

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 6 — STAPLETON ROAD to
FILTON JUNCTION (Exclusive) and
AVONMOUTH DOCK JUNCTION (Exclusive))

SATURDAY, 17th OCTOBER
to
MONDAY, 19th OCTOBER, 1970

From the times shown below on Saturday, 17th October, 1970, until 05.00 hours on Monday, 19th October, 1970, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 6 of the above scheme consisting of the provision of continuous track circuiting between Stapleton Road and Filton Junction on the Up and Down Relief lines (from 12.00 hours Saturday) and Up and Down Main lines (from 22.00 hours Saturday) and between Stapleton Road and Avonmouth Dock Junction (from 23.00 hours Saturday).

Multiple Aspect Colour Light signalling will be introduced in accordance with the enclosed diagram.

I. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

The following signal boxes will be closed and all semaphore signalling recovered:—

Stapleton Road
Ashley Hill
Filton Incline
Clifton Down
Shirehampton

The Up Main and Up Relief colour light Distant and the Down Main and Down Relief colour light Advance Starting signals for Filton Incline and the colour light Up Distant for Clifton Down will also be recovered.

New signalling will be brought into use as shown on the attached diagram.

Signals SR.2 and SR.97 will become automatic and will be renamed respectively UFM.1A and DFM.1.

During the construction of the Parkway underbridge temporary switches will be provided near the site of work for the control of signals B.235, B.248, B.360, UFM.1A and DFM.2.

DESIGNATION OF LINES

The designation of lines between Stapleton Road (Narrowways Hill) and St. Andrews Junction will be altered so that in future the Up direction will be from Narrowways Hill to St. Andrews Junction. This will then match the adjacent sections at each end.

The Up Goods Loop between Filton Incline and Filton Junction will become a siding.

AT AVONMOUTH DOCK JUNCTION

Colour Light Up Distant and Home Signals will be provided as shown on the attached diagram.

The present (Down) Home signal will become the Up Inner Home and an Up Distant for Avonmouth Dock Station Ground Frame will be provided as lower arm on the same post.

The present (Down) Distant for Avonmouth Dock Station Ground Frame will become the Up Inner Distant and a new Up Starting signal for Avonmouth Dock Junction will be provided as top arm on the same post.

A new Down Home signal will be provided on post of the present (Up) Distant signal and a new Down Distant will be provided as lower arm on the post of the Home signal for Avonmouth Dock Station Ground Frame.

A new colour light Down Inner Home signal will be provided as shown on the diagram.

Diamond signs will be fixed to the posts of the Up Inner Home, Up Starting, Down Home and Down Inner Home signals.

The present (Down) Inner Home, (Up) Distant, Home and Starting signals will be recovered.

AT FILTON JUNCTION

The Colour light Up Main Home, Up Relief Home and Up Relief Inner Home signals will be provided as shown on the diagram. The present Up Main Homes will become the Up Main Inner Homes and the present Up Relief Home will be recovered.

The Colour light Down Main Advance Starting and Down Relief Starting signals will be provided as shown on the diagram. The present Down Main Advance Starting, Down Relief Starting and Down Relief Advance Starting signals will be recovered.

The former Up Loop Home signal with route indicator, together with the signals reading from the N.C.B. and Mileage Sidings will be recovered. The points leading to these sidings will be converted to hand points and the trap points will be secured in the closed position.

2. PERMANENT WAY ALTERATIONS

The section of line between Stapleton Road (Narrowways Hill) and Clifton Down will be singled, the present Down line being used to approximately 3M. and the present Up line from that point to Clifton Down. Motor worked catch points will be provided at Narrowways Hill at approximately 2M.10C.

The section of line between Clifton Down and Avonmouth Dock Junction will also be singled, the present Down line being used to approximately 5M.50C. and from approximately 7M.70C. to Avonmouth Dock Junction and the present Up line for the intermediate section.

A portion of double line will be retained at Clifton Down and new connections forming single to double line junctions will be brought into use at approximately 3M.47C. and 4M.7C. Spring worked trailing catch points will be provided at the Bristol end of the double line section.

A new connection forming the single to double line junction will be brought into use at Avonmouth Dock Junction signal box.

Spring acting catch points will be brought into use on the Up Filton Relief line at approximately IM.69C.

The following connections will be taken out of use and secured in the normal position pending recovery:—

At Stapleton Road	—	Relief lines Crossover
At Clifton Down	—	Both Crossovers
At Shirehampton	—	Both Crossovers
At Avonmouth Dock Junction	—	Crossover on the Bristol side of the level crossing.

3. GROUND FRAMES

Avonmouth West Sidings Ground Frame, at present controlled from St. Andrews Junction, will in future be controlled from Avonmouth Dock Junction signal box.

