

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of employees only)

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**Notice to Trainmen, etc.**

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**MULTIPLE ASPECT SIGNALLING**

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**BRISTOL**

**(Stage 3.D—Bristol Temple Meads Area)**

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**SUNDAY, 5th APRIL**

AND

**MONDAY, 6th APRIL, 1970**

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Between the hours of 00.01 on Sunday, 5th April, 1970, and 06.00 on Monday, 6th April, 1970, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3.D. of the above scheme, between the west end of Bristol Temple Meads Station and Parson Street Junction on lines in accordance with the attached diagram, together with Multiple Aspect Colour Light signalling.

## **I. GENERAL**

New track and signalling between the west end of Bristol Temple Meads Station and Parson Street Junction will be brought into use as shown on the attached diagram. Except where otherwise shown, the signalling will be controlled from Bristol New Signal Box.

## **2. REDUNDANT SIGNAL BOXES, ALTERATIONS TO EXISTING SIGNALLING AND PERMANENT WAY ALTERATIONS**

Bedminster and Malago Vale signal boxes will be taken out of use and all the present signalling will be recovered.

### **Between Bedminster and Bristol Temple Meads Stations**

The Up Relief line will be re-instated.

### **Between Malago Vale and Bristol Temple Meads**

The Up Main line will be signalled as an Up and Down line controlled from Bristol New Signal Box.

### **Between Bristol West and Parson Street Junction**

The Down Relief line will cease to be a passenger line; the section between Bristol West and Malago Vale new junctions will be taken out of use until further notice, and the section between Malago Vale and Parson Street Junction will be re-classified as a Siding.

All existing junctions between running lines at Bedminster and Malago Vale will be taken out of use and secured in the normal position pending recovery.

The Carriage Washing Siding will be taken out of use until further notice.

### **At Bristol New Signal Box**

The temporary stops at the west end of Platforms 4, 6 and 8 will be removed and the new signalling shown on the diagram will in future be controlled from this signal box. This will include the area at present controlled from Bedminster and Malago Vale signal boxes.

The Up Through line will in future be signalled as an Up and Down line and an additional route will be provided on the Down direction signals 26 and 28 with route indication 'U'.

Temporary stops will be fixed near the west end of Platforms 10 and 12 (formerly 5 and 4) and the Parcels Platform and these will be operated as terminal platforms until further notice. The running signals reading to these platforms will show a draw-ahead aspect and route indication only.

The Down Through line will be used by Engineering trains only.

### **At Bristol West**

The signal box will cease to control all lines except the Up and Down Avoiding lines and all signalling will be recovered, except on these lines. Access to the Up Avoiding line will in future be from the Engine Siding only.

The Down Avoiding line will be extended on a temporary alignment to connect with the former Down Main line and trains will be handsignalled from Bristol West to Bedminster Station (new signal B.56).

All lines between Platform 10 (formerly 5) to the Engine lines inclusive and the temporary extension of the Down Avoiding line will be taken out of use until further notice for re-modelling and re-signalling.

### **At Parson Street Junction**

A new three aspect colour light Down Main Home signal (lever O) will be brought into use as shown on the diagram, on the site of the present Down Main Starting signal for Malago Vale.

The Up Main and Up Relief Distant signals for Malago Vale will become the Up Main and Up Relief Distant signals for Bristol New Signal Box.

The Down Relief Home bracket signal with lower distant signals for West Depot and Ashton Junction will be recovered.

The Down Relief to Down Main Junction will be secured in the normal position and the trap points in the Down Relief will be secured in the closed position pending recovery.

A new Stop Lamp will be provided for down trains on the former Down Relief line, approx. 20 yards on the Bristol side of the signal box.



### 3. TRACK CIRCUITING

Continuous track circuiting will be provided on all running lines throughout the area shown on the diagram, with the exception of the temporary extension of the Down Avoiding line between Bristol West and Bedminster Station.

### 4. BLOCK WORKING

The Absolute Block Sections for the Up and Down Main and Relief lines:—

Bristol West — Bedminster  
 Bedminster — Malago Vale  
 Malago Vale — Parson St. Junction

will be replaced by the Track Circuit Block Sections for the Up Relief, Up Main and Down Main lines:—

Bristol New Signal Box — Parson St. Junction.

Train description will be by single stroke bell.

The temporary extension of the Down Avoiding line to Bedminster Station will be worked by telephone between Bristol West and Bristol New Signal Box and drivers will be hand-signalled from Bristol West.

### 5. NEW GROUND FRAMES

The connection between the west end of the Middle Siding and the Up Through line will be worked from a new ground frame known as "Middle Siding West Ground Frame".

The connection from Up Relief to the sidings leading to Pylle Hill Goods Depot, near the present Bedminster signal box, will be worked from a ground frame known as "Pylle Hill Ground Frame".

Each of these ground frames will be released by an Annett's Key held in a release instrument at the ground frame and controlled from Bristol New Signal Box.

