

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 8A — WESTERLEIGH WEST TO
YATE SOUTH JUNCTION AND BADMINTON)

SATURDAY, 8th MAY
to
MONDAY, 10th MAY, 1971

From 22.00 hours on Saturday, 8th May, 1971 until 06.00 hours on Monday 10th May, 1971 (or until completion), the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 8A of the above scheme consisting of the provision of continuous track circuiting between Westerleigh West, Yate South Junction and Badminton.

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:—

Badminton
Chipping Sodbury
Westerleigh East
Westerleigh West
Yate South

At Westerleigh West the Up Main Home signal WW23 will be renamed B115 and provided with a junction indicator.

The Up Charfield Starting signal WW18 will be renamed B147.

The Down Main colour light Starting signal WW6 will be recovered.

The automatic colour light Distant DB108R will be renamed DB107 and provided with a red aspect.

At Yate South the Up Charfield Home signal YS17 will be renamed B149.

The Down Charfield Home signal YS1 will be renamed B134.

At Chipping Sodbury the Up Main colour light Distant will be recovered.

At Badminton the Down Main Home signal BM61 will become semi-automatic and will be renamed DB99.

The Down Main automatic colour light Distant BM61R will be renamed DB99R.

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

Switches will be provided on Bristol Panel for the emergency replacement of signals DB95, DB99 and UB99. The emergency replacement control on signal UC116 will be transferred to Bristol Panel.

2. PERMANENT WAY ALTERATIONS

At Yate the crossover with slip connection to the Up Sidings and former Thornbury Branch will be secured in the normal position pending recovery.

At Westerleigh East the trailing crossover and facing connection to Up Sidings will be secured in the normal position pending recovery.

At Chipping Sodbury a new facing and a new trailing crossover will be brought into use as shown on the attached diagram.

The Down Platform Line and Spur will be taken out of use and the facing and trailing connection between the Down Main and Down Platform Line will be secured in the normal position pending recovery.

The slip connections and main crossover providing access from No. 1 Up Siding to Down Platform Line will be secured in the normal position pending recovery.

At Badminton the Up Platform, Up Goods Loop and Up Sidings will be taken out of use and all associated connections will be secured in the normal position pending recovery.

3. DESIGNATION OF LINES

Between Westerleigh West and Yate the Up Charfield Line will become an Up and Down Line.

At Chipping Sodbury the Up Goods Loop will become an Up and Down Goods Loop.

4. GROUND FRAMES

Yate Main Line Ground Frame will be taken out of use.

Yate North and Yate South Ground Frames at present controlled from Yate South signal box will in future be controlled from Bristol Panel.

At Chipping Sodbury the connection from No. 1 Up Siding to Up and Down Goods Loop will be operated from a new ground frame to be known as "Chipping Sodbury West Ground Frame". The connection from Up Sidings to Up and Down Goods Loop will be operated from a new ground frame to be known as "Chipping Sodbury East Ground Frame".

At Badminton a new ground frame will be brought into use, operating the new facing and trailing crossovers as shown on the attached diagram.

Each of the above ground frames will be released by an Annetts Key, held in a release instrument at the ground frame and controlled from Bristol Panel.

5. POWER OPERATED POINTS

With the exception of those mentioned under "Ground Frames" and other existing hand operated points, all points shown on the diagram will be electrically worked from Bristol Panel.

The points at Westerleigh and Chipping Sodbury will have A.E.I.—G.S. Co's style H.W. machines.

The points at Yate South are the former G.R.S. Co's style 5A (Modified) machines.

Instructions for the emergency operation of the above machines have been issued separately. Handcranks for the emergency operation of the above machines will be kept in release instrument at the following places:—

Westerleigh	— on the Up side, at the junction.
Yate South	— on the Down side, at the facing point.
Chipping Sodbury (West End)	— on the Up side, at the Main Line end of the Loop Points
Chipping Sodbury (East End)	— on the Up side, at the Main Line end of the Loop Points

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

CHANGES AND ALTERATIONS TO EXISTING SIGNALLING

to be closed and all semaphore signalling recovered:—

Main Home signal WW23 will be renamed B115 and provided with

WW18 will be renamed B147.

Starting signal WW6 will be recovered.

Starting signal WW6 will be recovered.

6. AUTOMATIC WARNING SYSTEM

B.R. pattern A.W.S. will be provided on the Charfield Lines.

W.R. pattern A.W.S. will be provided on the Badminton Lines.

7. ALTERATIONS TO BLOCK WORKING

The following track circuit block sections will be amended:—

Bristol (Stoke Gifford) to Westerleigh West

Badminton to Swindon (Hullavington)

will become:—

Bristol (Stoke Gifford) to Swindon (Hullavington).

