordesley Junction side of this signal.
- KMS.1 - New signal controlled by Kings Norton East ground frame reading to the Shunt line.

The position light shunting signal (LE.32) controlled by Longbridge Signal box will be re-positioned 110 yards further from Halesowen Junction.

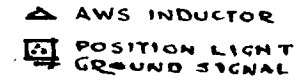
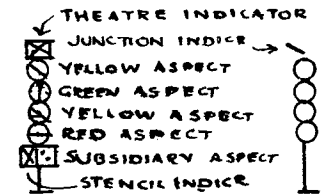
The position light shunting signal (LE.33) controlled by Longbridge Signal box will be re-positioned 27 yards further from Halesowen Junction.

A copy of this notice to be issued to all trainmen on the section of line.

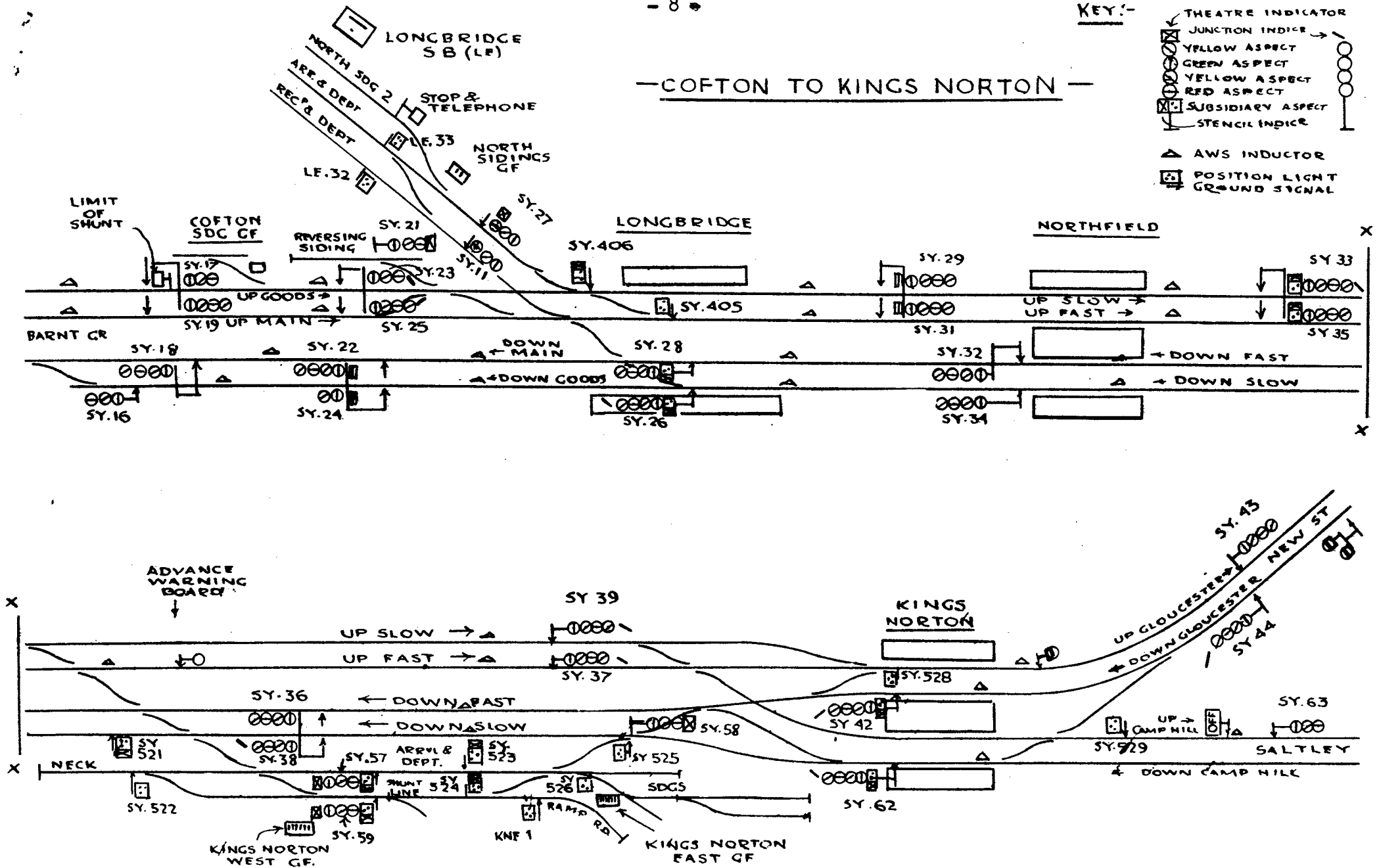
for J.R.Barker.



KEY:-



- COFTON TO KINGS NORTON -



FINAL