

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 10 — Yatton to Highbridge
including Weston-Super-Mare loop)

SATURDAY, 29th JANUARY

to

MONDAY, 31st JANUARY, 1972

From 22.00 hours on Saturday, 29th January, 1972 until 06.00 hours on Monday, 31st January, 1972 (or until completion), the Chief Signal and Telecommunication Engineer will be engaged in introducing Stage 10 of the above scheme consisting of the provision of continuous track circuiting from Yatton to Highbridge including Weston-super-Mare loop.

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 associated signalling recovered with the exception of signals YW4 and YW5/17 at Yatton West which will be re-numbered as B66 and B68 and controlled from Bristol:—

Yatton West
Worle Junction
Uphill Junction
Weston-super-Mare
Brent Knoll

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 UMI42 and DMI41.

2. PERMANENT WAY

The permanent way arrangements will be in accordance with the attached diagram. The existing Up Relief from Huish Crossing to approximately the 131 mile post will be taken out of use.

The existing Down Relief from approximately the 131 mile post to Huish Crossing will be taken out of use.

The section of line between Worle Junction and Weston-super-Mare will be singled, the present Up Line being retained as the Single line.

The section of line between Uphill Junction and Weston-super-Mare will be singled, the present Up Line being retained as the Single line.

3. DESIGNATION OF LINES

The line between Uphill Junction and Weston-super-Mare and between Worle Junction and Weston-super-Mare will be known as the Down and Up Weston.

The existing Up Relief from approximately the 131 mile post to Yatton will become the Up Goods Loop.

The existing Down Relief from Yatton to approximately the 131 mile post will become the Down Goods Loop.

4. GROUND FRAMES

At Yatton a new ground frame to be known as Yatton Ground Frame will be brought into use controlling the existing Main Line trailing crossover. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Bristol Panel.

At Huish Crossing the existing signal box will be reduced in status to a Ground Frame controlling the level crossing gates. Electrical interlocking will be provided between the level crossing gates and signals DMI31 and UMI32.

At Puxton and Worle the existing signal box will be reduced in status to a Ground Frame controlling the level crossing gates. Electrical interlocking will be provided between the level crossing gates and signals DMI33 and UMI34.

At Weston-super-Mare a new ground frame to be known as Weston-super-Mare Up Ground Frame will be brought into use controlling the connection to the Carriage Sidings. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Bristol Panel.

A new ground frame to be known as Weston-super-Mare Down Ground Frame will be brought into use controlling the connections to the S.W.G.B. Sidings. This ground frame will be released by an Annetts Key held in an adjacent release instrument and controlled from Bristol Panel.

5. POWER OPERATED POINTS

With the exception of those mentioned under 'Ground Frames', hand-worked points and points at Highbridge, all points shown on the diagram will be electrically worked from Bristol Panel.

The points at Yatton will have the former G.R.S. Co's style 5A (modified) machines.

The points at Worle Junction, Weston-super-Mare and Uphill Junction will have A.E.I.-G.R.S. Co's style HW machines.

Instructions for the emergency operation of the above machines have been issued separately.

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

| | | | |
|-------------------|-----|-----|--|
| Yatton | ... | ... | on the Up side adjacent to the trailing connection from the Up Goods Loop on the Down side adjacent to the connection from the Down Goods Loop |
| Worle | ... | ... | on the Up side adjacent to the single line connection to Weston-super-Mare. |
| Weston-super-Mare | ... | ... | on the Down side adjacent to the single line facing connection at the Bristol end of the station. on the Down side adjacent to the single line facing connection at the Taunton end of the Station. |
| Uphill | ... | ... | on the Up side adjacent to the single line connection to Weston-super-Mare. |

6. ALTERATIONS TO BLOCK WORKING

Track circuit block working will apply on the Up and Down Main Lines between Bristol Panel and Highbridge.

Train description between Bristol and Highbridge will be by single stroke bell.

7. AUTOMATIC WARNING SYSTEM

W.R. pattern AWS will be provided as shown on the attached diagram.

8. TELEPHONES

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

- All colour light signals controlled from Bristol Panel.
- All automatic stop signals except DMI43.
- Mud Lane crossing.
- Huish crossing.
- Puxton and Worle crossing.
- C.E.G.B. crossing.

Automatic telephones will be provided at all ground frames and hand-crank release instruments. Communication with the signalman at Bristol can be obtained from these telephones by dialling 2454.

Telephones giving exclusive communication with the signalman at Highbridge will be provided at signals DMI43 and HB24/33.