Four digit train describers will be provided between Bristol and Swindon.

Yate South to Charfield

will become:—

Bristol (Yate) to Charfield.

Train description will be by single stroke bell.

8. TELEPHONES

Telephones giving exclusive communication with the signalman at Bristol will be provided at all running signals controlled from Bristol and at all automatic and semi-automatic stop signals.

The telephones at signals DB108, UB109B, UB108, UB107, B115, B134, UC116, UC117, DC116, DC117 and at Rangeworthy Crossing will in future give exclusive communication with the signalman at Bristol.

Automatic telephones will be provided at all ground frames and handcrank release instruments mentioned above and also at Alderton Tunnel. Communication with the signalman at Bristol can be obtained from these telephones and also from the telephones at Yate North and South Ground Frames and Wickwar Tunnel by dialling 39.

The special Bristol—Stoke Gifford emergency telephone circuit will be extended to include the crossovers at Westerleigh West, Chipping Sodbury West, Chipping Sodbury East and Badminton. Special emergency telephones will be provided on the Up side at quarter mile intervals through Chipping Sodbury Tunnel, giving exclusive communication with the signalman at Bristol.

9. 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 Westerleigh West to Yate South Junction and Badminton.

Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions at each signal box from Handsignalmen.

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

Transom House
Victoria Street,
BRISTOL.
May, 1971.

B.R.314001/2

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

Received Notice No. S2680 re Introduction of Stage 8A of Bristol Multiple Aspect Signalling Scheme.

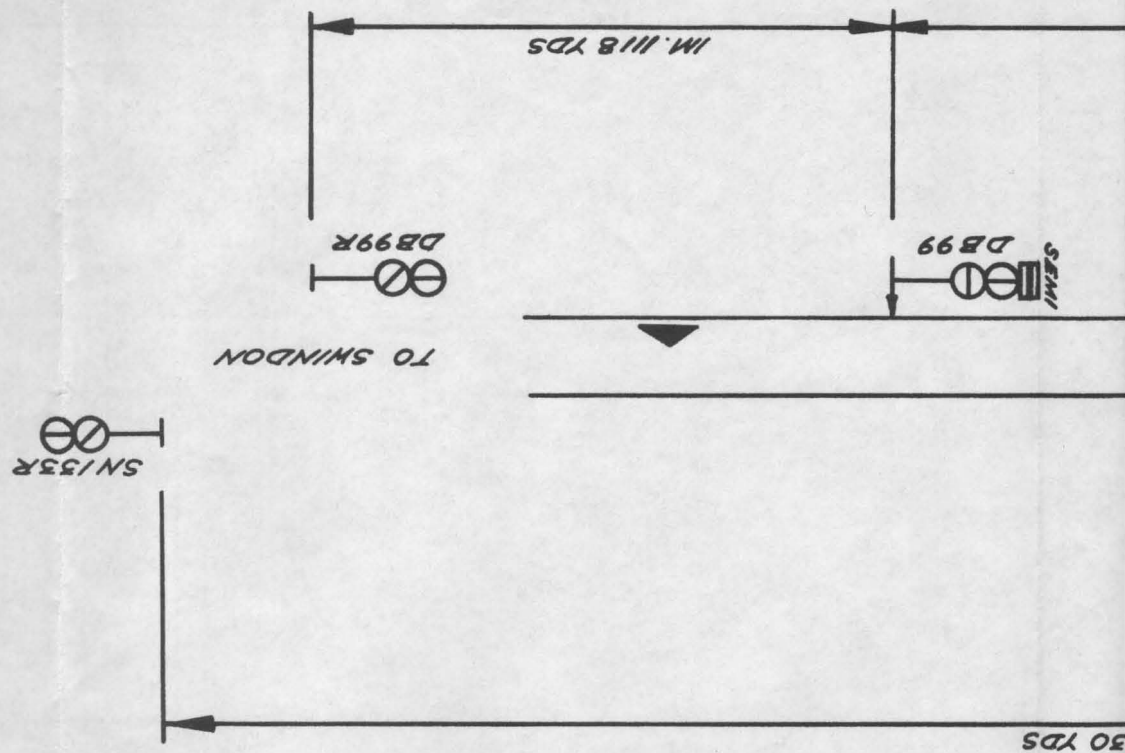
.....Date.....Department

.....Station.....Signature

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

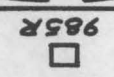
KEY TO SYMBOLS

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



1M. 1118

S.



BADMINTON G.F.