### 6. POINT MACHINES

All points between Bristol Temple Meads Station and Bedminster Station controlled from Bristol New Signal Box (with the exception of those worked from the ground frames) will be motor worked by the A.E.I.—G.S. Co's style HW machines.

Points in the Malago Vale area controlled from Bristol New Signal Box will be motor worked by the W. B. & S. Co's style M.3 machines.

Instructions for the emergency operation of these machines have been issued separately.

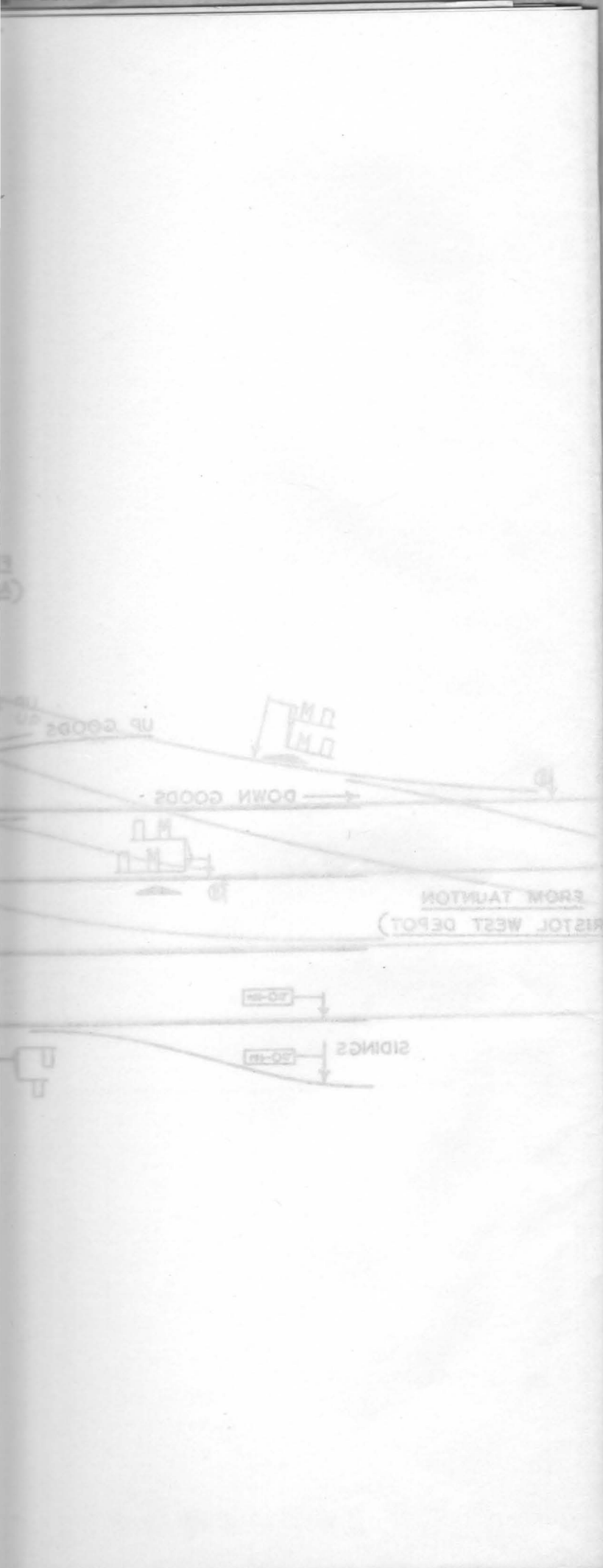
Handcranks for the emergency operation of points in the area immediately west of the station will be kept in the new signal box. Handcrank for the outlying points will be located in a release instrument at Malago Vale. This handcrank can only be withdrawn when a release is given from Bristol New Signal Box.

### 7. TELEPHONES

Telephones giving exclusive communication with the signalman at Bristol New Signal Box will be provided:—

- (1) at all running signals worked from the signal box.
- (2) at the ground signals reading from Pylle Hill Goods (533) and from Malago Vale Carriage Sidings (519).
- (3) at the new ground frames mentioned above.
- (4) at the handcrank release instrument at Malago Vale.

of Bristol Temple Meads Station and Parson Street  
 attached diagram. Except where otherwise shown,  
 signal Box.



**8. OCCUPATION ARRANGEMENTS**

All arrangements for the safe working of the line, including the appointment of any Handsignalmen in accordance with Rule 77 to be made by the District Inspector, Bristol.



Station and Depot Supervisors please acknowledge by the return of the attached slip.

Transom House,  
Victoria Street,  
BRISTOL.

April, 1970

B.R.314001/2

**J. PALETTE,**  
*Divisional Manager*  
BRISTOL.  
(W.640).



Received Notice No. S.2651 re Introduction of Stage 3.D of Bristol Multiple Aspect Signalling Scheme.

