

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 5—Bath Goods to Bathampton)

SATURDAY, 15th AUGUST

TO

MONDAY, 17th AUGUST, 1970

Between the hours of 22.00 on Saturday, 15th August, 1970 and 06.00 on Monday, 17th August, 1970 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 5 of the above scheme consisting of the provision of continuous track circuiting between Bath Goods and Bathampton on the Up and Down Main lines, and Multiple Aspect Colour Light signalling in accordance with the enclosed diagram.

1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

Bath Goods and Bathampton signal boxes will be taken out of use and all existing semaphore signals will be recovered.

The section controlled from Bristol Panel will be extended to include the new signalling throughout the above area, as shown on the diagram, and also the section of automatic signalling between Bathampton and Corsham.

At Bath Goods. The colour light Up Main Home signal will be recovered and the colour light Up Main Advanced Starting signal will be replaced by the automatic signal UMI06A. The colour light Down Advanced Starting signal will become the automatic signal DMI07.

At Bathampton. The colour light Up Distant signal will be recovered. The automatic colour light Distant UMI01R will be recovered and the aspects will be combined with the new automatic signal UMI03. Signals 47, 47R, 50 and 50R will become B302, B302R, B2 and B2R respectively. The emergency replacement controls on signals DM97, DMI01 and UMI01 will be transferred to Bristol Panel. The control of Box and Corsham East Ground Frames will also be transferred to Bristol Panel.

2. PERMANENT WAY ALTERATIONS

At Bath Goods. New entrance and exit connections with the Down Goods Loop will be brought into use as shown on the diagram. The connection from the sidings to Down Main at present worked from a ground frame will be secured in the Normal position pending recovery. The adjacent hand worked connection from the Yard will be secured for the new Down Loop until further notice.

At Bathampton. New entrance and exit connections with the Up Goods Loop will be brought into use as shown on the diagram. The Down Goods Loop will be taken out of use and the entrance and exit points will be secured in the Normal position pending recovery.

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 Track Circuit Block section
Bathampton—Swindon (Thingley) will become
Bristol (Bathampton)—Swindon (Thingley)
and the Track Circuit Block section
Bathampton—Bradford Junction will become
Bristol (Bathampton)—Bradford Junction.

Train Describers will be provided from Bristol Panel to Swindon Panel and Bradford Junction.

5. NEW GROUND FRAMES

The Main lines crossover at present worked from Bath Goods signal box will be operated from a new ground frame known as "Bath Ground Frame".

The Main lines crossover at present worked from Bathampton signal box will be operated from a new ground frame known as "Bathampton 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.

6. POINT MACHINES

All other points shown on the diagram will be motor worked from Bristol signal box. The machines will be the former G.R.S. Co's style 5A, 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:—

Bath Down Goods Loop exit points (near Oldfield Park Station)
Bath Down Goods Loop entrance points
Bathampton Up Goods Loop entrance points
Bathampton—near the junction points.

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

7. TELEPHONES

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

- (1) at all running signals worked from the signal box
- (2) at Automatic signals DMI05, DMI06, DMI07, UMI03, UMI06A, UMI06B
- (3) at Semi Automatic signal UMI07.

Telephones at signals UMI09, UMI10 and UMI11 at present working to Bath Goods signal box, will be transferred to Bristol signal box.

Telephones at signals DT5, DM97, DMI01, UMI01, B2(BH50), B302(BH47) at present working to Bathampton signal box, will be transferred to Bristol signal box.

Telephones at Box and Corsham East Ground frames at present working to Bathampton signal box will be replaced by automatic telephones.

Automatic telephones will be provided at Bath and Bathampton new ground frames and also at the handcrank release instruments mentioned above.

From each automatic telephone, communication with the signaller at Bristol can be obtained by dialling 44.

The special emergency telephone circuit from Bristol Panel will be extended from Keynsham ground frame to Bath new ground frame and Bathampton new ground frame. This circuit will then be connected to Swindon panel via Box ground frame and Corsham East ground frame.

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 (aiii) will apply throughout the section from Bath Goods to Bathampton.

Handsignalmen will be stationed at Bath Goods and Bathampton Signal Boxes. Trains must proceed to and from these Boxes receiving instructions from the Handsignalmen.

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

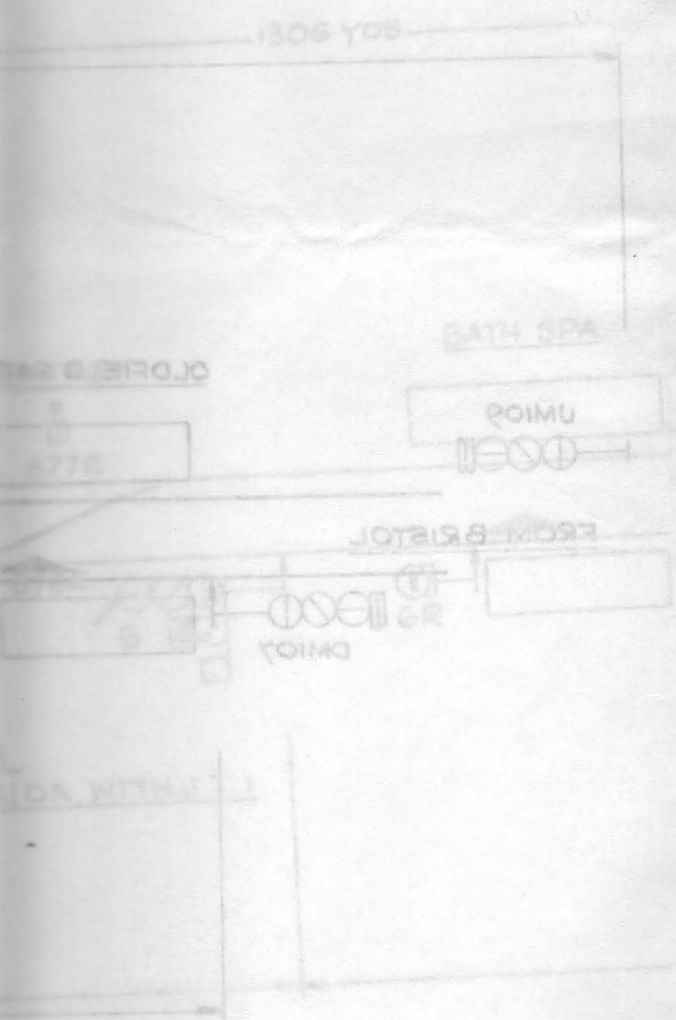
Transom House,
Victoria Street,
BRISTOL.

