

# **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 4.—North Somerset Junction to  
Keynsham East and St. Philip's Marsh)

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**SATURDAY, 18th JULY**  
TO  
**MONDAY, 20th JULY, 1970**

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Between the hours of 08.00 on Saturday, 18th July, 1970 and 06.00 on Monday, 20th July, 1970 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 4 of the above scheme consisting of the provision of continuous track circuiting on the Up and Down Main lines between North Somerset Junction and Keynsham and Somerdale East and on the Up and Down Avoiding lines between North Somerset Junction and St. Philip's Marsh and Multiple Aspect Colour Light signalling in accordance with the enclosed diagram.

Work on the Avoiding lines between North Somerset Junction and St. Philip's Marsh will commence at 08.00 hours on Saturday, 18th July, until completion and trains will be handsignalled as necessary. Working by Pilotman will be in operation between St. Philip's Marsh and Bristol (West Junction).

The lines between East Depot Down Yard and Marsh Junction will be closed from this time.

Work on the remaining lines will be carried out from 22.30 hours on Saturday, 18th July, until 06.00 hours on Monday, 20th July, or until completion.

### 1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

The following signal boxes will be taken out of use and (except as shown below) all existing signalling will be recovered:—

Keynsham and Somerdale East  
Keynsham and Somerdale West  
East Depot Main Line  
East Depot Down Yard  
North Somerset Junction  
Marsh Junction  
St. Philip's Marsh

The new signalling throughout the whole of the above area will in future be controlled from Bristol Signal Box.

At Keynsham and Somerdale East the Down Main Home signal (KE1) will in future be controlled from Bristol (B8), and the Up Main Starting signal (KE48) will become an automatic signal UMI12.

At St. Philips Marsh the Up Home (PM1) and Down Advanced Starting (PM48) signals will in future be controlled from Bristol (B341 and B328).

### 2. CLOSURE AND RE-NAMING OF LINES

The Up and Down lines between East Depot Down Yard and Marsh Junction will be closed and the junction points at each end will be secured pending recovery.

The Up Relief line between North Somerset Junction and East Depot Main line will become a Down Goods Loop.

The Down Relief Line in the same Section will become a Siding.

The former Up Goods Loop No. 2, adjacent to the Up Main line will be re-instated as an Up Goods Loop, and the former Up Goods Loop No. 1 will become a siding.

### 3. PERMANENT WAY ALTERATIONS

At Keynsham and Somerdale East, a new facing crossover will be provided on the Bath side of the connection to the Up sidings, as shown on the diagram.

At East Depot Main line, a new crossover and new connections to the Down Goods Loop and from the Up Goods Loop will be provided as shown on the diagram. All other connections leading to or from the Main lines, together with the crossover in the former Relief lines, will be secured in the normal position pending recovery. All remaining points in the Up sidings will be converted to hand operation.

At East Depot Down Yard, the crossover between the former Relief lines on the Bristol side of the signal box will be secured in the Normal position pending recovery. A new facing connection from the Down Goods Loop to Siding will be provided as shown on the diagram.

At North Somerset Junction a new facing crossover will be provided between Up and Down Main lines as shown on the diagram. New trap points will be provided in the Up and Down Avoiding lines. A new connection from the Up Main to the C.S. and T.E's Siding will be provided as shown on the diagram.

At Marsh Junction the trailing connection from the former Radstock Branch will be secured in the Normal position pending recovery, and some rails will be removed from the former branch line as a protection for the Avoiding lines. A new trap point will be provided in the former Down Branch line. The facing crossover between the Up and Down Avoiding lines together with the connection from Up Sidings to Up Avoiding line will be secured in the Normal position pending recovery. All points in the Down sidings will be converted to hand operation.

At St. Philip's Marsh, both crossovers between Up and Down lines, the facing connection with double slips from Down line to Depot sidings and the trailing connection from Up Sidings to Up line will be secured in the Normal position pending recovery. All points in the Depot sidings will be converted to hand operation.

#### 4. BETWEEN NORTH SOMERSET JUNCTIONS AND BRISTOL EAST JUNCTIONS

Two way working will be introduced on the Up Main and Down Main lines.

At the Bristol end signal B18 which has been displaying a permanent Red Aspect will be brought into use reading from Up Main:—

To Down Main—Main aspect with junction indicator position 1.

Down the Up Main—Main aspect.

To Down Filton Main—Main aspect with junction indicator position 4.

To Up Filton Main—Main aspect with junction indicator position 5.

Additional routes will be brought into use on the Up gantry signals as follows:—

Signal 57—Up Filton Main to Down Main—Main aspect with junction indicator position 5.

Signal 59—Down Filton Main to Down Main—Main aspect with junction indicator position 4.

