

<u>74</u>	<u>75</u>	<u>76</u>	<u>77</u>
DOWN LOOP	DOWN RELIEF	DOWN RELIEF	BACKING
<u>FACING</u>	DOWN MIDDLE	<u>FACING</u>	FROM
DOWN RELIEF		DOWN MAIN	DOWN RELIEF
(COMPOUND			TO
POINTS)			ENGINE LINE
<u>75</u>			51
			62
			63
			69
			75
			<u>74</u>
			<u>OR</u>
			57
			69

<u>78</u>	<u>79</u>
GROUND SIGNAL	BACKING
AT No.	FROM
	DOWN RELIEF
	TO
	DOWN LOOP
	<u>75</u>
	74

BRISTOL WEST

<u>311</u> No.8 TO No.7 PLATFORM <u>STARTING</u> <u>311A</u> CALL-ON	<u>312</u> UP RELIEF TO No.8 PLATFORM INNER HOME <u>312A</u> CALL-ON 122 121 131	<u>313</u> UP LOOP TO No.8 PLATFORM INNER HOME ? .	<u>314</u> UP MAIN TO No.8 PLATFORM INNER HOME <u>314A</u> CALL-ON 106
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<u>315</u> UP RELIEF INTERMEDIATE HOME	<u>316</u> UP RELIEF TO UP LOOP INTERMEDIATE HOME 209	<u>317</u> UP MAIN TO UP LOOP INTERMEDIATE HOME 210
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<u>319</u> UP AVOIDING LINE WARNING LINE CLEAR FROM ST. PHILIPS MARSH	<u>320</u> UP MAIN TO No.6 PLATFORM INNER HOME <u>320A</u> CALL-ON 2 5	<u>321</u> UP RELIEF TO UP MAIN INTERMEDIATE HOME 209 206	<u>322</u> UP RELIEF HOME
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<u>323</u> UP AVOIDING LINE STARTING LINE CLEAR FROM ST. PHILIPS MARSH	<u>325</u> UP MAIN TO UP SIDING LINE HOME 240. 241. <u>325A</u> CALL-ON	<u>327</u> UP MAIN INTERMEDIATE HOME	<u>328</u> UP MAIN HOME
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BRISTOL WEST	
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