

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of Employees only)

## Notice to Trainmen, etc.

### BRISTOL

(YATE-TYTHERINGTON)

#### Re-opening of former Thornbury Branch

**SATURDAY, 1st JULY**

**to**

**MONDAY, 3rd JULY, 1972**

Between the hours of 2200 on Saturday 1st July and 0600 on Monday 3rd July 1972, or until completion, the Chief Signal and Telecommunications Engineer will be engaged in the re-opening of the former Thornbury Branch between Yate and Tytherington in accordance with the enclosed diagram.

## 1. PERMANENT WAY

The former Thornbury Branch will be re-opened as far as Tytherington and a new connection will be brought into use as shown in heavy line on the enclosed diagram. The new line will be renamed the Tytherington Branch.

## 2. SIGNALLING ALTERATIONS

Existing signals B240 and B149 will be provided with an additional "Draw Ahead" aspect and will be re-routed as shown on the enclosed diagram. The existing automatic signal UB107 on the Up Badminton line will in future be controlled from Bristol as signal B113. New ground position lights will be provided at the new connection, controlling movements in and out of the Tytherington Branch as shown on the diagram. A "Limit of Shunt" board will be provided on the Up Badminton line to the rear of signal B115.

## 3. GROUND FRAME

A new ground frame to be known as Yate Middle Ground Frame will be brought into use to work the new connection to the Tytherington Branch. This ground frame will be released by Annetts key held in an adjacent release instrument controlled from Bristol Signal Box. A telephone giving exclusive communication with the Signaller at Bristol Signal Box will be provided at the ground frame.

## 4. METHOD OF WORKING

A train-staff will be provided for working trains between Yate and Tytherington. The train-staff will be held in a release instrument adjacent to the ground frame and its release will be controlled by Bristol Signal Box.

## 5. LEVEL CROSSINGS

### (a) Iron Acton Station.

An open level crossing protected by flashing road traffic signals and as described in Table P.4 (b) (i) of the Sectional Appendix, will be brought into use. Advance Warning Boards will be provided and the 15 mph Restriction of Speed over the level crossing will be indicated by the appropriate sign. The flashing road traffic signals will be operated automatically by the approaching train. A white light (flashing) will be exhibited at the crossing in each direction to indicate to the Driver that the Road signals are flashing.

### (b) Iron Acton By-Pass.

A level crossing provided with full lifting barriers (4) which, when lowered will span the whole width of the road, will be provided. The barriers will be power operated and will normally be in the raised position. They will be lowered by push button operated by the Trainmen and raised automatically by the train having passed over the level crossing. Flashing road traffic signals, working in conjunction with the barriers, will be provided.

The following Rail signs will be provided on the approach side of the level crossing in each direction:

- (i) Advance Warning Board (square—consisting of a black St. George's Cross on a white background).
- (ii) Advance Stop Board (circular—consisting of a black horizontal bar on a white background with grey border).
- (iii) Stop Board (rectangular—consisting of solidly coloured red circle and worded "STOP, Press plunger, obtain white light and whistle before proceeding". The control unit containing the apparatus for operating the barrier equipment is positioned below the Stop Board.

An indicator, capable of displaying the indication BU, is provided a train's length in advance of the crossing to show that the barriers have returned to their normal raised position.

(c) Latteridge.

This new level crossing is identical in layout and operation to that at Iron Acton By-Pass except that there will be only two full lifting barriers.

Please see enclosed diagram.

The instructions relating to the operation of Iron Acton By-Pass and Latteridge level crossings are contained in the Sectional Appendix.

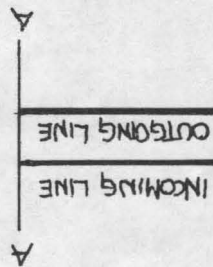
## 6. OCCUPATION ARRANGEMENTS

Arrangements for the possession of lines must be made in accordance with Rule 218A. Any Handsignalmen required in accordance with Rule 77 will be appointed by the District Inspector, Bristol.

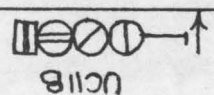
Transom House  
Victoria Street,  
BRISTOL.  
July 1972.