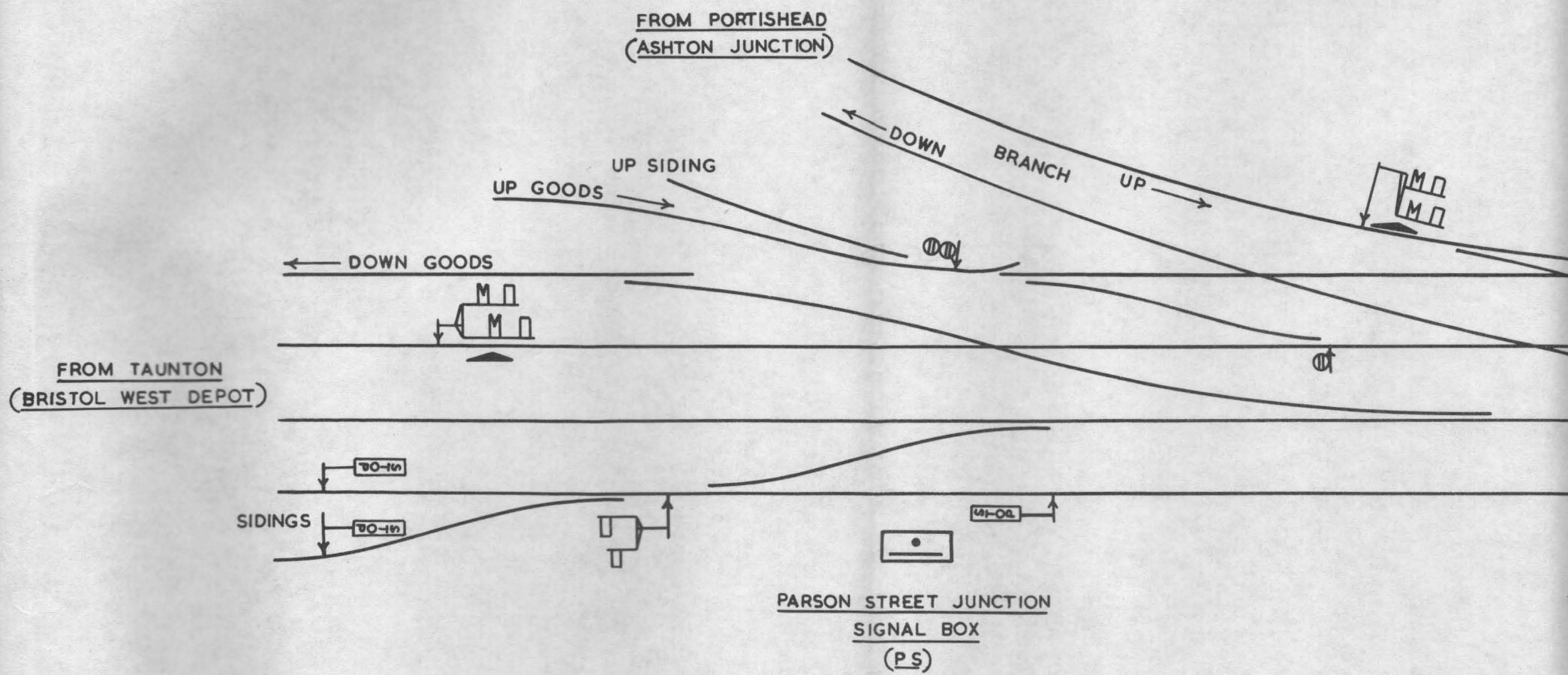
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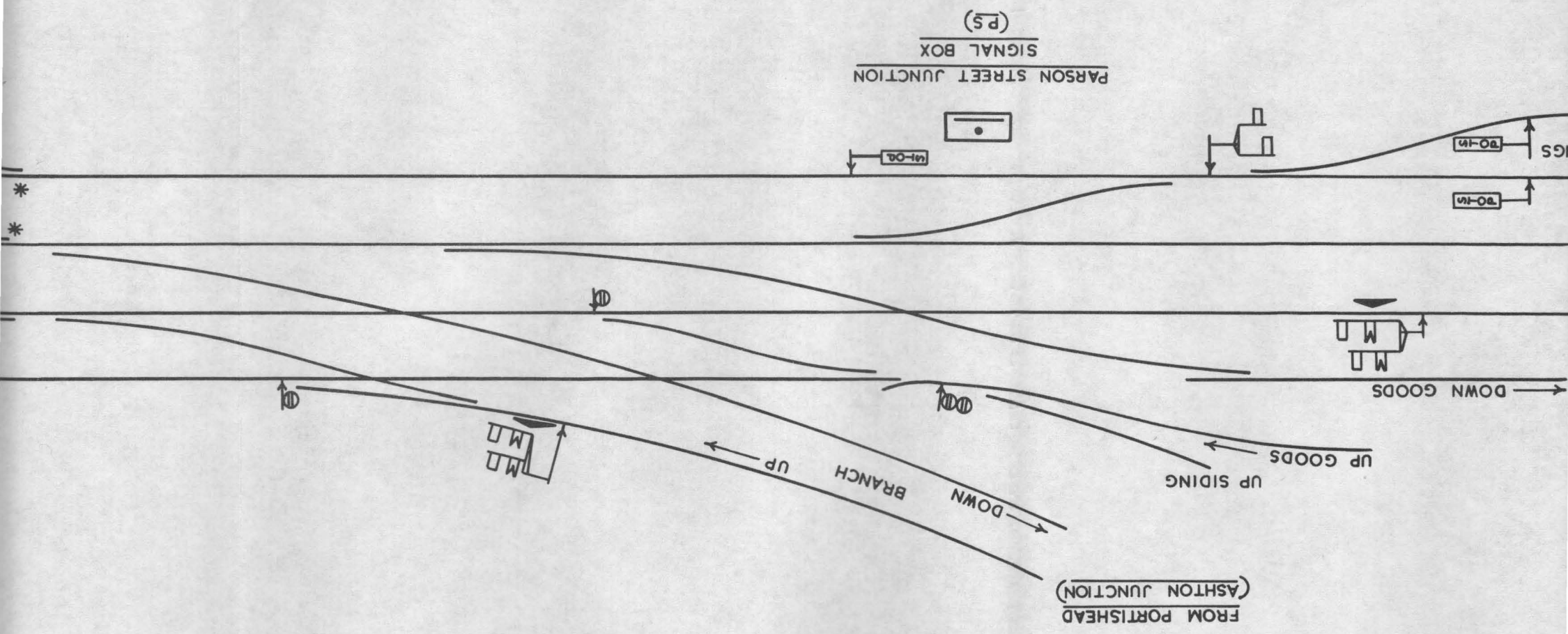
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Divisional Manager,  
Transom House,  
Victoria Street,  
BRISTOL.

