

# 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 7B — FILTON JUNCTION to  
WESTERLEIGH WEST (Exclusive) to PILNING JCN.  
(Exclusive) and HALLEN MARSH (Exclusive))

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## SATURDAY, 20th FEBRUARY

to

## MONDAY, 22nd FEBRUARY, 1971

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From 22.00 hours on Saturday, 20th February, 1971 until 06.00 hours on Monday, 22nd February, 1971 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 7B of the above scheme consisting of the provision of continuous track circuiting between Filton Junction (Stoke Gifford East) and Stoke Gifford East, Pilning Junction (from 22.00 hours) Saturdays and between Filton Junction (Hallen Marsh and Westerleigh West) and provision of a new Chord Line between Filton West and Patchway (from 06.00 hours Sunday).

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

From 22.00 hours on Saturday, 20th February, 1971 until 06.00 hours on Monday, 22nd February, 1971 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 7 B. of the above scheme consisting of the provision of continuous track circuiting between Filton Junction and Stoke Gifford East, Pilning Junction and Hallen Marsh Junction.

A new Chord Line will be provided between Filton West and Patchway.

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:—

Filton Junction  
 Filton West  
 Stoke Gifford East  
 Stoke Gifford West  
 Patchway  
 Cattybrook

### At Filton Junction

Signals FJ1, FJ4 and FJ5 will in future be controlled from Bristol Panel as signals B141, B239 and B241 respectively. Signals FJ67 and FJ70 will become automatic signals DFR4 and DFM4 respectively, and "automatic" identification plates will be provided.

Automatic Signal UFM3 will in future be controlled from Bristol Panel as signal B139, and the "automatic" identification plate will be removed.

### At Stoke Gifford East

Signal SE3 will in future be controlled from Bristol Panel as signal B111. Signals SE10 and SE30 will become automatic signals UB 110A and DB110 respectively, and "automatic" identification plates will be provided.

### At Patchway

The present Up Colour Light Distant signal will also be recovered.

### At Cattybrook

The Up and Down colour light Distant signals will also be recovered.

### At Pilning Junction

The Up Advanced Starting will be replaced by a colour light signal (PJ6) approx. 75 yards further from the signal box.

A new colour light Down Home signal (PJ54) will be provided approx. 2,450 yards from the signal box as shown on the diagram. This signal will also be controlled as a Distant for Pilning Station.

The present Down Home signal will become the Down Intermediate Home and a diamond sign will be fixed to the post. A diamond sign will also be fixed to the post of the Down Inner Home signal.

The present Down Distant signal will be recovered.

## 2. PERMANENT WAY ALTERATIONS

A new chord line will be provided between Filton West (approx. 112M. 70ch) and Patchway (approx. 5M. 51ch) together with a facing crossover at Patchway, as shown on the diagram.

The line between Filton Junction and Filton West will be singled; the present Down Line becoming the single line, and the present Up Line being taken out of use pending recovery.

New junctions will be brought into use at Filton Junction as shown on the diagram.

At Stoke Gifford West a new facing crossing between Down Loop and Down Reception will be brought into use as shown on the diagram.

## 3. Ground Frames

Filton Junction South Ground Frame, at present controlled from Filton Junction, will in future be controlled from Bristol Panel.

The B.A.C. crossing Ground Frame, at present controlled from Filton West, will in future be controlled from Bristol Panel.

The connection from Up Sidings to Up Relief will be operated from a new ground frame to be known as "Filton Junction North Ground Frame".

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The connections from the Up Sidings at the east end of Stoke Gifford, together with the connection from Spur to Up Badminton, will be operated from a new ground frame to be known as "Stoke Gifford East Ground Frame."

The connection from the Down Sidings at the west end of Stoke Gifford, together with the new connection from Down Loop to Down Reception, will be operated from a new ground frame to be known as "Stoke Gifford West Ground Frame."

The connection from the Tip Siding to Up Avonmouth line will be operated from a new ground frame to be known as "Tip Siding Ground Frame".

The trailing crossover at Patchway will be operated from a new ground frame to be known as "Patchway 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 panel.

Blaise Ground Frame, at present released by Key Token, will in future be released by an Annett's Key held in a release instrument at the ground frame and controlled from Hallen Marsh signal box.

