

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 9 — Parson Street Junction
to Ashton Junction and Yatton West)

SATURDAY, 4th DECEMBER
to
MONDAY, 6th DECEMBER, 1971

From 22.00 hours on Saturday, 4th December, 1971 until 06.00 hours on Monday, 6th December, 1971 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 9 of the above scheme consisting of the provision of continuous track circuiting from Parson Street Junction to Ashton Junction and Yatton West.

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

1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

The following signal boxes will be closed and all semaphore signalling recovered:—

Parson Street Junction
Bristol West Depot
South Liberty Junction
Flax Bourton
Nailsea and Backwell

At Parson Street Junction the Down Main colour light Home signal, P.S.O. will be recovered.

At South Liberty Junction the following colour light signals will be recovered:—

Down Main I.B.S. Home and Distant
Up Main Distant

At Flax Bourton the following colour light signals will be recovered:—

Down Main Distant
Down Main Home with Draw Ahead to Down Goods Loop
Up Main Distant
Up Main I.B.S. Home and Distant.

At Nailsea and Backwell the following colour light signals will be recovered:—

Down Main Distant
Up Main Distant.

At Ashton Junction the following signals will be recovered:—

Up Main Starting
Up Main Advanced Starting and lower Distant for Parson Street Junction
Down Main Home
Down Main Inner Home.

New Signalling will be brought into use as shown on the attached diagram.

A switch will be provided on Bristol Panel for the emergency replacement of UMI25 signal.

2. PERMANENT WAY ALTERATIONS

At Parson Street Junction the following connections will be secured in the normal position pending recovery:—

The Down Main to Nos. 1 and 2 Through Sidings facing connection
The Down Main to Down Goods facing connection
The Down Main to Down Branch facing connection
The Up Main to Up Relief facing connection.

The existing No. 1 Through Siding to No. 2 Through Siding facing connection on the Down side will be hand worked.

At Bristol West Depot (Up Side) the trailing connection from Down Goods to Up Goods Siding will be secured in the normal position pending recovery.

At South Liberty Junction the connection from Down Goods to Down Main will be secured in the normal position pending recovery.

At Flax Bourton the Down Goods Loop will be taken out of use and the facing connection from Down Main to Down Goods will be secured in the normal position pending recovery. The facing connection from Up Main to Up Goods Loop will be recovered and a stop block will be provided at the Taunton end of the Loop. The existing connection from Sidings to Up Goods Loop will be hand worked.

At Nailsea and Backwell the Main Line trailing crossover will be secured in the normal position pending recovery.

At Ashton Junction the double junction to Bristol West Depot via the former West Loop will be secured in the normal position pending recovery.

3. DESIGNATION OF LINES

At Parson Street Junction and Bristol West Depot the Down Goods will become Up and Down Reception.

At South Liberty Junction the Down Goods will become Up Reception No. 1, and the Up Goods will become Down Departure and Up Reception No. 2.

At Flax Bourton the Up Goods Loop will become a siding.

4. GROUND FRAMES

At Bristol West Depot. West Depot Down Ground Frame controlling the connection from Down Sidings to Down Main will be taken out of use and replaced by a new Ground Frame controlling the above points and the new Main Line trailing crossover.

At Flax Bourton the existing connection from the former Up Goods Loop to Up Main, and the new Main Line facing and trailing crossovers will be worked from a new Ground Frame to be known as Flax Bourton Ground Frame.