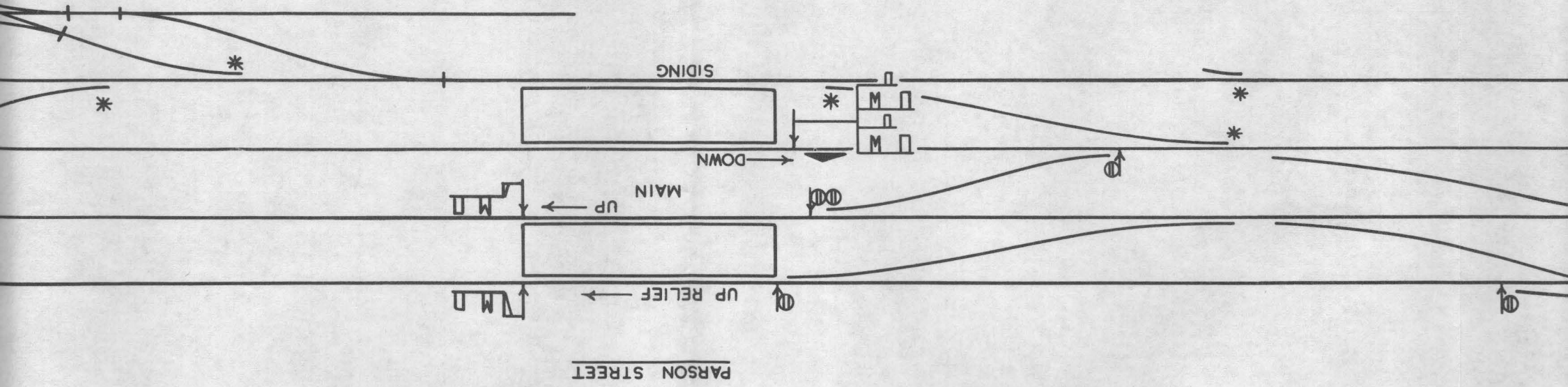
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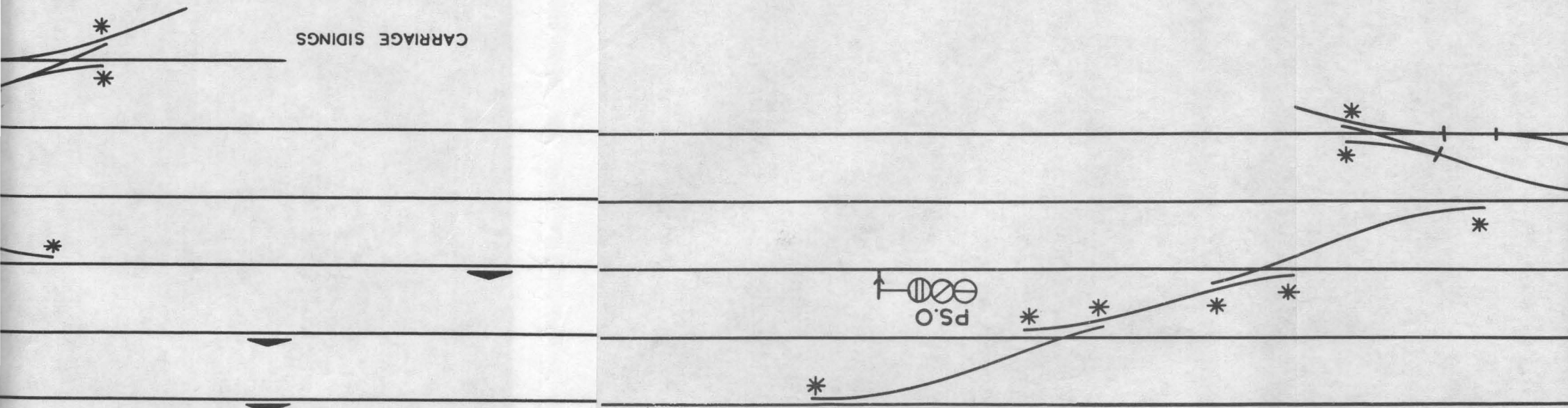