#### 4. ALTERATIONS TO BLOCK WORKING

Track Circuit Block working between Stoke Gifford East and Westerleigh West will be replaced by Track Circuit Block working between Bristol (Stoke Gifford) and Westerleigh West. Train description will be by single stroke bell.

Track Circuit Block working will be introduced between Bristol (Patchway) and Pilning Junction. Train description will be by single stroke bell.

The Key Token working on the single line between Filton West and Hallen Marsh will be replaced by Working by Acceptance Switch and Lever between Bristol (Filton West) and Hallen Marsh.

#### 5. POWER OPERATED POINTS

With the exception of those mentioned under "Ground Frames" and other existing hand operated connections, all points shown on the diagram will be electrically worked from Bristol Panel.

The new connections at Filton Junction, together with the connections to the single line to Filton West will have machines of the Westinghouse Brake & Signal Co's style M3.

The points at Filton West, Patchway and Stoke Gifford (West end) will have machines of the former G.R.S. Co's style 5A (modified).

The points at Stoke Gifford (East end) will have machines of the A.E.I.—G.S. Co's style HW.

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

Handcranks for the emergency operation of points will be kept in release instruments at the following places:—

Filton Junction		on the down side
Filton West	—	on the up side opposite the connection from Filton Jct.
Patchway	—	on the up side near the junction
Stoke Gifford	—	on the Down side at the West end
Stoke Gifford	—	on the Down side near the trap points in the Down Loop.

In each case the handcrank can only be withdrawn when a release is given from Bristol panel.

#### 6. TELEPHONES

Telephones giving exclusive communications with the signalman at Bristol will be provided:—

- (1) at all running signals controlled from Bristol Panel.
- (2) at all automatic stop signals shown on the diagram, except signal DA115.
- (3) at the B.A.C. Crossing Ground Frame
- (4) at Stoke Gifford West Ground Frame.

The telephone at signals UBI09A, UBI10B, DBI09A and DBI09B will in future give exclusive communication with the signalman at Bristol panel.

Automatic telephones will be provided at all the hand crank release instruments mentioned above; also at the following ground frames:—

Filton Junction South  
 Filton Junction North  
 Stoke Gifford East  
 Tip Siding  
 Patchway

Communication with the signalman at Bristol can be obtained from these telephones by dialling 4160.

A special emergency telephone circuit will be provided from Bristol panel to the crossover on the Relief lines at Filton Junction and the crossovers at Patchway. A separate special emergency telephone circuit will be provided from Bristol panel to the crossover in the Main Lines at Filton Junction, the crossover at Stoke Gifford West and the crossover at Stoke Gifford East. These circuits will be extended at later stages of the work.

Telephones giving exclusive communication with the signalman at Pilning Junction will be provided at signals PJ6 and PJ54.

Telephones giving exclusive communication with the signalman at Hallen Marsh will be provided at signal DA115 and at Blaise Ground Frame.

## 7. ROUTING OF SIGNALS

See separate list.

## 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.

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (a) will apply throughout the section from Filton Junction to Westerleigh West, Pilning Junction and Hallen Marsh.

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

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

Transom House,  
 Victoria Street  
 BRISTOL.  
 February, 1971.

B.R. 314001/2

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

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Received Notice No. S.2674 re Introduction of Stage 7B of Bristol Multiple Aspect Signalling Scheme.

.....Date .....Department  
 .....Station .....Signature

Divisional Manager,  
 Transom House,  
 Victoria Street,  
 BRISTOL.  
 Ref. W.640.

