

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Jaw

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

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

SATURDAY, 7th MARCH

TO

MONDAY, 9th MARCH, 1970

Between the hours of 20.30 on Saturday, 7th March, 1970, and 06.00 on Monday, 9th March, 1970, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3.B of the above scheme, between the east end of Bristol Temple Meads Station and North Somerset Junction and Stapleton Road on lines in accordance with the attached diagram, together with Multiple Aspect Colour Light signalling.

I. General

The section of lines from the east end of Bristol station to North Somerset Junction and Stapleton Road will be brought into use to a new layout as shown on the attached diagram. The Up and Down Filton Relief lines will be diverted to a new alignment between Bristol East and Dr. Day's Bridge Junction.

New signalling will be brought into use as shown on the diagram and except where shown otherwise this signalling will be controlled from a new signal box situated on Bristol station at the end of the present platform 12.

Bristol Station Platforms will be re-numbered as follows:—

| <i>Present No.</i> | <i>New No.</i> |
|--------------------|-----------------------------------|
| 1 | Ceases to be a passenger platform |
| 2 | 2 |
| 3 | 11 |
| 4 | 12 |
| 5 East end | 9 |
| 5 West end | 10 |
| 6 East end | 7 |
| 6 West end | 8 |
| 7 | 5 |
| 8 | 6 |
| 9 | 3 |
| 10 | 4 |
| 11 | — |
| 12 | 1 |

The numbers of the two Middle Spur lines will be interchanged in order to conform with the pattern of the new platform numbering.

The remaining sidings at Dr. Day's will be re-numbered as follows:—

| <i>Present No.</i> | <i>New No.</i> |
|--------------------|----------------|
| 14 | 1 |
| 15 | 2 |
| 16 | 3 |
| 17 | 4 |
| 18 | 5 |
| 19 | 6 |
| 20 | 7 |
| 21 (C & W) | 8 |

All lines from the present platforms 1, 2 and 3 to North Somerset Junction and Dr. Day's Bridge Junction will be taken out of use for re-modelling and re-signalling.

The line which will later become the Up Filton Main will be temporarily diverted to link up with the present Up Relief to North Somerset Junction and will become the Up Main.

The Down Main from North Somerset Junction will be temporarily diverted to link up with the line which will later become the Down Filton Main.

2. NEW GROUND FRAME, ALTERATIONS TO EXISTING SIGNALLING, PERMANENT WAY ALTERATIONS AND REDUNDANT SIGNAL BOXES

New Ground Frame

The connection to the No. 2 Middle Spur (formerly No. 1) will be worked from a new ground frame to be known as 'Spur Ground Frame' situated between the two Middle Spur Lines. The ground frame will be released by an Annett's key held in a release instrument at the ground frame and controlled from Bristol New Signal Box.

At Bristol West

The scissors crossings between the former platforms 7/8 and Up Middle, and between the former platforms 9/10 and Up Loop will be taken out of use and secured in the normal position.

All the signals adjacent to these crossings on all four lines reading in both Up and Down directions will be recovered.

Platforms 3 (formerly 9), 5 (formerly 7), 7 (formerly 6) and 9 (formerly 5) will be re-opened at the East end and trains between Bristol West and Bristol new signal box will be signalled under track circuit block working under special station conditions. Platform 5/6 (formerly 7/8) will continue to be used for Up trains only, but the remaining platforms will be signalled for two-way working.

The Up Loop line will be re-named Up Through and will be signalled under track circuit block working for Up trains only. Shunt movements cannot be made from the East end.

The Up Middle will be converted to a siding and be re-named Middle Siding. Access will be temporarily from the West end only.

Platforms 2, 11/12 (formerly 3/4) and the former platform 1 Line will be blocked at the East end and will be used as terminal platforms. Trains to these platforms will be signalled by a draw-ahead aspect and route indication only.

The Down Middle line will be used for engineering trains only.

As a temporary measure for the next four weeks, all signals at Bristol West reading into the station will continue to display the former names of lines and platform numbers on their route indicators.

At Bristol East

The signal box will be taken out of use and all signalling equipment will be recovered.

The C.S. & T.E. Depot Ground Frame will be taken out of use until further notice, and the points will be secured in the normal position.

At North Somerset Junction

The Up Main and Up Relief Inner Distant and Down Bristol Loop Inner Distant signals will be recovered.