CARRIAGE SIDINGS

PSO DOWN MAIN M

PS.O  
↑



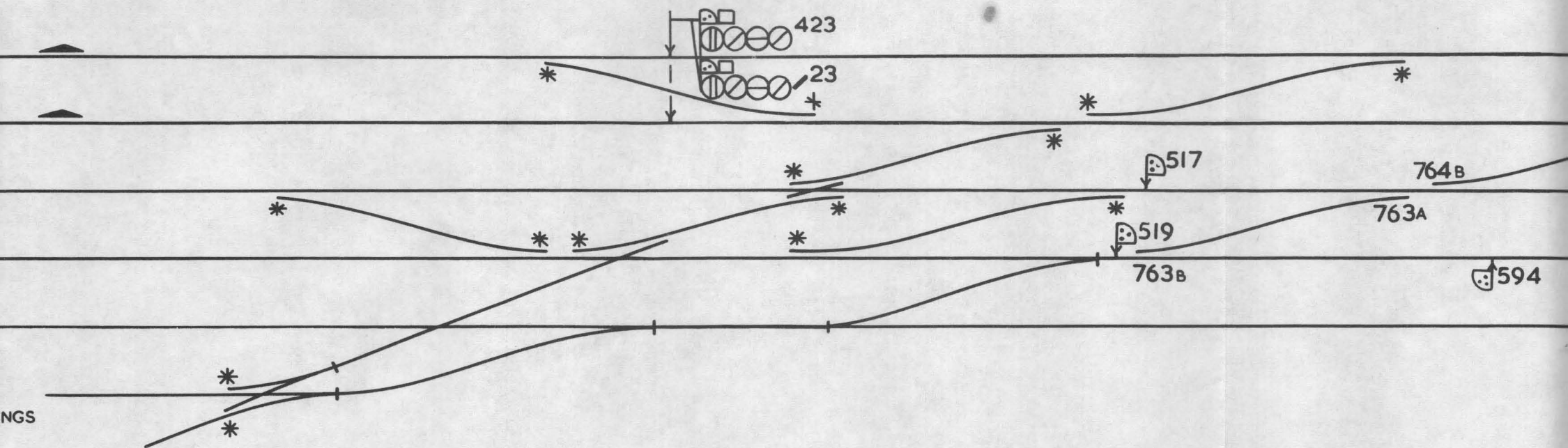


423 { PYLLE HILL GOODS DA WITH RI P  
UP RELIEF M  
SIGNAL 521 DA

517 { SIGNAL 521  
UP MAIN

23 { PYLLE HILL GOODS DA WITH RI P  
UP RELIEF M WITH JI I  
SIGNAL 521 DA  
UP MAIN M

519 { SIGNAL 521  
UP MAIN  
CARRIAGE LINE



592 [DOWN MAIN  
CARRIAGE SIDINGS

56 [DOWN MAIN M  
& 58 [CARRIAGE SIDINGS DA WITH R I S

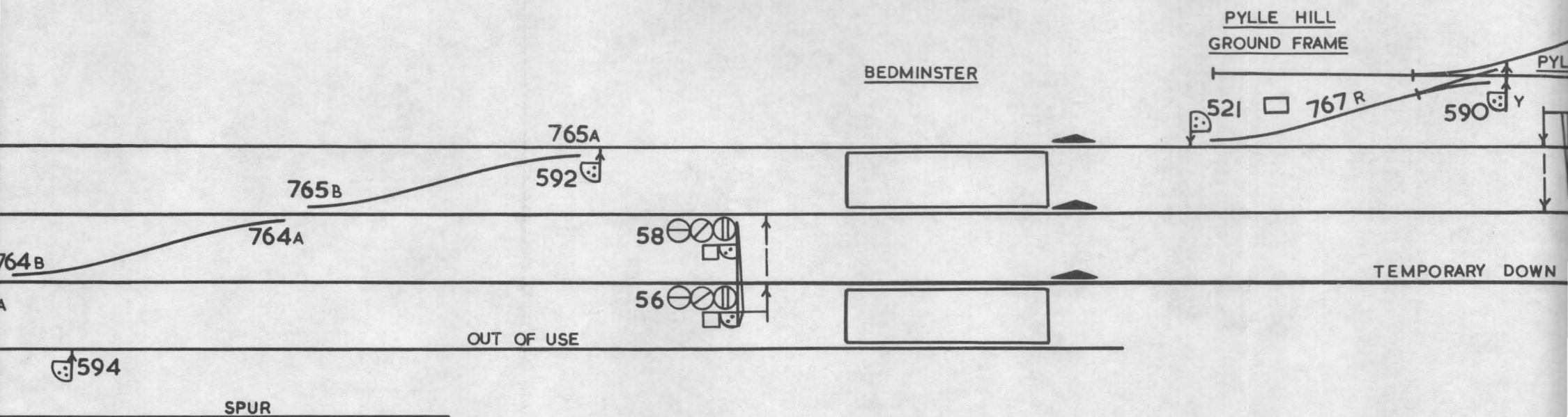
594 - CARRIAGE LINE

25 [SIGNAL  
SIGNAL