J. PALETTE,
Divisional Manager,
BRISTOL.

August, 1970.

B.R.314001/2

(W.640).



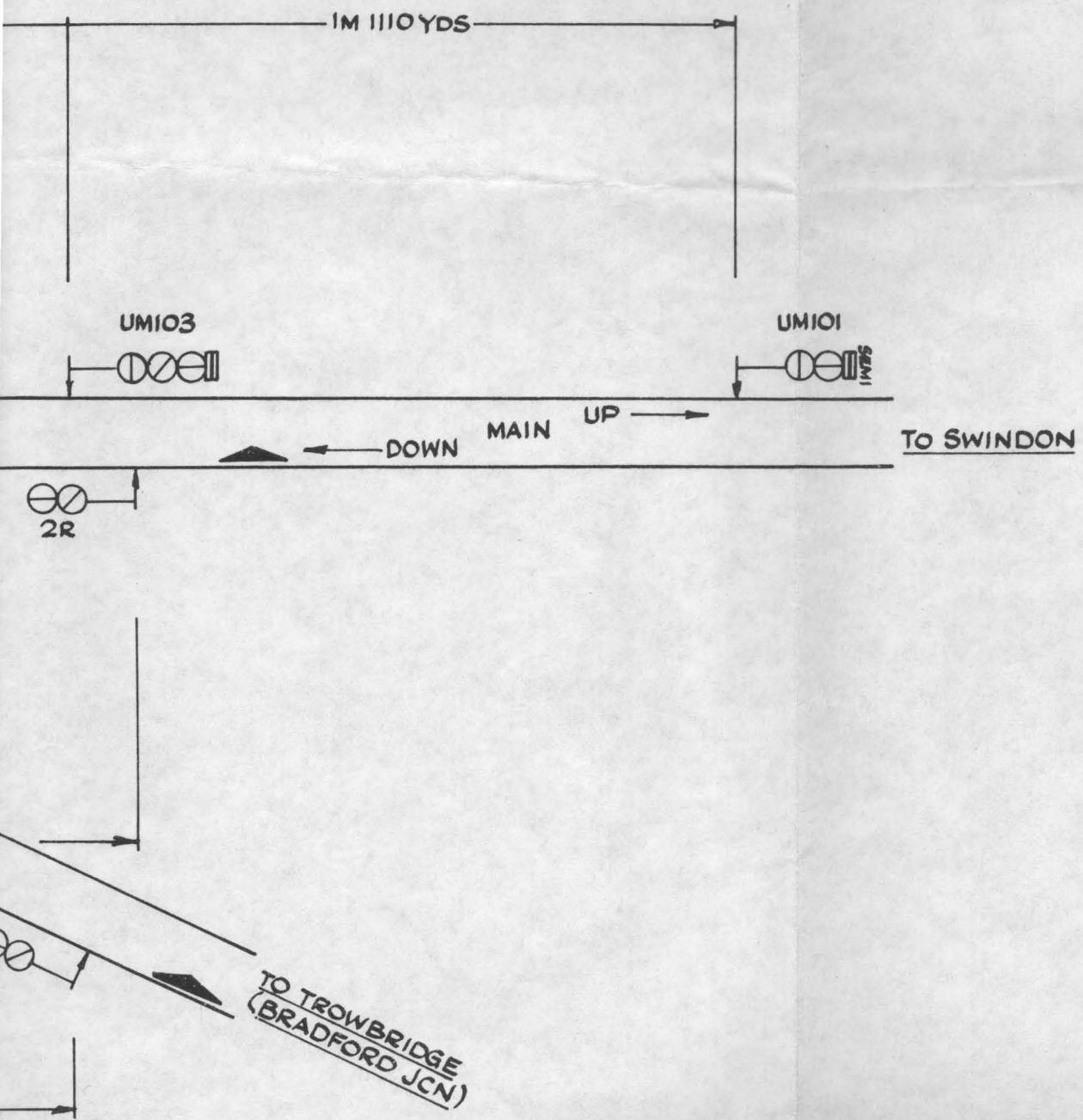
Received Notice No. S.2662 re Introduction of Stage 5 of Bristol Multiple Aspect Signalling Scheme.

.....Date Department

.....Station Signature

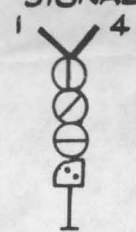
Divisional Manager,
Transom House,
Victoria Street,
BRISTOL.

Ref. W.640.



KEY TO SYMBOLS

MULTI LENS SIGNAL



JUNCTION INDICATOR
GREEN
YELLOW
RED
DRAW AHEAD



RIGHT AWAY INDICATOR



AUTOMATIC



SEMI AUTOMATIC



BANNER REPEATING SIGNAL



A.W.S. RAMP



POINTS CLIPPED AND PADLOCKED
IN POSITION SHOWN