5. ROUTING OF SIGNALS

KEY TO ABBREVIATIONS

M — Main Aspect
DA — Draw Ahead Aspect

RI — Route Indicator
JI — Junction Indicator

Signal No.	Route	Destination	Type of Signal
17	A	Up Main	M
19	A	Down Departure and Up Reception 2	DA with RI R2
	B	Up Reception 1	DA with RI R1
	C	Up Main	M
21	A	Up Relief	M with JI 1
	B	Up Main	M
337	A	Up Relief	M with RI UR
	B	Up Main	M with RI UM
421	A	Up Relief	M
60	A	Down Main	M
	B	Up and Down Reception	DA with RI R
	C	Sidings	DA with RI 5
	D	Down Portishead	M with JI 4
62	A	Down Main	M
64	A	Down Main	M
	B	Signal 602	DA
462	A	Down Main	M
511	A	Up Relief	S
	B	Up Main	S
513	A	Up Relief	S
	B	Up Main	S
598	A	Up and Down Reception	S
	B	Sidings	S
	C	Down Portishead	S
602	A	Down Main	S
	B	M.O.P. Sidings	S

6. POWER OPERATED POINTS

With the exception of those mentioned under "Ground Frames", existing hand worked points, new hand worked points, and points at Yatton West and Ashton Junction, all points shown on the diagram will be electrically worked from Bristol Panel.

The points at Parson Street Junction will have A.E.I.—G.S. Co's style HW machines.

The points at South Liberty Junction will have the former G.R.S. Co's style 5A (modified) machine. Instructions for the emergency operation of the above machine have been issued separately.

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

- Parson Street — on the Up side adjacent to the Up Main to Up Relief facing connection
- on the Up side adjacent to the Up Relief to the Up Main facing connection

- South Liberty — on the Up side adjacent to the Up Main to Up Reception facing connection.

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

7. AUTOMATIC WARNING SYSTEM

W.R. pattern A.W.S. will be provided at signals as shown on the diagram.

8. ALTERATIONS TO BLOCK WORKING

Track circuit block working will apply on the Up and Down Main Lines between Bristol Panel and Yatton West and on the Up and Down Portishead Lines between Bristol Panel and Ashton Junction. Train description between Bristol and Ashton Junction, and between Bristol and Yatton West, will be by single stroke bell.

9. TELEPHONES

Telephones giving exclusive communication with the signalman at Bristol will be provided at:—
All colour light stop signals controlled from Bristol Panel
All automatic stop signals except DM 126 and DM 127
West Depot Down Ground Frame
Flax Bourton Ground Frame
Handcrank release instruments mentioned above
Mud Lane Crossing.

Telephones giving exclusive communication with the signalman at Yatton West will be provided at signals DM 126, DM 127 and YW 4.

Telephones giving exclusive communication with the signalman at Ashton Junction will be provided at signals AJ 7 and AJ 45.

The special Bristol—Cogload emergency telephone circuit will be extended to include the crossovers at West Depot Down Ground Frame and Flax Bourton Ground Frame.

10. 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) (iii) will apply between Bristol Panel (Malago) and South Liberty Junction, South Liberty Junction and Flax Bourton, Flax Bourton and Yatton West.

Handsignalmen will be stationed at the relevant intermediate signalboxes, and trains must proceed from point to point, receiving instructions from the Handsignalmen.

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

Transom House
Victoria Street,
BRISTOL.
November 1971.