27 - SIGNAL

590 - SIGNAL

521 [PYLLE  
SIGNAL





25 [ SIGNAL 29 M  
SIGNAL 31 M WITH JI 4

27 - SIGNAL 31 M

590 - SIGNAL 592

521 [ PYLLE HILL GOODS  
SIGNAL 25

29 [ PLATFORM 4/3 M/DA WITH RI 4 OR (3)  
UP THROUGH M WITH RI U  
PLATFORM 6/5 M/DA WITH RI 6 OR (5)  
SIGNAL 543 DA

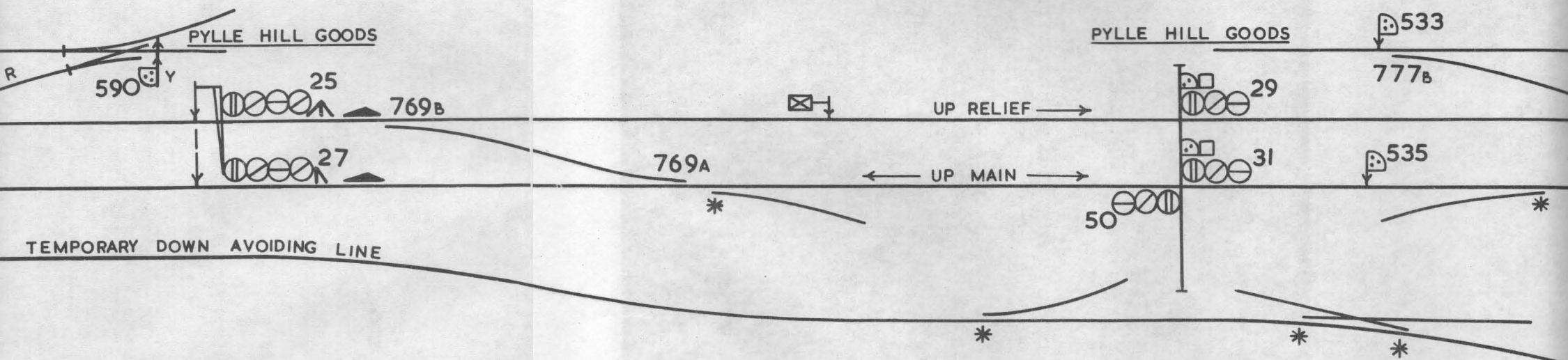
31 [ PLATFORM 4/3 M/DA WITH RI 4 OR (3)  
UP THROUGH M WITH RI U  
PLATFORM 6/5 (2 ROUTES) M/DA WITH RI 6 OR (5)  
PLATFORM 8/7 M/DA WITH RI 8 OR (7)  
SIGNAL 535 DA