**B. DRIVER,**  
Divisional Manager,  
BRISTOL.  
Ref. 43/W500/82.  
Telephone Ext. 632





To Gloucester



KEY TO SYMBOLS

FLASHING WHITE LIGHT



'BARRIERS UP' INDICATOR



'RIGHT AWAY' INDICATOR



'RIGHT AWAY' PLUGGER



TRAIN STAFF INSTRUMENT

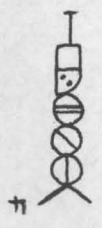


ABBREVIATIONS :-

M : MAIN ASPECT

DA : DRAW AHEAD ASPECT

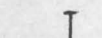
GREEN



YELLOW



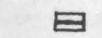
RED



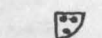
DRAW AHEAD ROUTE INDICATOR



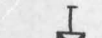
AUTOMATIC



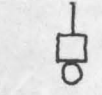
GROUND SHUNT



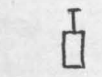
LIMIT OF SHUNT



STOP BOARD WITH SUPPLEMENTARY NOTICE



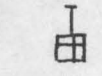
STOP BOARD



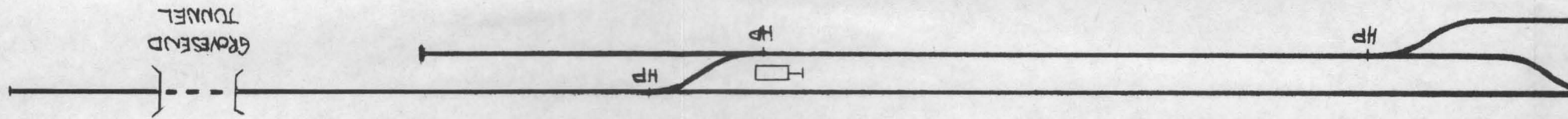
ADVANCE STOP BOARD

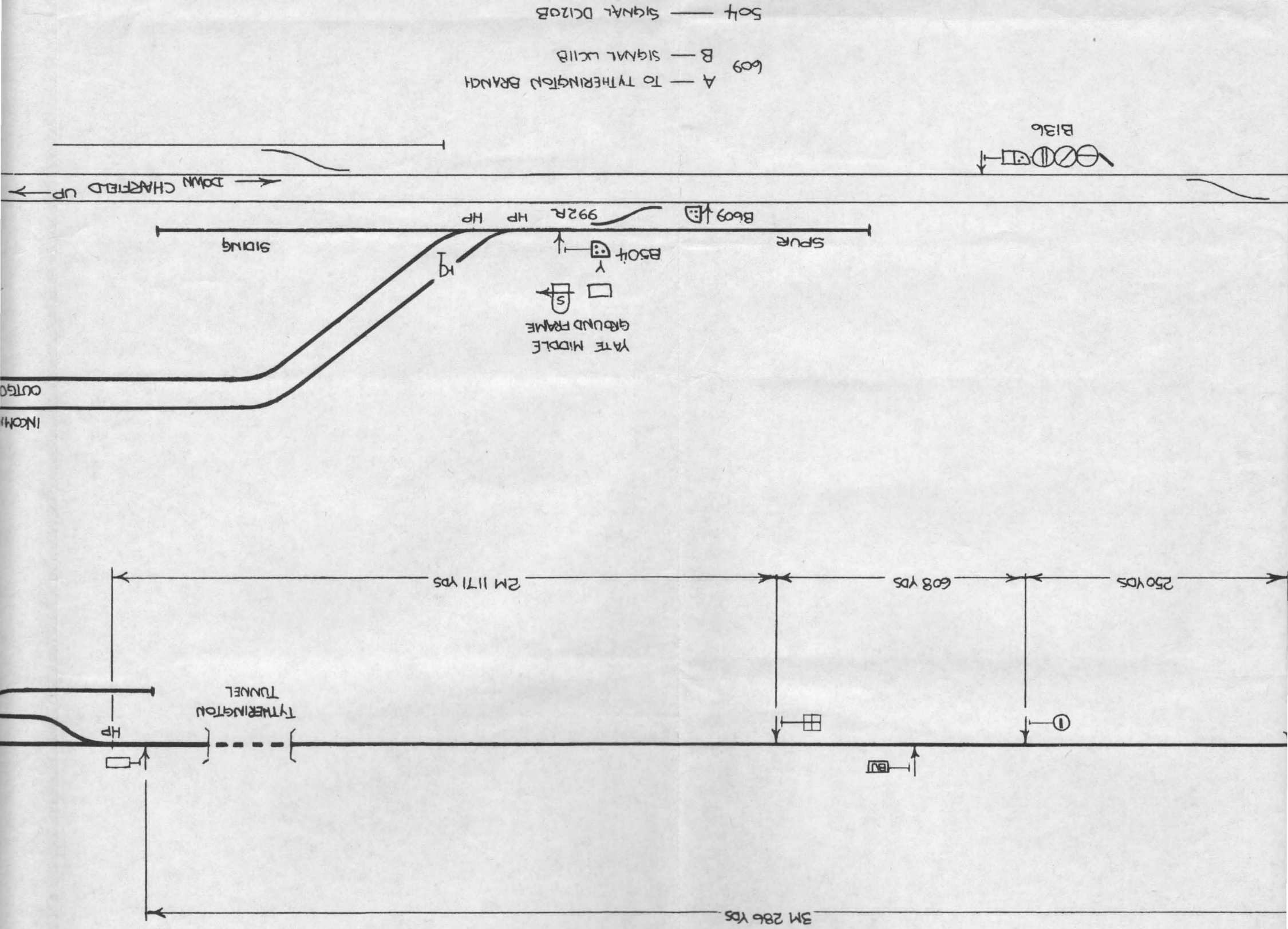


ADVANCE WARNING BOARD FOR OPEN CROSSING



COMBINED SPEED RESTRICTION / WHISTLE SIGN



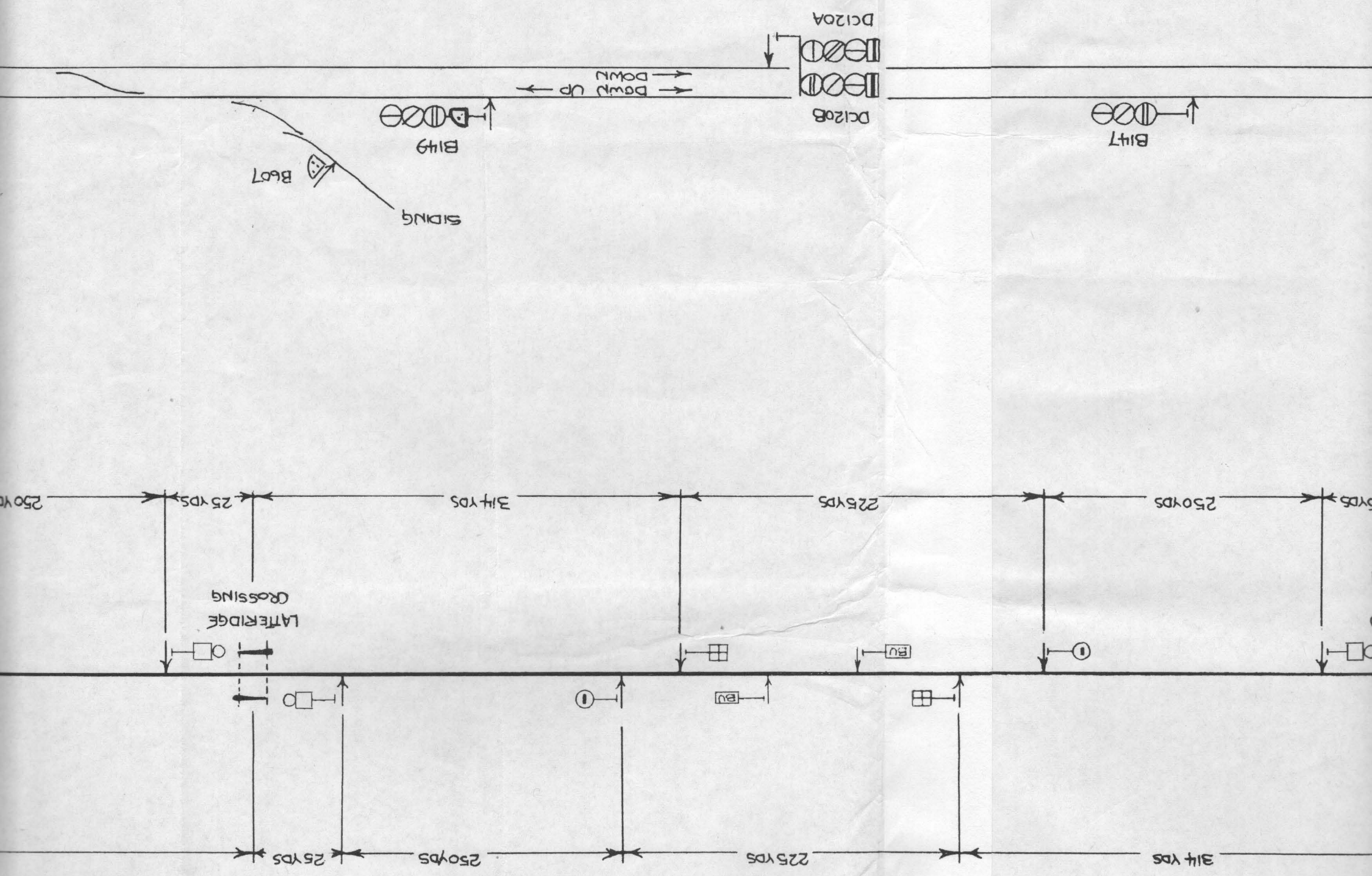