The Down Main Starting signal (with lower Inner Distant for Bristol East) will be recovered, and the 'line clear' release will be transferred to the Down Main Inner Home signals. The Down Main Distant signal for Bristol East will become the Down Main Distant signal for Bristol New Signal Box.

At Dr. Day's Bridge Junction

The signal box will be taken out of use and all signalling equipment will be recovered.

The junction points in the Up and Down Main lines will be taken out of use and secured for the Bristol Loop lines direction. The connections to the Union Cold Storage Sidings will be taken out of use until further notice, and secured in the normal position.

New signalling on the Up and Down Filton Relief lines in this area will be brought into use as shown on the diagram and will be controlled from Bristol New Signal Box.

At Lawrence Hill

The signal box will cease to control the Up and Down Relief lines and all existing signals on these lines will be recovered.

The Relief lines trailing crossover and the connection from Up Sidings to Up Relief next to the station will be taken out of use and secured in the normal position pending recovery at a later date.

New signalling on the Up and Down Relief lines in this area will be brought into use as shown on the diagram and will be controlled from Bristol New Signal Box. Lawrence Hill Ground Frame will in future be released by an Annett's key held in a release instrument at the ground frame and controlled from Bristol New Signal Box.

At Stapleton Road

The present Up Relief Home signal will be recovered, and the new colour light signal B233 at Lawrence Hill will be slotted as Up Relief Home for Stapleton Road.

The Down Relief Advance Starting signal will be recovered, together with the calling-on signal below the Down Main to Relief Starting signal.

The Down Relief Distant signal for Lawrence Hill will become the Down Relief Inner Distant for Bristol New Signal Box, and a new Down Relief Distant for Bristol will be brought into use as a lower arm below the Down Relief Home signal.

The Down Main to Relief Distant for Lawrence Hill will become the Down Main to Relief Distant for Bristol New Signal Box.

3. Track Circuiting

Continuous track circuiting will be provided on all running lines throughout the area shown on the diagram.

4. ALTERATIONS TO BLOCK WORKING

The Absolute Block Sections for Up and Down Main and Up Relief lines between North Somerset Junction and Bristol East will be replaced by the Absolute Block Section for the temporary Up and Down Main lines:—

North Somerset Junction — Bristol New Signal Box.

The Absolute Block Sections for The Bristol Loop lines between North Somerset Junction and Dr. Day's Bridge Junction and for the Up and Down Main lines between Dr. Day's Bridge Junction and Lawrence Hill will be replaced by the Absolute Block Section.—

North Somerset Junction — Lawrence Hill.

The Absolute Block Section for the Up and Down Relief lines between Stapleton Road and Lawrence Hill will be replaced by the Track Circuit Block Section:—

Stapleton Road — Bristol New Signal Box.

Train Description will be by single stroke bell.

Special Track Circuit Block Sections between Bristol New Signal Box and Bristol West will be brought into use as previously described.

5. POINT MACHINES

All points in the area controlled from Bristol New Signal Box (with the exception of those worked from Spur and Lawrence Hill Ground Frames) will be motor worked by the A.E.I.—G.S. Co's style HW machines and instructions for the emergency operation of these machines have been issued separately.

Handcranks for the emergency operation of points in the Station area will be kept in the new signal box. Handcranks for the outlying points will be located in release instruments at Dr. Day's Sidings (East end) and adjacent to the new junctions between Dr. Day's Bridge and Lawrence Hill. These handcranks can only be withdrawn when a release is given from Bristol New Signal Box.

6. TELEPHONES

Telephone giving exclusive communication with the signalman at Bristol New Signal Box will be provided at all new colour light signals, at Spur Ground Frame and at the handcrank release instruments mentioned above.

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.

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

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

B.R.314001/2

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

Received Notice No. S.2646 re Introduction of Stage 3.B of Bristol Multiple Aspect Signalling Scheme.