50 - SIGNAL 58 M

533 [ SIDING  
SIGNAL 54

535 [ SIGNAL 54  
SIGNAL 54

582 - PYLLE HILL



533 [SIDING  
SIGNAL 543

535 [SIGNAL 543  
SIGNAL 547

582-PYLLE HILL GOODS

44 [PYLLE GOODS DA WITH RIG  
UP RELIEF LOS DA  
&  
42 [SIGNAL 50 M WITH RI UM  
SIGNAL 50 DA

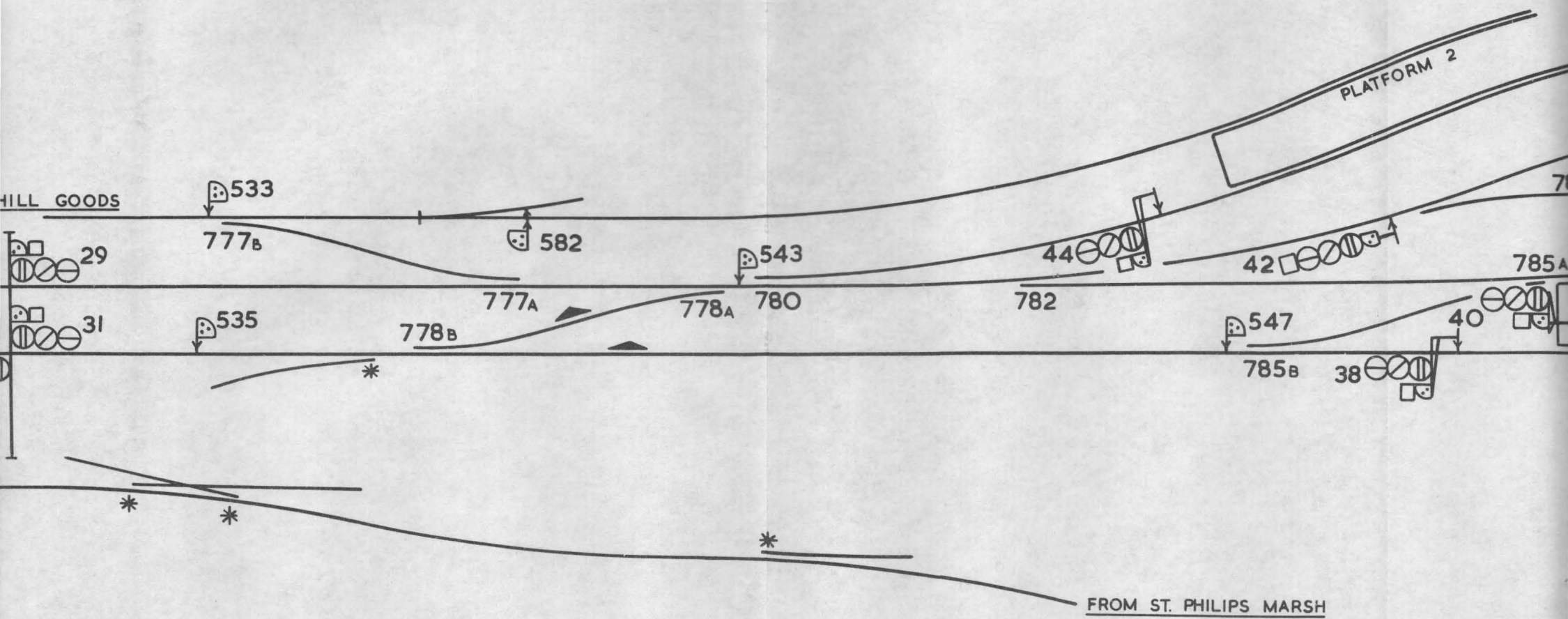
543 [PLATFORM 4  
UP THROUGH  
MIDDLE SIDING  
PLATFORM 6