609 A — TO TYNHERINGTON BRANCH  
 B — SIGNAL L111B  
 504 — SIGNAL DC120B

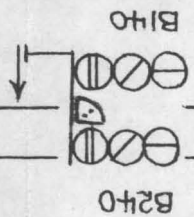


0 — M  
5 — DA

149  
A — SIGNAL UCLIB — M  
B — SIGNAL 609 — DA

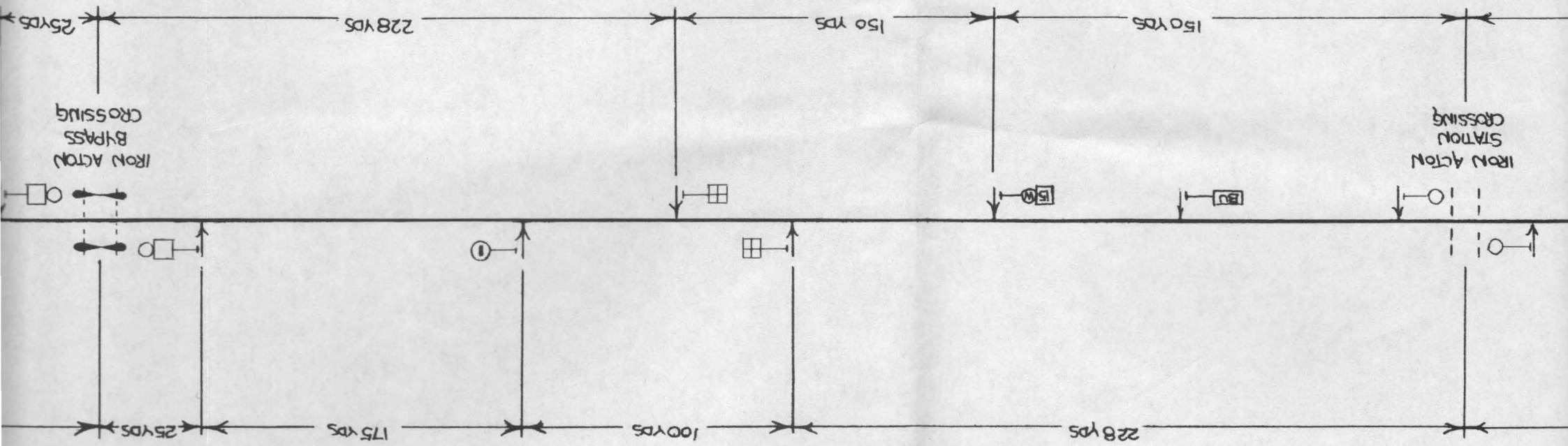


240  
A — DOWN BADMINTON —  
B — UP BADMINTON —



TO SWINDON

B605









(c) Latteridge.

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Please see enclosed diagram.

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## 6. OCCUPATION ARRANGEMENTS