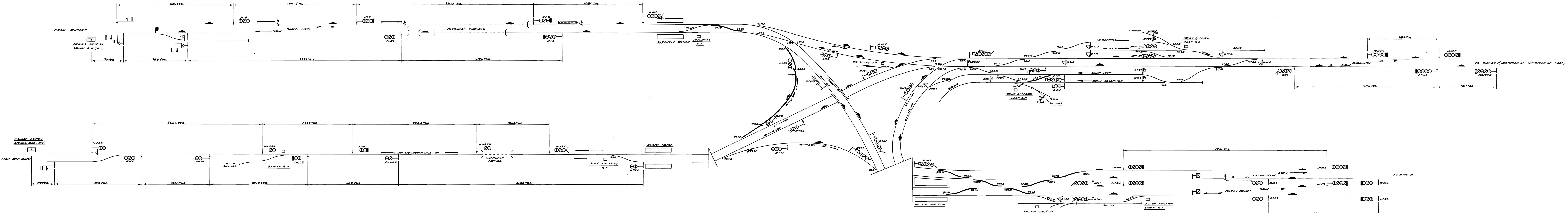
## KEY TO ABBREVIATIONS

M—MAIN ASPECT      RI—ROUTE INDICATOR  
 DA—DRAW AHEAD    JI—JUNCTION INDICATOR (POSITION FOLLOWS)  
 S—SHUNTING SIGNALS

Signal No.	Destination	Type of Signals
105	107 Signal 242 Signal 318 Signal	M with J.I. 1 M with J.I. 4 M with J.I. 5
107	109 Signal	M
109	595 Signal 411 Signal 111 Signal	DA with R.I. R M/DA with J.I. 1 M
110	412 Signal 312 Signal 112 Signal	M/DA with J.I. 2 M/DA with J.I. 1 M
111	UB110A Signal	M
112	142 Signal 320 Signal 114 Signal	M with J.I. 2 M with J.I. 1 M
114	DT6 Signal	M
139	141 Signal	M
141	441 Signal 243 Signal 143 Signal	M with J.I. 2 M with J. I. 1 M
142	DFM4 Signal UFM L.O.S. DFR4 Signal UFR L.O.S. Siding	M DA M with J.I. 4 DA DA with R.I. 5
143	109 Signal	M
239	241 Signal	M
241	441 Signal 243 Signal 143 Signal	M with J.I. 1 M M with J.I. 4
242	DFM4 Signal UFM L.O.S. DFR4 Signal UFR L.O.S. Siding	M with J.I. 1 DA M DA DA with R.I. S
243	DT6 Signal	M
312	Siding 142 Signal 320 Signal 114 Signal	DA with R.I. S M with R.I. F M with R.I. A M with R.I. T
318	DA115 Signal	M
320	322 Signal	M
322	DA115	M
343	DT6 Signal	M

Signal No.	Destination	Type of Signal
387	343 Signal 389 Signal 442 Signal	M with J.I. 1 M M with J.I. 4
389	109 Signal	M
411	Spur UB110A Signal	DA with R.I. S M
412	Siding 142 Signal 320 Signal 114 Signal	DA with R.I. S DA with R.I. F DA with R.I. A DA with R.I. T
441	322 Signal	M
442	DFM4 Signal UFM L.O.S. DFR4 Signal UFR L.O.S. Siding	M with J.I. 1 DA M DA DA with R.I. S
506	412 Signal 312 Signal 112 Signal 514 Signal 512 Signal 510 Signal Sidings	S S S S S S S
508	512 Signal 510 Signal Sidings	S S S
510	142 Signal 320 Signal 114 Signal Tip Siding	S S S S
512	142 Signal 320 Signal 114 Signal Tip Siding	S S S S
514	142 Signal 320 Signal 114 Signal Tip Siding	S S S S
516	Siding 142 Signal 320 Signal 114 Signal	S S S S
587	589 Signal 597 Signal 599 Signal Down Sidings	S S S S
589	595 Signal 411 Signal 111 Signal 597 Signal 599 Signal Down Sidings	S S S S S S
591	597 Signal 599 Signal Down Sidings	S S S

Signal No.	Destination	Type of signals
593	Spur UB110A Signal 4	S S
595	Spur UB110A Signal	S S
597	AB110A Signal	S
599	UB110A Signal	S
603	441 Signal 243 Signal 143 Signal	S (Normal Yellow/White) S S
PJ6	UT7 Signal	M
PJ54	Down Tunnel Line	M
HMI	Down Avonmouth	M
HM63	UA115	M



- KEY TO SYMBOLS
- 1 2 3 4 5  
 2ND YELLOW  
 GREEN  
 YELLOW  
 RED  
 DRAW AHEAD  
 ROUTE INDICATOR
  - GROUND POSITION LIGHT
  - LIMIT OF SHUNT
  - AUTOMATIC
  - A.N.S. RAMP