.....DateDepartment

.....StationSignature

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

37 [Sidings DA with RI D
Signal 55 M with RI R
& Signal 57 M with RI UF
39 [Signal 565 DA

41 [Sidings DA with RI D
Signal 55 M with RI R
Signal 57 (2 routes) M with RI UF
Signal 565 DA
Signal 567 DA

43 [Signal 57 (2 routes) M with RI UF
Signal 567 DA
Signal 57 DA
Signal 59 DA

45 [Signal 57 M with RI UF
Signal 57 DA
Signal 59 DA

47 [Signal 57 M with RI UF
Signal 57 DA
Signal 59 DA

555 [Signal 57
557 [Signal 59

568 [Platform 1
Platform 3

570 - Platform 5

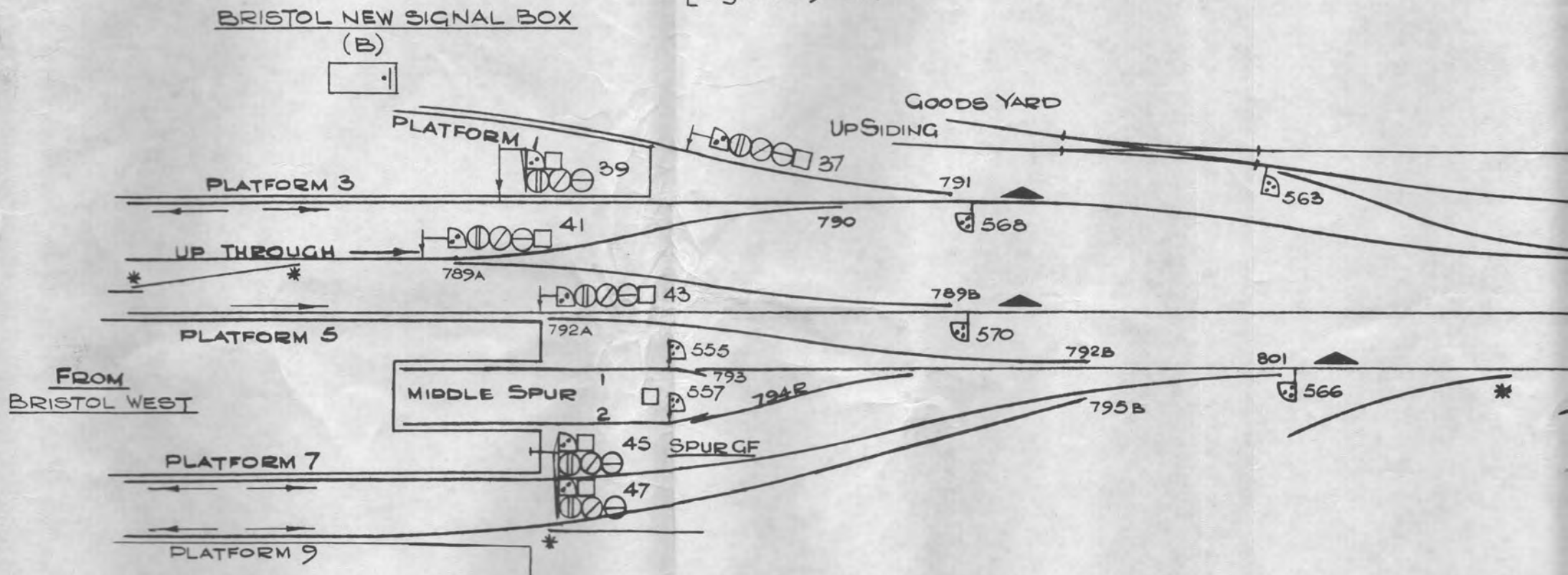
563 [Dr Days Sidings
Signal 565

566 [Platform 5
Spur 1
Spur 2
Platform 7
Platform 9

565 [Dr
S
S

562 -

5



555 [Signal 57
557 [Signal 59

568 [Platform 1
Platform 3

570 - Platform 5

563 [Dr Days Sidings
Signal 565

566 [Platform 5
Spur 1
Spur 2
Platform 7
Platform 9

565 [Dr Days Siding
Signal 55
Signal 57

562 [Goods Yard
Signal 568

556 [Goods Yard
Signal 562

28 [Signal 562 DA
Goods Yard DA with RI G
Platform 1 M/DA with RI 1
Platform 3/4 M/DA with RI 3 or(4)

26 [Signal 562 DA
Goods Yard DA with RI G
Platform 1 M/DA with RI 1
Platform 3/4 M/DA with RI 3 or(4)
Signal 570 DA
Signal 560 DA
Platform 7/8 M/DA with RI 7 or(8)
Platform 9/10 M/DA with RI 9 or(10)