The special Bristol-Cogload emergency telephone circuit will be extended to include Worle Junction and Uphill Junction.

9. EMERGENCY WORKING

A signalling control panel will be provided at Weston-super-Mare for the local control of the Worle-Weston-super-Mare-Uphill area in the event of remote control equipment failure.

When this panel is in use, the following telephones may be switched to communicate with Weston-super-Mare:—

- UMI40, UMI39, B9, B72, B390, DMI36, B321, B386, B388, B323, B325, B384, UMI36, B333, B11, B70, UMI34, DMI33, C.E.G.B. Crossing and Puxton Crossing.

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.

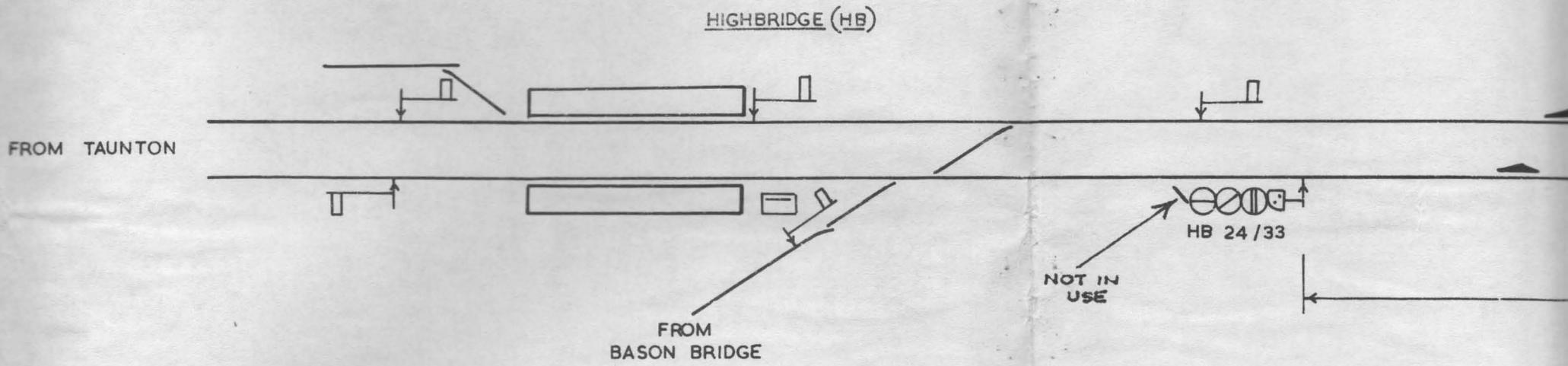
At the commencement of the occupation, all semaphore signals will be taken out of use, and Block Regulation 25 (a) (iii) will apply between Yatton and Hewish, Hewish and Puxton, Puxton and Worle Junction, Worle Junction and Uphill Junction or Weston-super-Mare, Weston-super-Mare and Uphill Junction, Uphill Junction and Highbridge.

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

Transom House
Victoria Street,
BRISTOL BS1 6AJ
January 1972

B.R.314001/2

J. PALETTE,
Divisional Manager,
BRISTOL.
Ref. W.640.
Telephone Ext. 632.



B
B

1 M 440 YDS
TO SIGNAL DM 142

HIGHBRIDGE (HB)

UMI43R

HB 24/33

NOT IN
USE

1 M 440 YDS

FROM
BASON BRIDGE

B

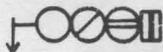
B

DM 141

1 M 440 YDS
TO SIGNAL DM 142

1 M. 530 YDS

UMI43R



DM 143

1 M 440 YDS

1 M 480 YDS

UMI40



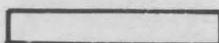
DM 141

DM 139

1 M 440 YDS

IM 470 YDS.

BRENT KNOLL



DM 142

UM 142



IM. 495 YDS.

UM 139



DM 138

IM 440 YDS

1 M 490 YDS TO SIGNAL UM 140



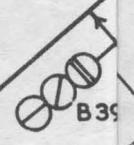
B
B

B9 [B 321 SIGNAL - M WITH J1
UM 136 SIGNAL - M

1 M. 945 YDS. TO SIGNAL B 321



716
715A
715B



1575 YD
TO SIGNAL B 138

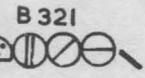
DOWN AND UP WESTON

1 M. 730 YDS.

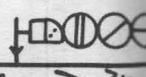
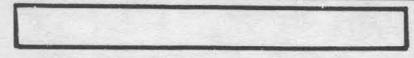
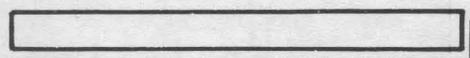
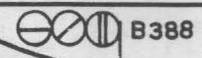
1 M 485 YDS

WESTON - SUPER - MARE

764 YDS TO SIGNAL B 323



717



718

WESTON - SUPER - MARE
DOWN GROUND FF

1M 500 YDS TO SIGNAL B 390

960 YDS

B 321 [B 323 SIGNAL - M/DA WITH RI 'I'
B 325 SIGNAL - M/DA WITH JI.