Signal 61—Up Main to Down Main—Main aspect with junction indicator position 4.

Signal 63—Up the Down Main—Main aspect.

#### 5. TRACK CIRCUITING

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

#### 6. ALTERATIONS TO BLOCK WORKING

Track Circuit Block working between Keynsham and Somerdale East and Bath Goods will be replaced by Track Circuit Block working between Bristol (Keynsham) and Bath Goods.

Train description will be by single stroke bell.

#### 7. NEW GROUND FRAMES

The facing and trailing crossovers at Keynsham will be operated from a new ground frame known as "Keynsham East Ground Frame".

The connection to Fry's siding near Keynsham station will be operated from a new ground frame known as "Keynsham West Ground Frame".

The new facing connection from Down Goods Loop to Siding near East Depot Down Yard signal box will be operated from a new ground frame known as "East Depot Down Siding Ground Frame".

The facing connection from Down Main to Kingsland Road Sidings will be operated from a new ground frame known as "Kingsland Road Sidings Ground Frame".

The C.S. and T.E.'s siding will be re-aligned to a connection in the Up Main line and the ground frame will be renewed.

The facing connection from Down Avoiding line to Marsh Pond sidings will be operated from a new ground frame known as "Marsh Pond Ground Frame".

The trailing crossover between Up and Down Avoiding lines at Marsh Junction signal box together with the facing connection from Down Avoiding line to Depot sidings will be operated from a new ground frame known as "Depot Ground Frame".

The connection from Down Sidings to Down Avoiding line near St. Philip's Marsh signal box will be worked from a new ground frame known as "Marsh Down Ground Frame".

The facing connection from Up Avoiding line to Up sidings near St. Philips Marsh signal box will be operated from a new ground frame known as "Marsh Up 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 signal box.

## 8. POINT MACHINES

All other points shown on the diagram will be motor worked from Bristol signal box. The machines will be the A.E.I.—G.S. Co's style H.W. and instructions for the emergency operation of these machines have been issued separately.

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

Keynsham—near the connection to Up Sidings.

East Depot—on the Up side opposite the facing connection to the Down Goods Loop.

North Somerset Junction—near the Up Main facing points.

St. Philip's Marsh—near the points in the single line.

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

## 9. TELEPHONES

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

(1) at all running signals worked from the signal box;

(2) at Automatic signals DMI09, DMI10, DMI11, DMI14, DMI15, UMI10, UMI11, UMI12 and UMI16;

(3) at ground signal 530 at East Depot;

(4) at the new ground frames mentioned above (except Keynsham East and Keynsham West);

(5) at the hand-crank release instruments mentioned above (except Keynsham).

Automatic telephones will be provided at Keynsham East and Keynsham West Ground Frame and at Keynsham hand-crank release instrument, and communication with the signalman at Bristol can be obtained by dialling 44.

A special emergency telephone circuit will be provided from Bristol panel to the crossover near East Depot Main line signal box and the crossovers worked from Keynsham East Ground Frame. This circuit will be extended at a later stage.

## 10. ROUTING OF SIGNALS

See separate sheet.

## II. 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 District Inspector Yabsley, 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 of line shown on the diagram.

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.  
July, 1970.

BR.314001/2

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

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Received Notice No. S.2659 re introduction of Stage 4 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  
DA — Draw Ahead Aspect

RI — Route Indicator  
JI — Junction Indicator—Position Follows  
S — Shunting Signal

Signal No.	Destination	Type of Signal	
8	DMI 14 Signal	M	
12	414 Signal 524 Signal 14 Signal	M/DA with JI.1 DA M	
14	Kingsland Road Sidings 16 Signal 534 Signal 18 Signal Up Bristol Loop 431 Sig.	DA with RI K M DA M with JI.4 M with JI.5	
65	467 Signal 67 Signal 581 Signal Engineers Sidings 326 Signal	M/DA with JI.1 M DA with RI.DL DA with RI.E M with JI.4	
67	UMI 16 Signal	M	
69	71 Signal	M	
71	Up Sidings UMI 12 Signal	DA with RI S M	
265	467 Signal 67 Signal 581 Signal Engineers Sidings 326 Signal	M/DA with JI.1 M DA with RI D.L. DA with RI E M with JI.4	
326	Marsh Pond Sidings Depot 328 Signal	DA with RI S DA with RI D M/DA	RI.G for DA only
328	Down Goods 330 Signal	M	
341	Up Sidings 343 Signal 631 Signal	DA with RI S M/DA DA	RI.G for DA only
343	345 Signal	M/DA	RI.G for DA only
345	Kingsland Road Sidings 16 Signal 534 Signal Up Bristol Loop 431 Sig.	DA with RI K M with RI DM DA M with RI L	
414	Spur 1 Kingsland Road Sidings 16 Signal 534 Signal 18 Signal C.S. and T.E. Siding Up Bristol Loop 431 Sig.	DA DA with RI K M with RI DM DA M with RI UM DA with RI S M with RI L	