24 [Signal 560 DA
Platform 7/8 M/DA with RI 7 or(8)
Platform 9/10 M/DA with RI 9 or(10)

55 [Up Filton Relief M
Up Filton Relief DA

57 [Up Filton Relief M with JI 1
Up Main M
Signal 569 DA

YARD

68

70

792B

795B

801

809B

806A

805B

807A

806B

807B

810A

810B

566

*

*

560

24

26

28

556

55

57

59

563

562

565

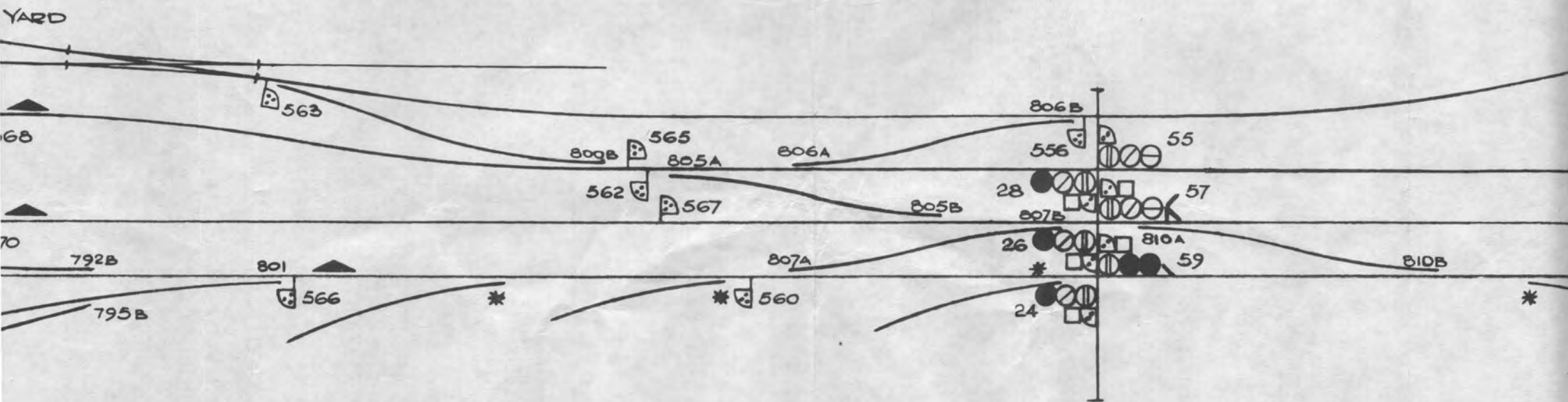
805A

567

55

57

59

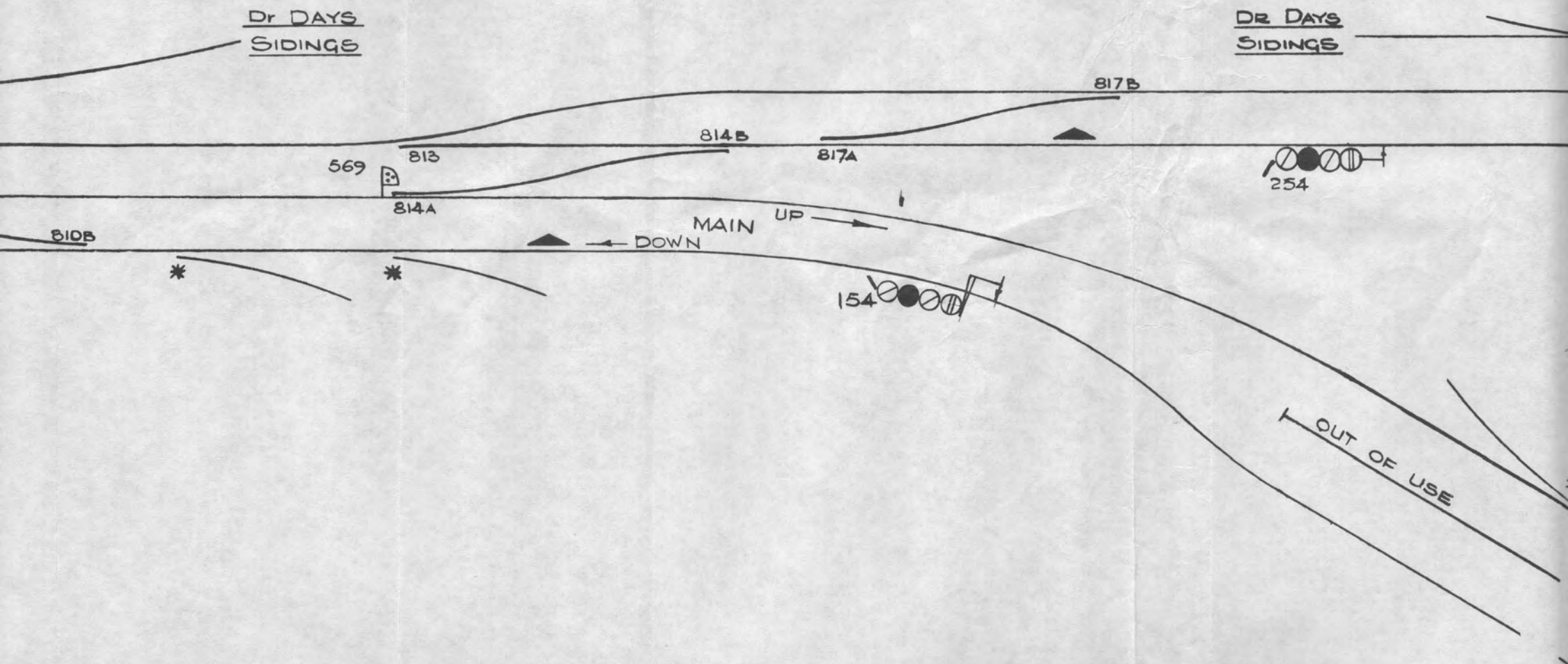