B 323 [CARRI
B 333

B 325 [B 333
S.W.G.F.

UP WESTON

1M. 730 YDS.

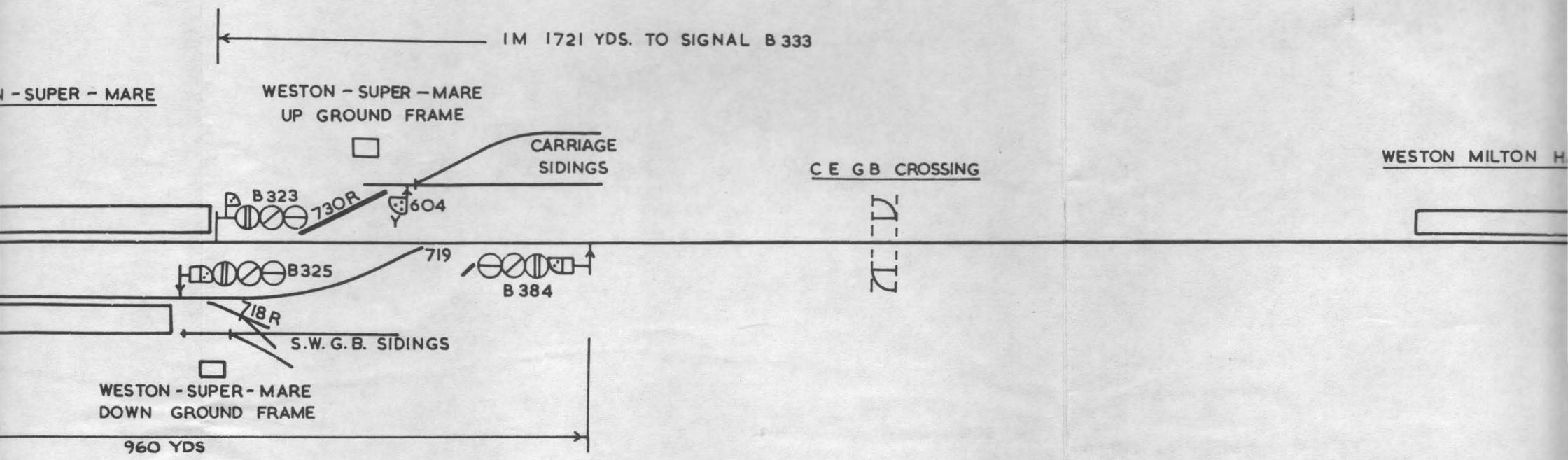


B 72



UM 136

1M 440 YDS.



B 323 [CARRIAGE SIDINGS - DA
B 333 SIGNAL - M

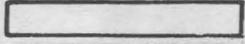
B 384 [B 388 SIGNAL - M/DA WITH RI 'I'
B 386 SIGNAL - M/DA WITH JI

B 325 [B 333 SIGNAL - M
S.W.G.B. SIDINGS - DA WITH RI 'S'

1M. 745 YDS.



