

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 3.E.—Bristol Temple Meads Area)

SATURDAY, 18th APRIL

TO

MONDAY, 20th APRIL, 1970

Between the hours of 22.00 on Saturday, 18th April, 1970 and 06.00 on Monday, 20th April, 1970, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3.E of the above scheme, between the west end of Bristol Temple Meads Station and Malago Vale 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 (Platform 10 to Loco lines) and the new junctions at Malago Vale will be brought into use as shown on the attached diagram. The signalling will be controlled from Bristol New Signal Box.

2. ALTERATIONS TO EXISTING SIGNALLING AND PERMANENT WAY ALTERATIONS

Between St. Philips Marsh and Bristol (West)

The Avoiding lines (which will be renamed "Goods Lines") will be singled from a new junction approximately 420 yards west of St. Philips Marsh signal box to the new junctions at west end of Bristol Temple Meads Station.

The single line will be track circuited throughout and controlled from Bristol New Signal Box.

Between Bristol (West) and the new Junctions at Malago Vale

The Down Main line will be restored to its former alignment and brought back into use.

The former Down Relief line will be restored to its former alignment and brought back into use as a through Carriage Siding.

The Carriage Washing Siding will be reinstated.

At Bristol New Signal Box

The temporary stops at the west end of Platforms 10, 12 and the Parcels Platform will be removed, and the normal aspects will be restored on the signals reading into these platforms.

The Down Through line will in future be signalled as an Up and Down line.

The connection from the Carriage Washing Siding formerly worked from Bedminster signal box will in future be worked from Bristol New Signal Box.

At St. Philips Marsh

The new junction in the single line approximately 420 yards west of the signal box will be motor worked by lever in St. Philips Marsh signal box.

The Up Home bracket signal will be replaced by a three aspect colour light signal (No. PM1) approximately 190 yards further from the signal box, as shown on the diagram. The signal to Up Sidings will be replaced by a draw-ahead aspect with route indication 'S'.

The Down Advanced starting signal with lower distant for the former Bristol West signal box will be replaced by a three aspect colour light signal (No. PM48) approximately 60 yards nearer to the signal box, as shown on the diagram. This signal will be slotted from Bristol New Signal Box.

3. TRACK CIRCUITING

Continuous track circuiting will be provided on all running lines, including the Avoiding line as far as the Up Starting signal for St. Philips Marsh. Track circuiting will also be provided on the Carriage Line and Carriage Washing Line.

4. GROUND FRAMES

The connection between the west end of the Parcels Platform and the Down Through line will be worked from a new ground frame to be known as "Parcels Ground Frame" as shown on the diagram.

The emergency connection from Bath Road Depot will also be worked from a new ground frame to be known as "Bath Road Emergency Ground Frame" as shown on the diagram. 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.

The West Ground Frame will in future also be released by an Annett's key held in a release instrument at the ground frame controlled from Bristol New Signal Box.

5. POINT MACHINES

Except as described above, all points in the area shown on the diagram and worked from Bristol New Signal Box, together with the new connection at St. Philips Marsh, will be operated by the A.E.I.—G.S. Co's style H.W. machine and instructions for the emergency operation of these machines have been issued separately.

A handcrank will be kept at St. Philips Marsh signal box for the new connection.

A handcrank for the connection at the Bedminster end of the Carriage Washing line will be provided in a release instrument adjacent to these points. The handcrank can only be withdrawn when a release is given from Bristol New Signal Box.

Handcranks for the points at the west end of Bristol Station will be kept in the New Signal Box.

6. TELEPHONES

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

- (1) at all running signals controlled from the New Signal Box
- (2) at ground signals 578 (Loco Depot, west end) and 529 (Carriage line)
- (3) at the Parcels Ground Frame, Bath Road Emergency G.F. and the West Ground Frame
- (4) at the handcrank release instrument mentioned above
- (5) at the west end of the station for the emergency operation of points:—
 - (i) on the Up side opposite the carriage washer
 - (ii) on the Down side near the new signal gantry
 - (iii) near the exit from Pylle Goods adjacent to ground signal 582.

7. ROUTING OF SIGNALS

See separate sheet.

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.

BR.314001/2

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

Received Notice No. S.2653 re introduction of Stage 3.E. of Bristol Multiple Aspect Signalling Scheme.

.....Date Department

.....StationSignature

Divisional Manager,
Transom House,
Victoria Street,
BRISTOL.