UP

BADMINTON
DOWN

3M. 1130 YDS

1M. 426 YDS

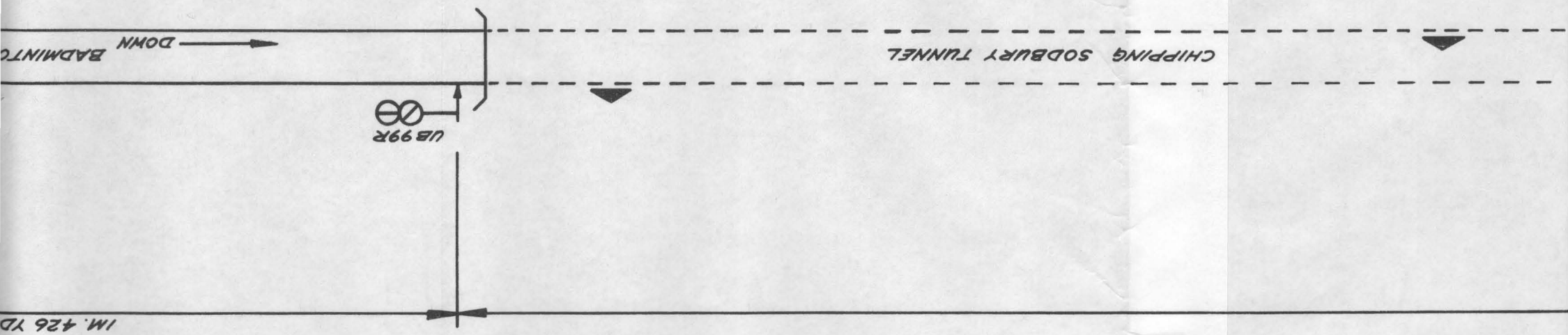
3M. 54 YDS.

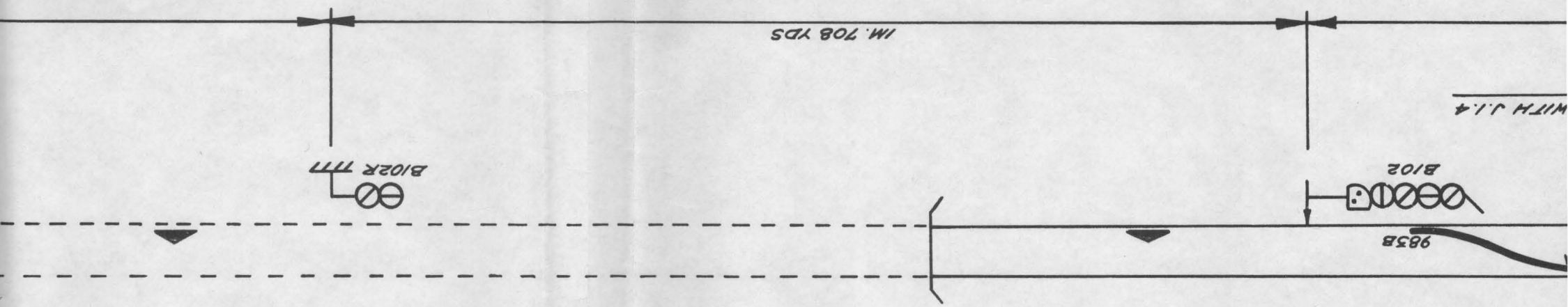
BADMINTON
DOWN

CHIPPING SODBURY TUNNEL

UB 99R

1M. 426 YD.





1M. 708 YDS

WITH J.1.4

985B

3M. 1484 YDS.

1M. 945 YDS

B102
B402 SIGNAL-M/DA WITH J.1.4
DB105 SIGNAL-M

B102

985B

983A

982B

982A

B417

CHIPPING
SODBURY
EAST G.F.

981R

SIDINGS

CHIPPING SODBURY
WEST G.F.

981R

DOWN GOODS LOOP UP

UP

DOWN BADMINTON

980B

402

TO GLOUCESTER (CHARFIELD)

UC118

B134

DS

ELD

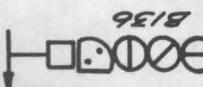
UC118 SIGNAL
DOWN CHARFIELD L.O.S.

□ YATE SOUTH G.F.

989R

990A

990B



B136

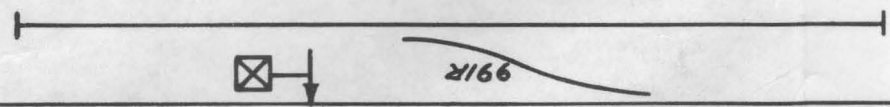
SIDING - DA. WITH R.I.S.
DC 120B SIGNAL - M WITH J.I.F.
DC 120A SIGNAL - M

8 YDS

YATE NORTH G.F.



1.M. 375 YDS



991R

DOWN

CHARFIELD

1M. 364 YDS

B417 SIGNAL - M/DA WITH J.I.I
UB99 SIGNAL - M

B117



B117

980A



B402

979A

979B



DB105