254 [Signal 28 M
Signal 26 M with JI 1

154 [Signal 26 M with JI 4
Signal 24 M

569 [Up Filton Relief
Up Main

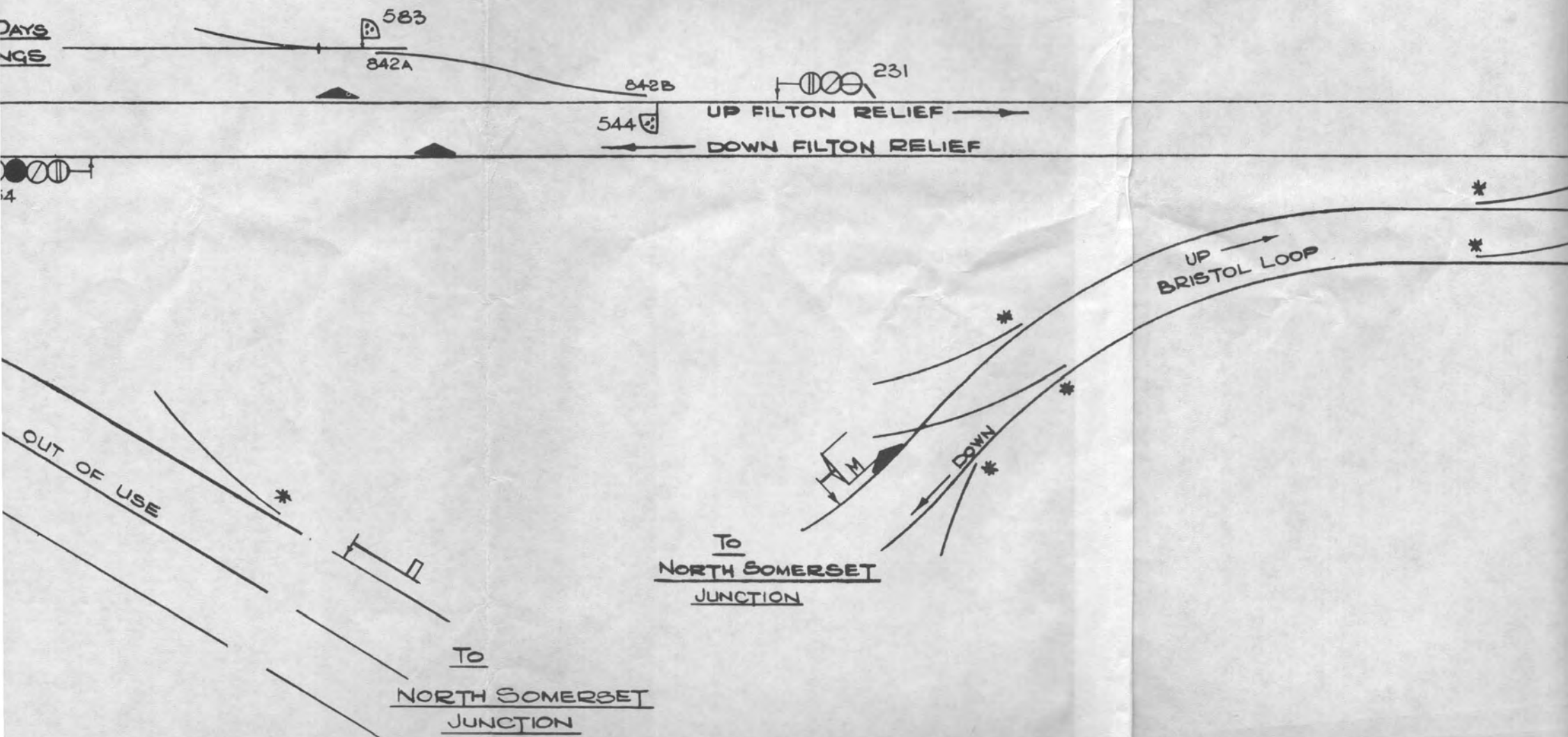
ith JI 1



4

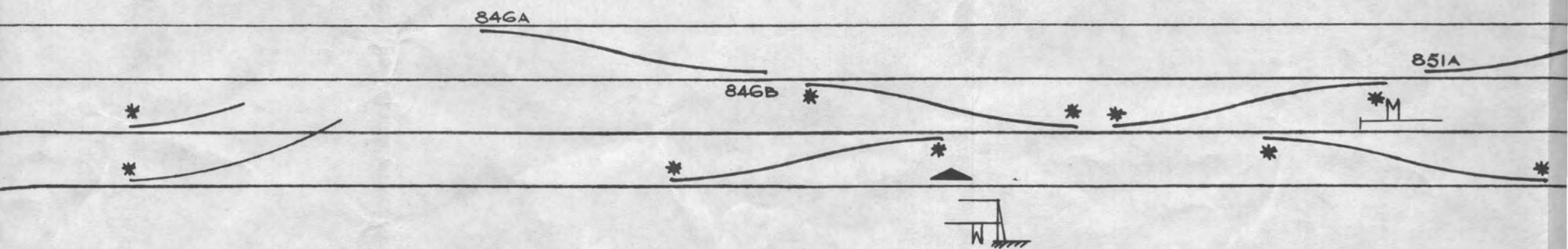
231 - Up Filton Relief M

544-Dr Days Sidings



540

252



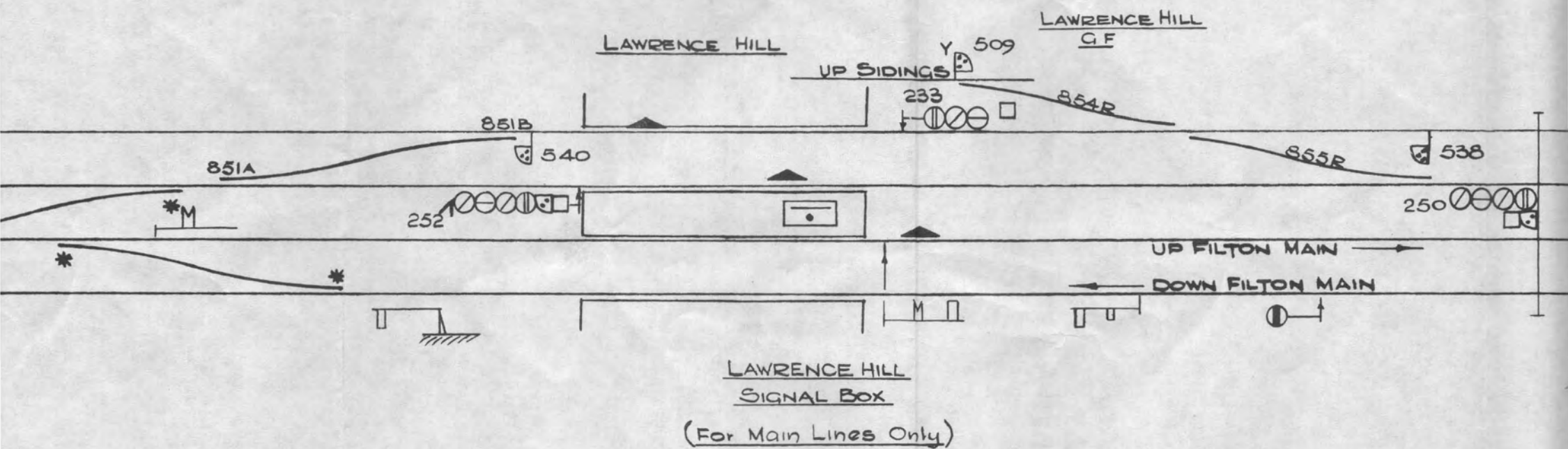
540 { Signal 544
Down Filton Relief

233-Up Filton Relief M

252 { Signal 544 DA