A new Ground Frame to be known as "Shirehampton Ground Frame" will be brought into use at the connection to Shirehampton sidings. This Ground Frame will be released by an Annett's key held in an adjacent release instrument and controlled from Avonmouth Dock Junction.

A new Ground Frame to be known as "Filton Junction South Ground Frame" will be brought into use at the facing connection to the Up sidings. This Ground Frame will be released by an Annett's key held in an adjacent release instrument and controlled from Filton Junction signal box.

New Ground Frames to be known as "Stapleton Road Up Ground Frame" and "Stapleton Road Down Ground Frame" will be brought into use at the connection to Stapleton Road Up and Down sidings respectively. They will each be released by an Annett's key held in an adjacent release instrument and controlled from Bristol panel.

4. ALTERATIONS TO BLOCK WORKING

Track circuit Block Working in accordance with supplement 3 (B.R.29960/10) to Regulations for Train signalling will apply on the Up and Down Main and Relief lines between Bristol panel and Filton Junction. Train description will be by single stroke bell.

The single line between Bristol (Clifton Down) and Avonmouth Dock Junction will be worked by Acceptance Switch and lever. The standard 4 digit train describer will be provided.

5. POWER OPERATED POINTS

The new connections at Narrowways Hill and Clifton Down will be electrically worked from Bristol panel. The machines will be the former G.R.S. Co's Style 5A (modified) and instructions for their emergency operation have been issued separately.

Hand cranks for emergency operation of these points will be located in release instruments adjacent to the points at Narrowways Hill and at each end of the double line section at Clifton Down. In each case the hand crank can only be withdrawn when a release is given from Bristol panel.

6. TELEPHONES

Telephones giving exclusive communication with Bristol panel will be provided:—

- (i) At all colour light stop signals controlled from Bristol panel.
- (ii) At all automatic and semi-automatic signals except signal UFM.3.
- (iii) At Stapleton Road Up and Stapleton Road Down Ground Frames.
- (iv) At the hand crank release instruments mentioned above.
- (v) At signal 356.R at the Avonmouth end of Clifton Down Tunnel.

Telephones giving exclusive communication with the signalman at Filton Junction will be provided:—

- (i) At Signals FJ.1, FJ.4, FJ.5, FJ.67, FJ.70 and UFM.3.
- (ii) At Filton Junction South Ground Frame.

Telephones giving exclusive communication with the signalman at Avonmouth Dock Junction will be provided:—

- (i) At signal AD.24
- (ii) At Shirehampton and Avonmouth West Sidings Ground Frames.

7. 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.

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (aiii) will apply throughout the section from Stapleton Road to Filton Junction and Avonmouth Dock Junction.

Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions at each signal box from Handsignalmen.

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

Transom House,
Victoria Street,
BRISTOL.
October, 1970.

B.R.314001/2

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

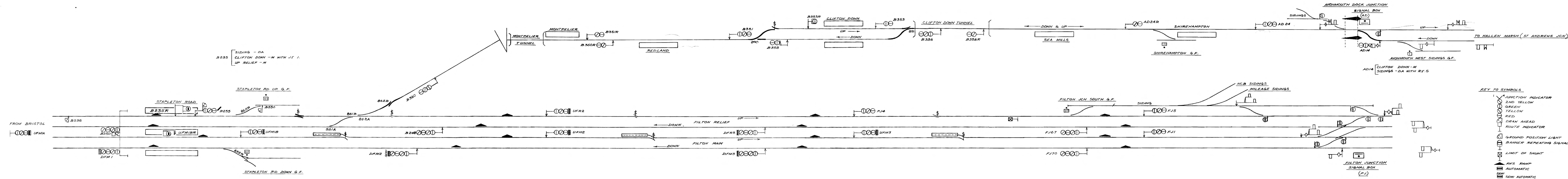
Received Notice No. S.2669 re Introduction of Stage 6 of Bristol Multiple Aspect Signalling Scheme.

.....DateDepartment

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
BRISTOL.

Ref. W.640.



B235 [SIDING - DA
CLIFTON DOWN - M WITH J.I. 1.
UP RELIEF - M

AD14 [CLIFTON DOWN - M
SIDINGS - DA WITH R.I.S

- KEY TO SYMBOLS**
- ▲ JUNCTION INDICATOR
 - 2ND YELLOW
 - GREEN
 - YELLOW
 - RED
 - DRAM AHEAD
 - ROUTE INDICATOR
 - GROUND POSITION LIGHT
 - BANNER REPEATING SIGNAL
 - LIMIT OF SHUNT
 - ▲ ANS RAMP
 - AUTOMATIC
 - SEMI
 - SEMI AUTOMATIC