WESTON MILTON HALT



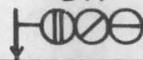
DOWN AND UP WESTON

A
A

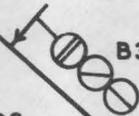
B 70 { B 384
DM 136

1 M 485 YDS.
TO SIGNAL UM 134

B 11



B 333

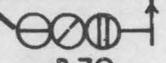


723

724b

724a

B 70



1 M 440 YDS.

2 M. 130 YDS. TO SIGNAL B 384

1 M 842 YDS.

HUISH CROSSING

UM 132

DM 131

1 M. 905 YDS. TO SIGNAL DM 133

1 M. 330 YDS.

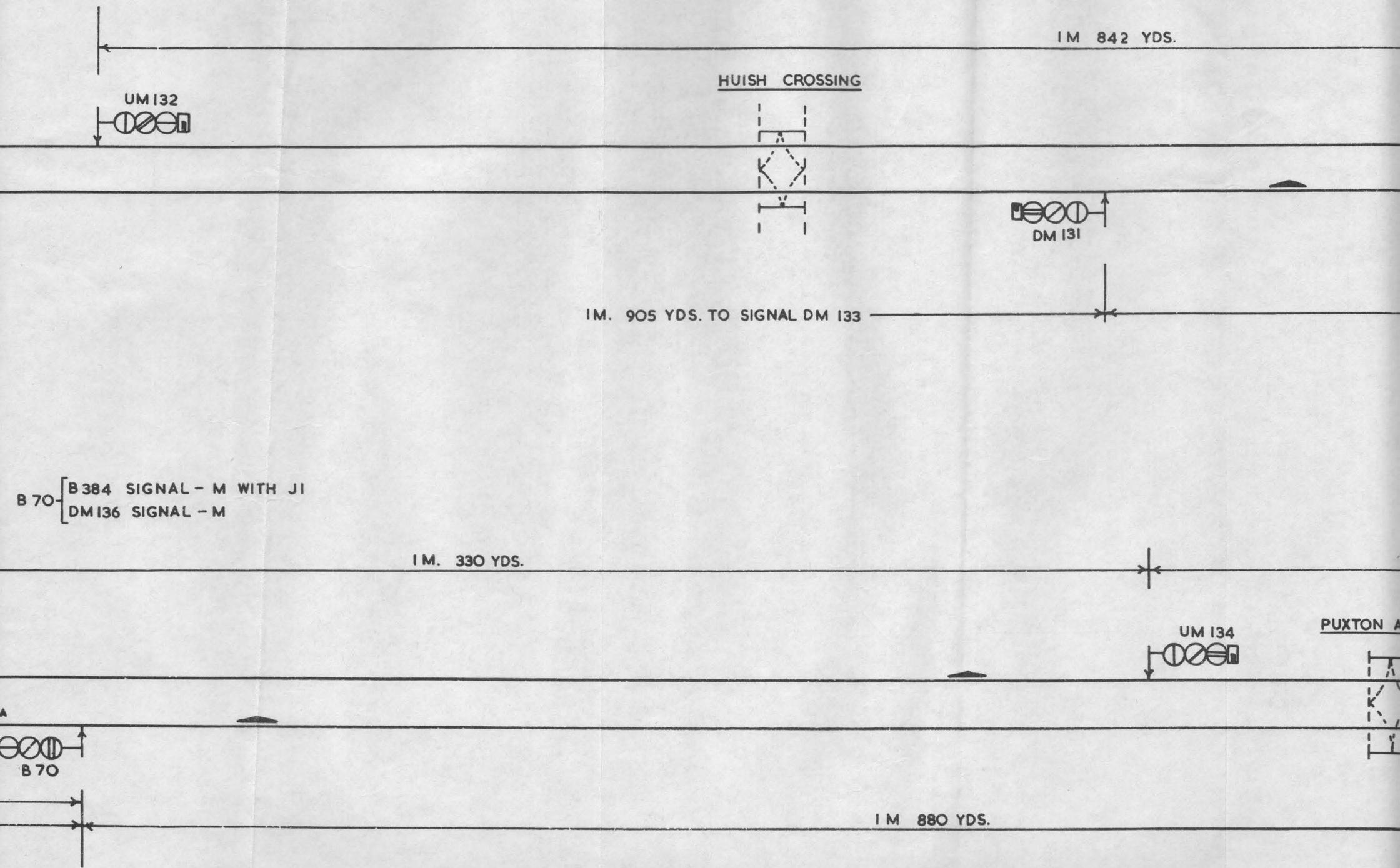
UM 134

PUXTON A

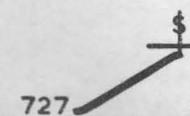
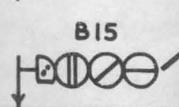
B 70 { B 384 SIGNAL - M WITH J1
DM 136 SIGNAL - M