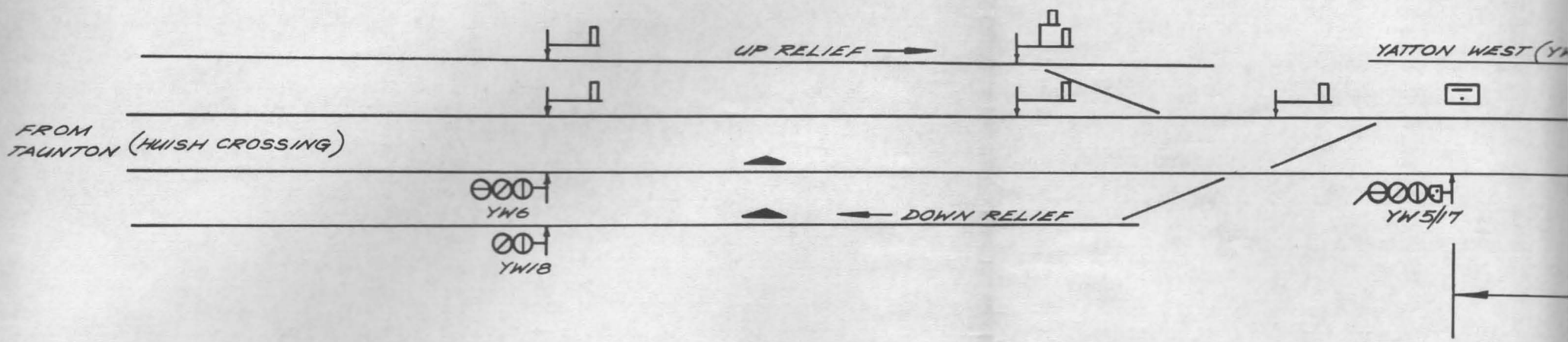
B.R.314001/2

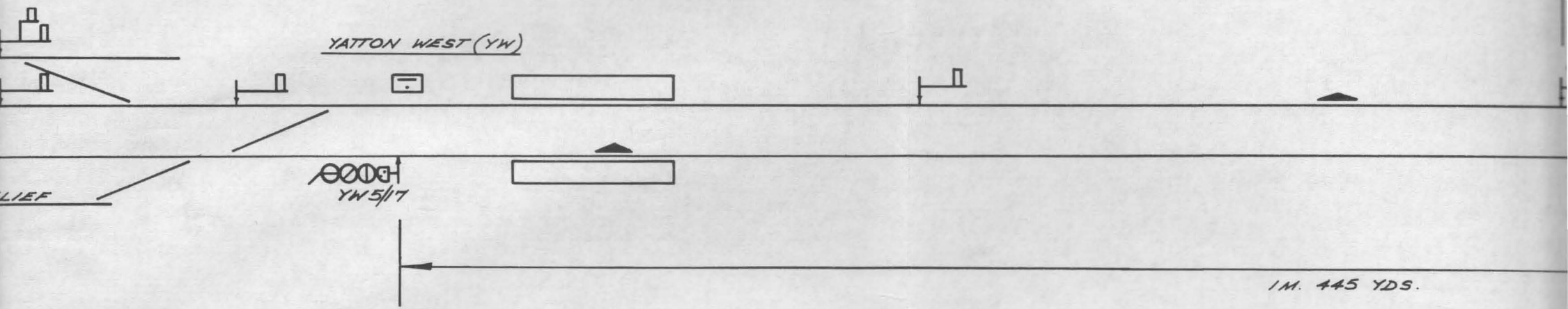
J. PALETTE,
Divisional Manager,
BRISTOL.
(W.640)

Received Notice No. S.2691 re Introduction of Stage 9 of Bristol Multiple Aspect Signalling Scheme.

.....DateDepartment
.....StationSignature

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





YATTON WEST (YW)

YW 5/17

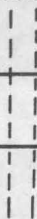
LIEF

1 M. 445 YDS.

1 M. 440 YDS:

UM128R
| 000

MUD LANE CROSSING



000 |
YW4

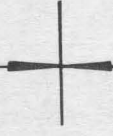


1 M. 440 YDS:

UM128



1 M. 495 YDS:



1 M. 440 YDS.

UM128
H0000

DM127



YDS:



1 M. 380 YDS.

NAIL SEA

UM127

DM126

1 M. 500 YDS.

1 M. 620 YDS

A

A

FLAX BOURTON G.F.

B17

735R

736R

736R

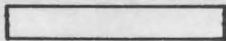
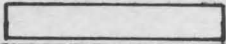
602

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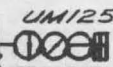
B64

1M. 380 YDS.

NAILSEA & BACKWELL



1M. 440



UMI25

1M. 530 YDS

1M. 560 YDS.