Signal No.	Destination	Type of Signal	
465	467 Signal 67 Signal 581 Signal Engineers Sidings 326 Signal	M/DA with JI I M DA with RI DL DA with RI E M with JI 4	
467	Spur UMI16 Signal	DA with RI S M	
520	DMI14 Signal Up Main L.O.S.	S S	
522	524 Signal 14 Signal 528 Signal	S S S	
524	Engineers Sidings 414 Signal	S S	
526	Spur 2 Spur 1 534 Signal 18 Signal C.S. and T.E. Siding Up Bristol Loop 431 Sig.	S S S S S S	
528	534 Signal 18 Signal C.S. and T.E. Siding Up Bristol Loop 431 Sig.	S S S S	
530	528 Signal	S	
534	Kingsland Road Sidings 16 Signal	S S	
577	467 Signal 67 Signal 579 Signal 326 Signal	S S S S	Normal Yellow/White
579	581 Signal Engineers Siding	S S	
581	UMI16 Signal	S	
631	633 Signal	S	
632	Depot 328 Signal	S S	
633	345 Signal Down Goods L.O.S.	S S	Normal Yellow/White
634	328 Signal	S	Normal Yellow/White
635	Down Goods L.O.S.	S	
636	330 Signal	S	Normal Yellow/White

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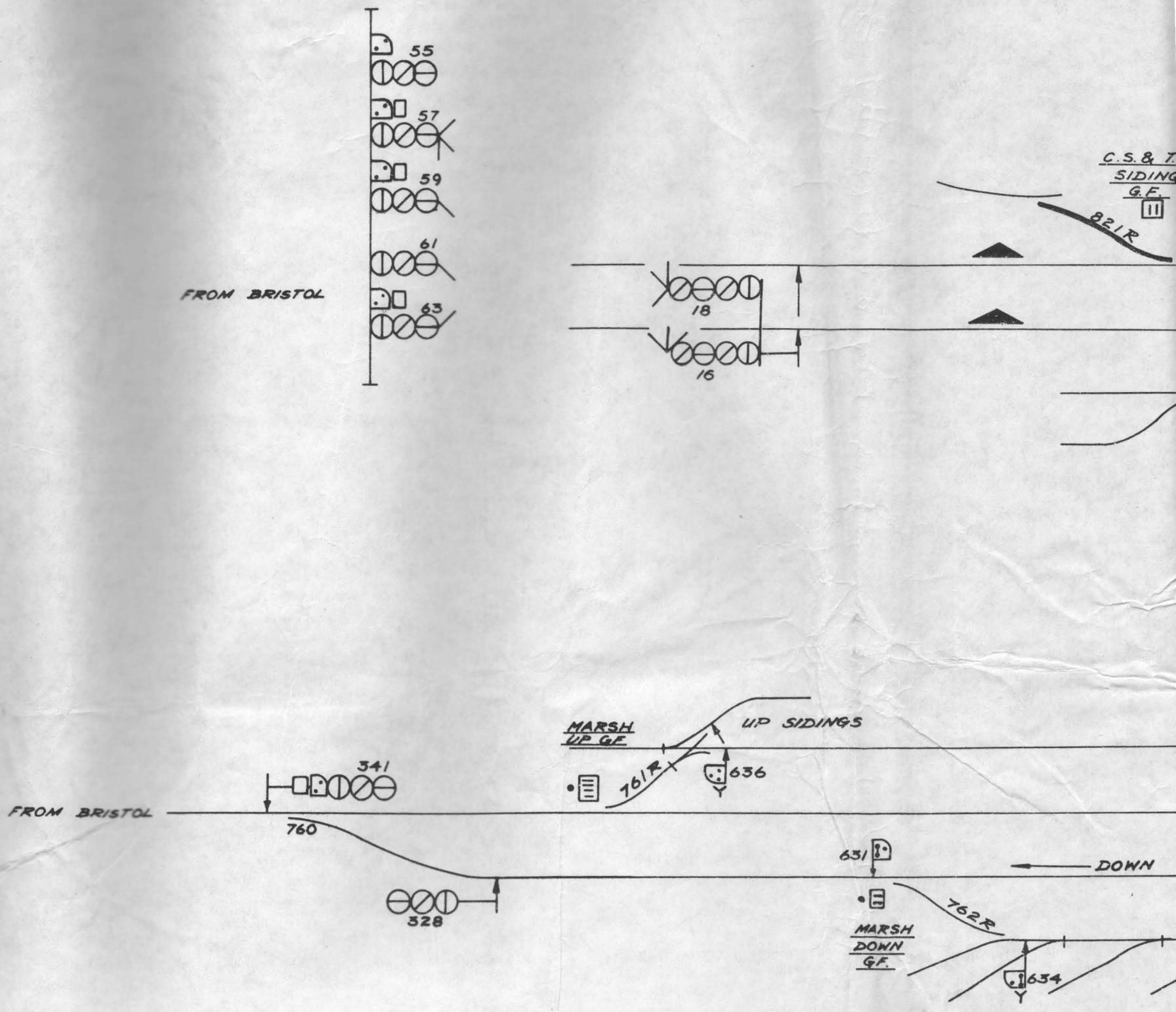
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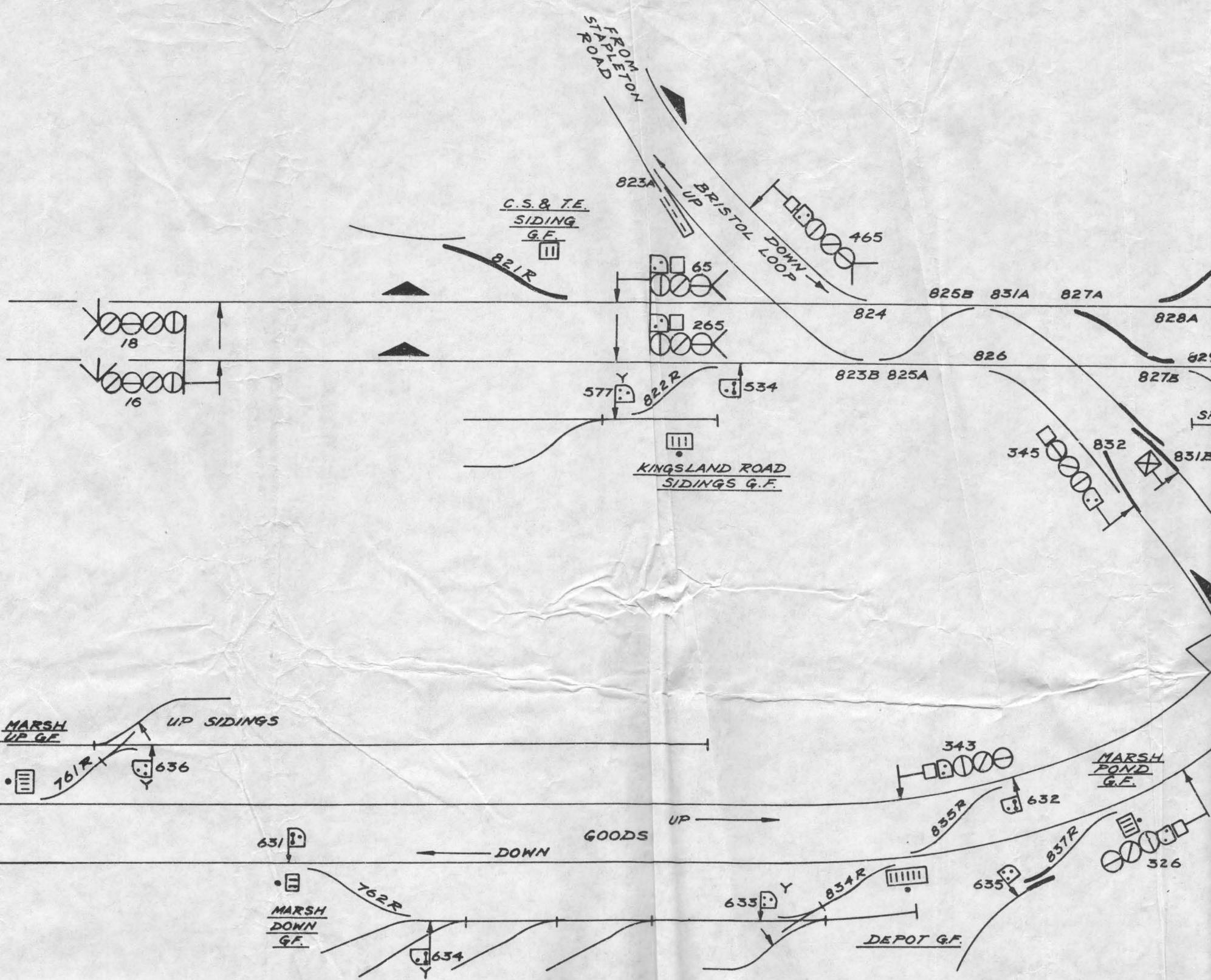
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