B 70

1 M 880 YDS.



B15 { B 415 SIGNAL - M/DA WITH JI
UM 129 SIGNAL - M



UP GOODS LOO



← DOWN GOODS L

1 M 865 YDS.

1 M 865 YDS TO SIGNAL UM 132

M 134

PUXTON AND WORLE

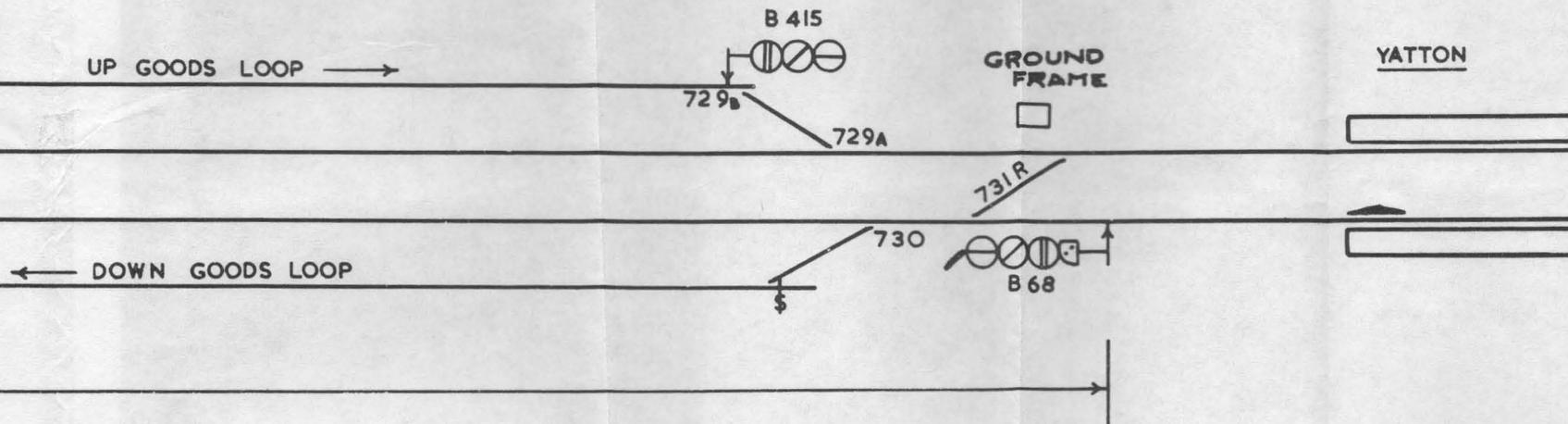


A
|
A



ITH JI

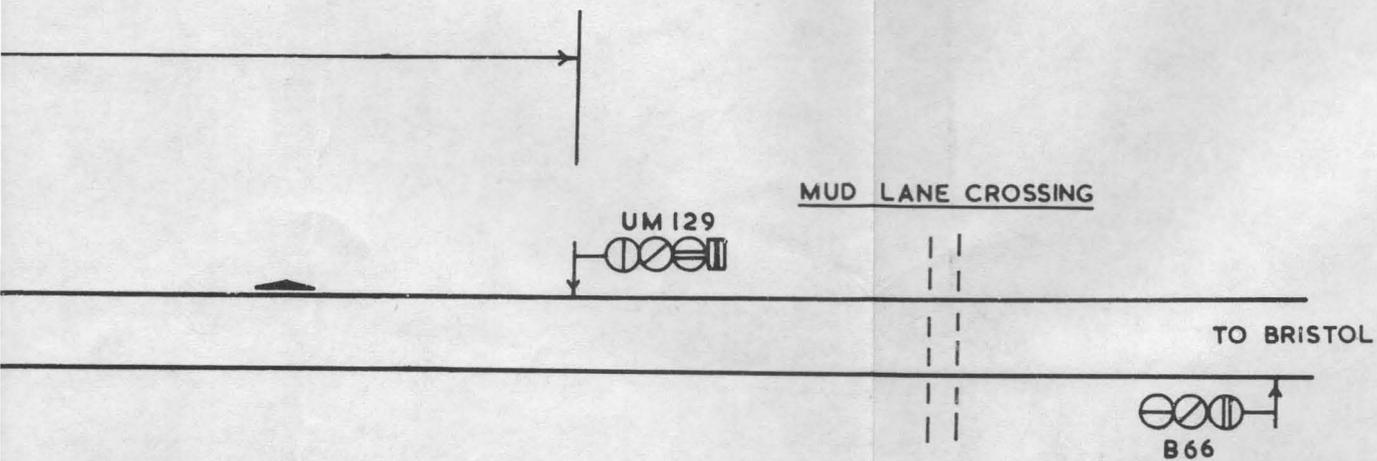
1 M 940 YDS



B 68 { DM 131 SIGNAL - M
B 466 SIGNAL - M/DA WITH JI

A

A



KEY TO SYMBOLS

 JUNCTION INDICATOR
 GREEN
 YELLOW
 RED
 DRAW AHEAD
 ROUTE INDICATOR

 GROUND POSITION LIGHT

 AUTOMATIC
 SEMI-AUTOMATIC
 A.W.S. (W.R. PATTERN)