Ref. W.640

KEY TO ABBREVIATIONS

M — Main Aspect

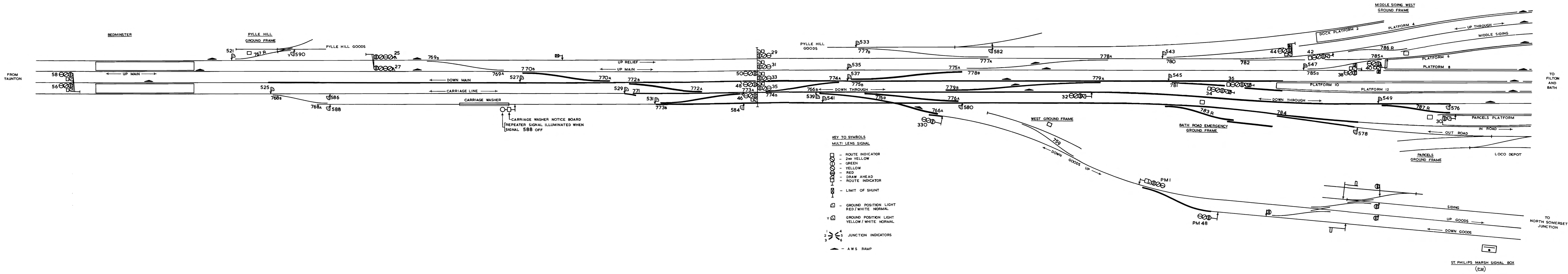
RI — Route Indicator

DA — Draw Ahead Aspect

JI — Junction Indicator

Signal No.	Route	Destination	Type of Signal
25	A	29 Signal	M
	B	31 Signal	M with JI 4
	C	33 Signal	M with JI 5
	D	35 Signal	M with JI 6
27	A	31 Signal	M with JI 4 M with JI 5
	B	33 Signal	
	C	35 Signal	
30	A	32 Signal	DA
32	A	46 Signal	M
		46 Signal	DA
33	A	39 Signal	M/DA with RI 4 or 3
	B	41 Signal	M with RI 'U'
	C	43 Signal	M/DA with RI 6 or 5
	D	45 Signal	M/DA with RI 8 or 7
	E	47 Signal	M/DA with RI 10 or 9
	F	49 Signal	M/DA with RI 12 or 11
	G	537 Signal	DA
34 and 36	A	46 Signal	M with RI 'T'
	B	46 Signal	DA
	C	48 Signal	M with RI 'DM'
	D	48 Signal	DA
35	A	39 Signal	M/DA with RI 4 or 3
	B	41 Signal	M with RI 'U'
	C	43 Signal	M/DA with RI 6 or 5
	D	45 Signal	M/DA with RI 8 or 7
	E	47 Signal	M/DA with RI 10 or 9
	F	49 Signal	M/DA with RI 12 or 11
	G	537 Signal	DA
	H	51 Signal	M with RI 'D'
	I	In Road	DA with RI 'L'
	J	539 Signal	DA
	K	Up and Down Goods	M with RI 'G'
38	A	46 Signal	M with RI 'T'
	B	46 Signal	DA
	C	48 Signal	M with RI 'DM'
	D	48 Signal	DA
	E	50 Signal	M with RI 'UM'
	F	50 Signal	DA
40	A	46 Signal	M with RI 'T'
	B	46 Signal	DA
	C	48 Signal	M with RI 'DM'
	D	48 Signal	DA
	E	50 Signal	M with RI 'UM'
	F	50 Signal	DA
	G	Up Relief L.O.S.	DA
	H	Pylle Goods	DA with RI 'G'

Signal No.	Route	Destination	Type of Signal
42 and 44	A	46 Signal	M with RI 'T'
	B	46 Signal	DA
	C	48 Signal	M with RI 'DM'
	D	48 Signal	DA
	E	50 Signal	M with RI 'UM'
	F	50 Signal	DA
	G	Up Relief L.O.S.	DA
	H	Pylle Goods	DA with RI 'G'
46	A	Carriage Washing	DA with RI 'W'
	B	586 Signal	DA with RI 'C'
	C	56 Signal	M
	D	58 Signal	M with JI 4
48	A	56 Signal	M
	B	58 Signal	M with JI 4
330	A	46 Signal	M
525	A	529 Signal	S
	B	531 Signal	S
527	A	33 Signal	S
	B	35 Signal	S
529	A	35 Signal	S
531	A	35 Signal	S
	B	541 Signal	S
537	A	543 Signal	S
	B	547 Signal	S
	C	545 Signal	S
539	A	545 Signal	S
	B	549 Signal	S
	C	In Road	S
	D	Down and Up Goods	S
541	A	In Road	S
545	A	Platform 10	S
	B	Platform 12	S
549	A	Down Through	S
	B	Parcels Platform	S
576	A	32 Signal	S
578	A	580 Signal	S
580	A	584 Signal	S
	B	46 Signal	S
584	A	588 Signal	S
586	A	Carriage Line	S
588	A	Carriage Line	S



KEY TO SYMBOLS
MULTI LENS SIGNAL

- ROUTE INDICATOR
- 2ND YELLOW
- GREEN
- YELLOW
- RED
- DRAW AHEAD
- ROUTE INDICATOR
- LIMIT OF SHUNT
- GROUND POSITION LIGHT RED / WHITE NORMAL
- Y — GROUND POSITION LIGHT YELLOW / WHITE NORMAL
- 1 2 3 4 5 6 — JUNCTION INDICATORS
- AWS RAMP