Dr Days Sidings DA with RI D
Down Filton Relief M

538 { Up Sidings
Signal 540

250 { Up Sidings DA w
Down Filton Relief



Y
1
2
3

KEY TO

M
D
R
J

538 { Up Sidings
Signal 540

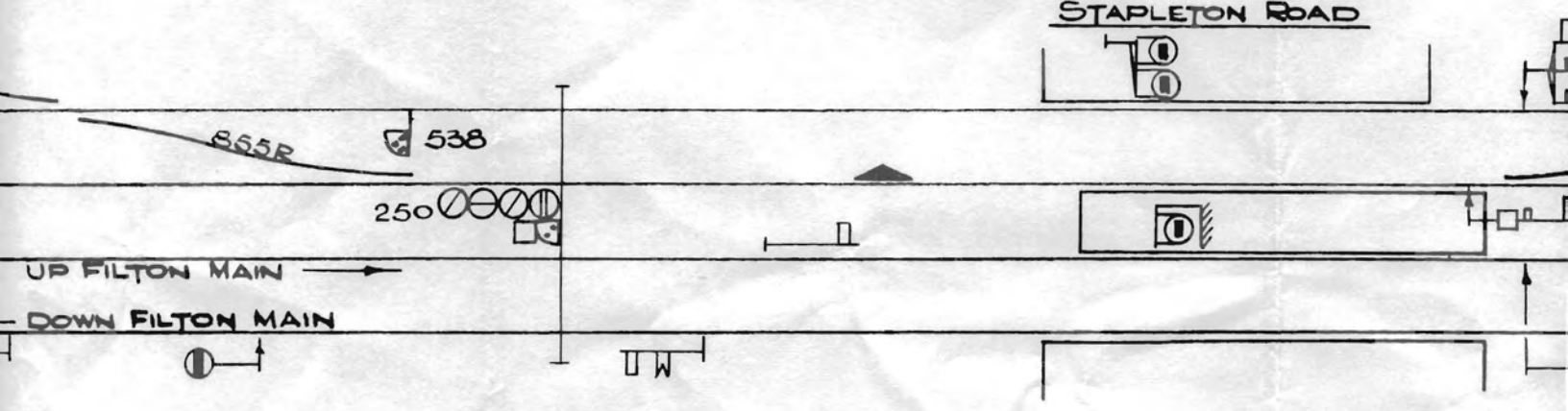
250 { Up Sidings DA with RIS
Down Filton Relief M

INDICATION IN

* Point
Pad

ICE HILL

STAPLETON ROAD



- — Route Indicator
- ⊘ — 2nd Yellow
- — Green
- ⊙ — Yellow
- — Red
- ⊠ — Draw Ahead
- ⊡ — Route Indicator
- — Aspect not in use
- ⊠ — Ground position light - Red/White Normal
- Y ⊠ — Ground position light - Yellow/White Normal
- 1 2 3 4 5 6 — Junction Indicator
- ▲ — AWS Ramp

KEY TO ABBREVIATIONS

- M - Main Aspect
- DA - Draw Ahead Aspect
- RI - Route Indicator
- J I - Junction Indicator

INDICATION IN BRACKETS - Available for M Aspect only

* Points to be Clipped Scotched & Padlocked in Position Shown