UMI23



B64



DM122

1M. 200 YDS

1M. 440 YDS

DM125

1M. 540 YDS

A

A

1606 YDS: TO SIGNAL B21

1125 YDS:

UM122

B19

939A

74

939B

938A

938B

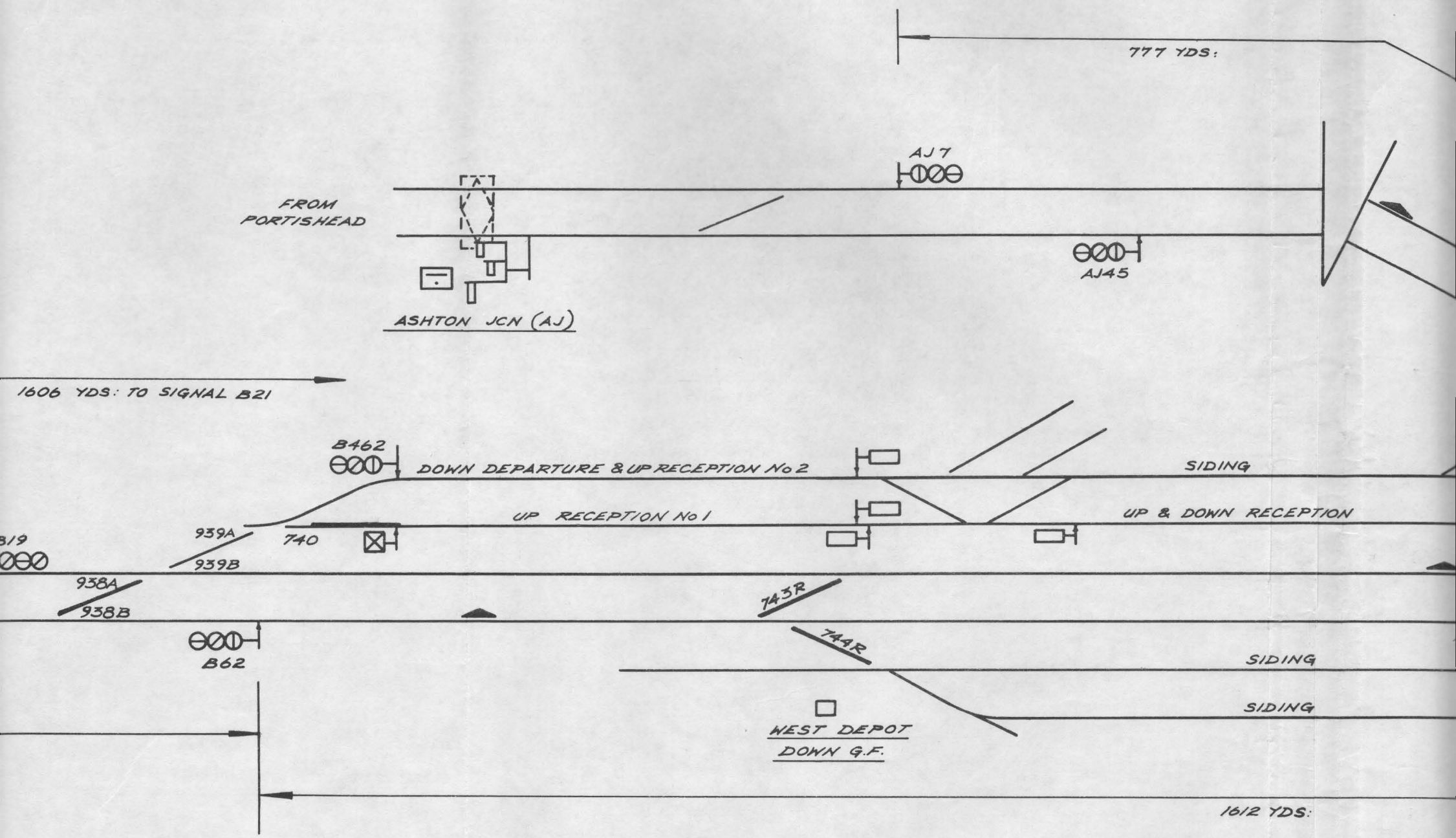