547 [PLATFORM 6  
PLATFORM 8

40 [PYL  
UP  
SIGNAL  
SIGNAL

38 [SIGNAL  
SIGNAL

6 OR (5)



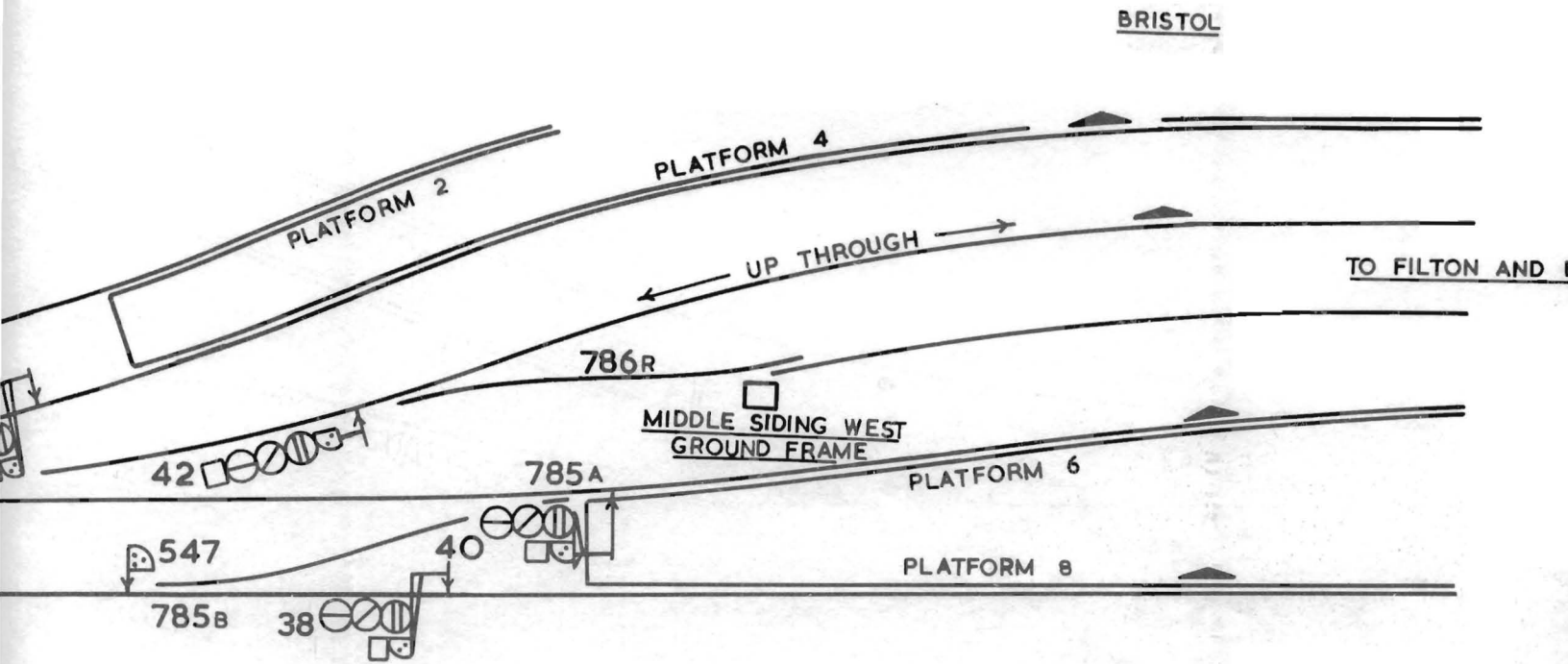


40 [
 

- PYLLE GOODS DA WITH RI G
- UP RELIEF LOS DA
- SIGNAL 50 (2 ROUTES) M WITH RI UM
- SIGNAL 50 (2 ROUTES) DA

38 [
 

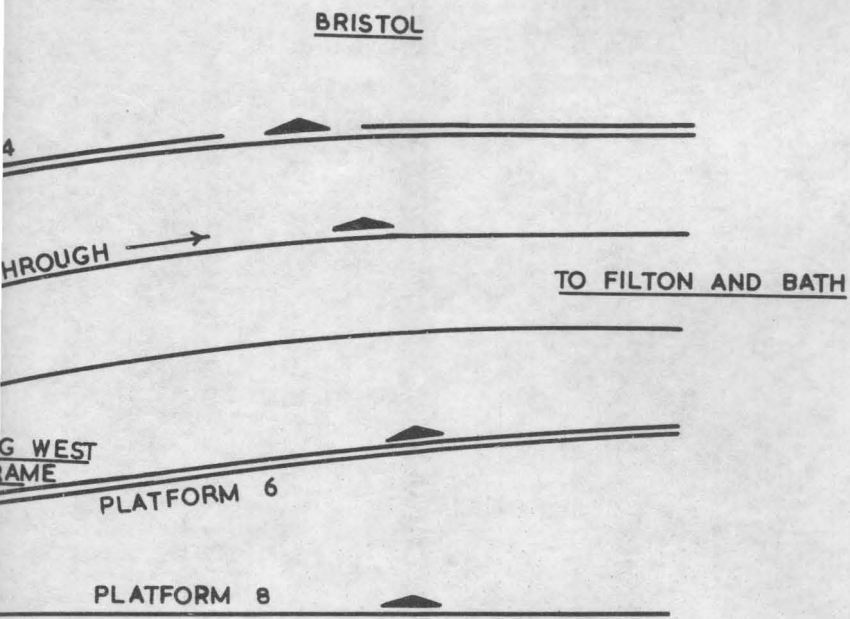
- SIGNAL 50 M WITH RI UM
- SIGNAL 50 DA



ST. PHILIPS MARSH








WITH RI G  
 A  
 DUTES } M WITH RI UM  
 DUTES } DA


WITH RI UM





KEY TO SYMBOLS


MULTI-LENS SIGNAL


-  - ROUTE INDICATOR
-  - 2<sup>ND</sup>. YELLOW
-  - GREEN
-  - YELLOW
-  - RED
-  - DRAW AHEAD
-  - ROUTE INDICATOR


-  - STOP BOARD

-  - LIMIT OF SHUNT

-  - GROUND POSITION LIGHT RED/WHITE NORMAL

-  - GROUND POSITION LIGHT YELLOW/WHITE NORMAL

-  - JUNCTION INDICATORS

-  - AWS RAMP

KEY TO ABBREVIATIONS

- M MAIN ASPECT
- DA DRAW AHEAD ASPECT
- RI ROUTE INDICATOR
- JI JUNCTION INDICATOR

INDICATION IN BRACKETS AVAILABLE FOR M ASPECT ONLY

- \* [ POINTS TO BE CLIPPED SCOTCHED AND PADLOCKED IN POSITION SHOWN