DM121

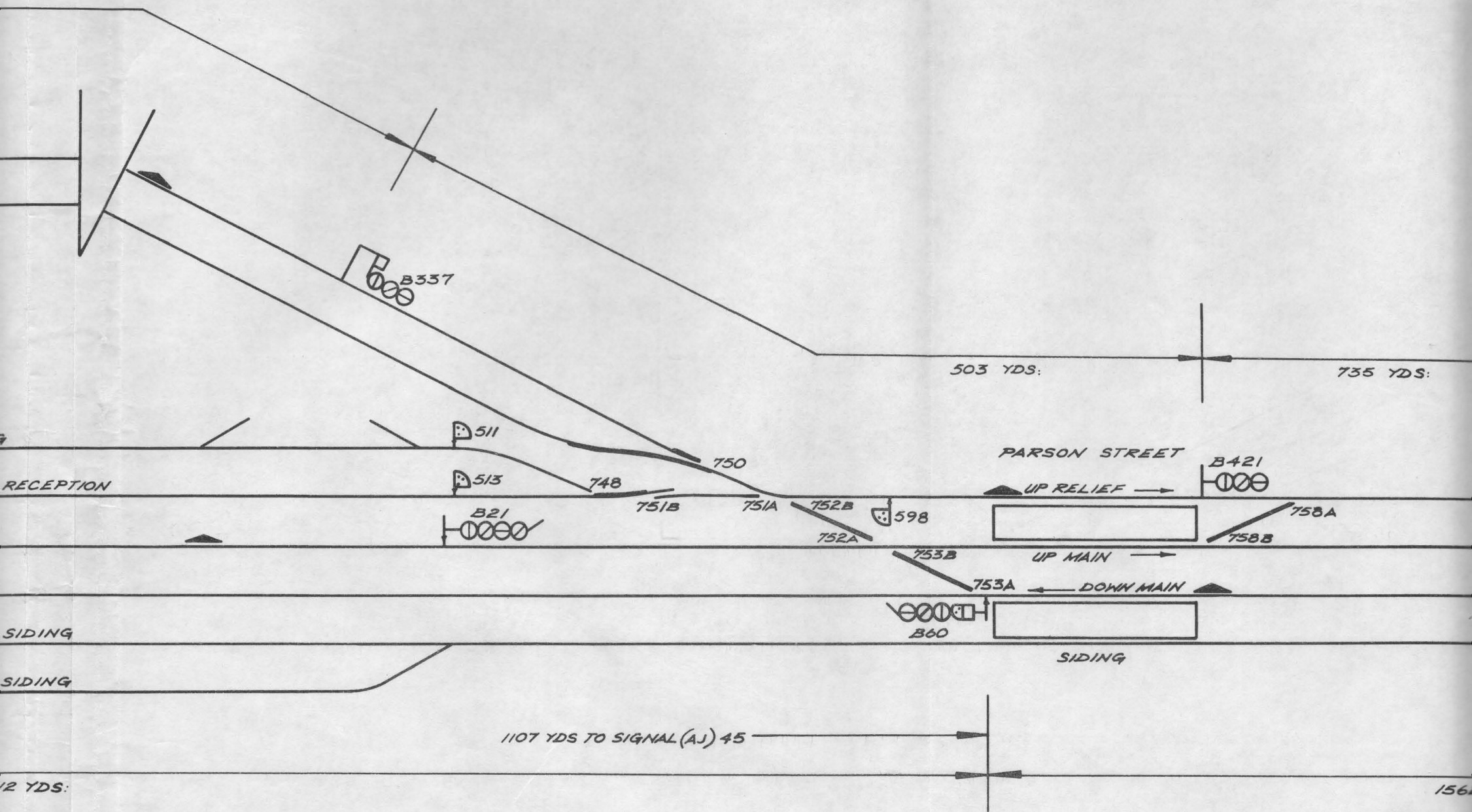
B62

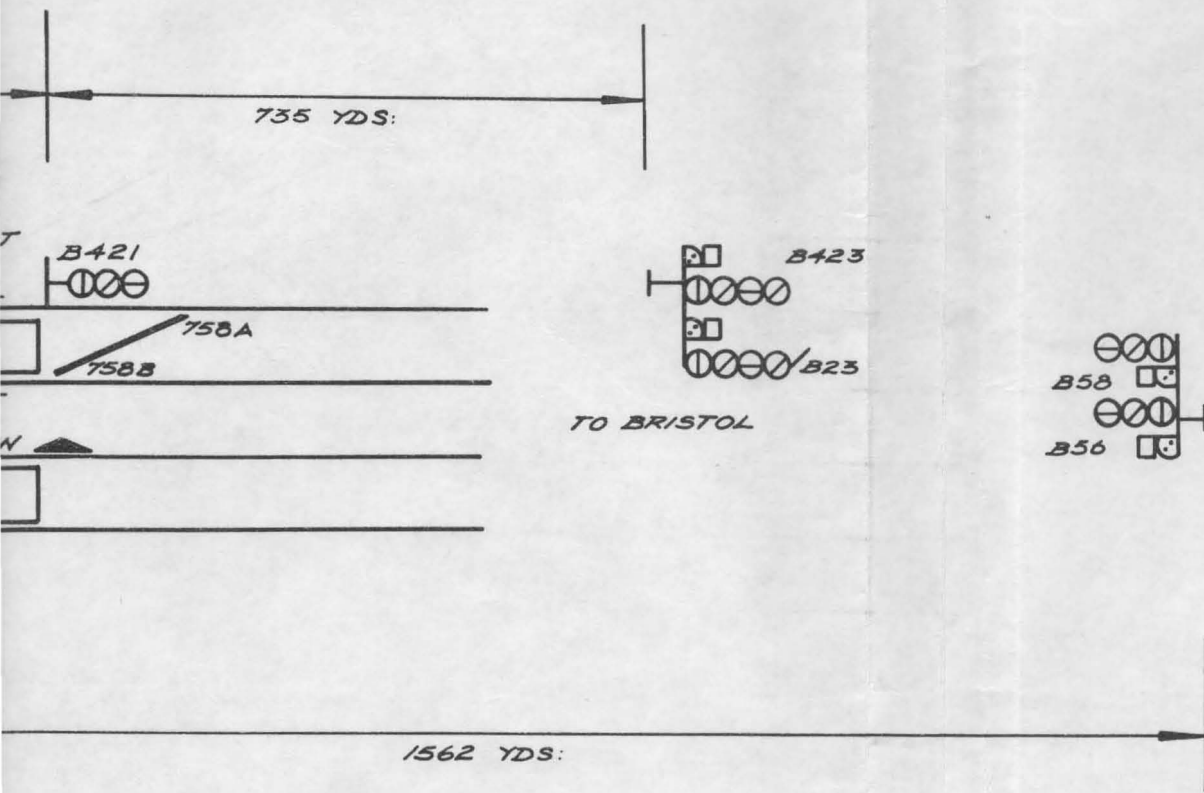
1614 YDS:

1440 YDS:







FR
PORTIS







KEY TO SYMBOLS.

-  JUNCTION INDICATOR
2ND YELLOW
GREEN
YELLOW
RED
DRAW AHEAD
ROUTE INDICATOR
-  GROUND POSITION LIGHT
-  LIMIT OF SHUNT
-  AUTOMATIC
-  A.W.S. (W.R. PATTERN)
-  STOP LAMP