

# **BRITISH RAILWAYS**

(WESTERN REGION)

(For the use of employees only)

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## **Notice to Trainmen, etc.**

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### **MULTIPLE ASPECT SIGNALLING**

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## **BRISTOL**

**(Stage 3.C.—Bristol Temple Meads Area)**

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**SUNDAY, 22nd MARCH**

AND

**MONDAY, 23rd MARCH, 1970**

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Between the hours of 00.01 on Sunday, 22nd March, 1970 and 06.00 on Monday, 23rd March, 1970, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 3.C of the above scheme, between North Somerset Junction, Stapleton Road and the east end of Bristol Temple Meads Station on lines in accordance with the attached diagram, together with Multiple Aspect Colour Light signalling.

# SIGNALLING RECORD SOCIETY

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## I. GENERAL

New Track and signalling between North Somerset Junction, Stapleton Road and the east end of Bristol Station will be brought into use as shown on the attached diagram. The signalling will be controlled from Bristol New Signal Box.

## 2. ALTERATIONS TO EXISTING SIGNALLING, PERMANENT WAY ALTERATIONS AND REDUNDANT SIGNAL BOXES

Lawrence Hill signal box will be taken out of use and all signalling recovered.

### Between Bedminster and Bristol West

The Up Relief line will be taken out of use until further notice, and the Up and Down Goods lines will be re-classified as "sidings".

The Pylle Hill Goods Depot Ground Frame will be recovered together with all signals worked therefrom. The three sets of trap points will be secured in the closed position, and all other points at present worked from the Ground Frame will be converted to hand points.

### At Bristol West

All lines from the Up Relief and the diversion of the Up Main to the West end of Bristol Station (platforms 4, 6 and 8) will be taken out of use, and all signalling on these lines will be recovered. All points leading to or from these lines will be secured in the normal position and all signals reading to these lines will be disconnected. Platform 11/12 will become a two-way through platform, the former Down Middle will become a Down Through line, and the former Platform 2 will be renamed "Parcels Platform" but will temporarily be used as a through platform for Down trains only (with Up Starting).

The main aspect of the temporary Up Home signal No. 197 to Platform 11/12 (route indication 4) will be restored but this signal will no longer read to the former Platform 2. The ground signals reading to the former Down Middle line will be disconnected.

### At Bristol New Signal Box

Temporary stops will be fixed at the west end of Platforms 4, 6 and 8 and these will be operated as terminal platforms. All running signals reading to these platforms will show a draw-ahead aspect and route indication only.

The former Up Middle line will be re-instated as the Middle Siding, and this line and the Up Through will be used by Engineering trains only.

The former Platform 1 line will be re-instated as an Outwards Road from the Loco Depot, and the former Engine Line will become the Inwards Road.

The Down Main Line from North Somerset Junction will be restored approximately to its former alignment and will link up with the former Down Relief.

The former Down Main line opposite the former Bristol East signal box will become the Up Main and will be re-aligned to link up with the former Up Main at North Somerset Junction.

The temporary Up Main (former Up Relief) to North Somerset Junction will be taken out of use with the exception of a portion at the North Somerset Junction end which will be retained to provide access from North Somerset Junction to the C.S. and T.E. Department sidings. The C.S. and T.E. Ground Frame will be reinstated, but the release key will in future be kept at North Somerset Junction signal box. The siding points in the former Up Relief line will be secured in the reverse position.

The Up and Down Filton Main lines will be re-instated on a new alignment adjacent to the Up and Down Filton Relief lines.

The routing of all signals controlled from this signal box is listed separately.

### At Stapleton Road

The Up Main Home signal will be replaced by a three aspect colour light signal (No. SR.2) at the Filton end of Lawrence Hill Station, as shown on the diagram.

The Down Main Advanced Starting signal (with lower Inner Distant for Lawrence Hill) will be replaced by a four aspect colour light signal (No. SR.97) on the new gantry approximately 45 yards nearer Bristol. The present Down Main Distant signal for Lawrence Hill (below the Down Main Starting signal) will become the Down Main Distant for Bristol New Signal Box.

### 3. TRACK CIRCUITING

All running lines will be continuously track circuited throughout the area shown on the diagram.

### 4. ALTERATIONS TO BLOCK WORKING

The Absolute Block Section between North Somerset Junction and Bristol New Signal Box for the temporary Up and Down Main lines will in future apply on the re-aligned Up and Down Main lines.

The Absolute Block Section for the Bristol Loop lines between North Somerset Junction and Lawrence Hill will be replaced by the Absolute Block Section:—

North Somerset Junction — Bristol New Signal Box.

The Absolute Block Section for the Up and Down Main lines between Stapleton Road and Lawrence Hill will be replaced by the Track Circuit Block Section:—

Stapleton Road — Bristol New Signal Box

Train Description will be by single stroke bell.

Track Circuit Block Sections under special station conditions will be brought into use between Bristol New Signal Box and Bristol West on the following lines:—

Parcels Platform (formerly 2) — Down direction only.

Down Through — Down direction only.

Platform 11/12 — Up and Down working.

### 5. NEW GROUND FRAMES

The connection to the Union Cold Storage Sidings near Dr. Days Bridge will be brought back into use, but will be worked from a new Ground Frame to be known as "Cold Storage Sidings Ground Frame".

The connection between the Middle siding and Up Through lines will be worked from a new ground frame known as "Middle Siding East Ground Frame".

Each of these ground frames will be released by an Annett's key held in a release instrument at the ground frame and controlled from Bristol New Signal Box.

## 6. POINT MACHINES

All points controlled from Bristol New Signal Box (with the exception of those worked from the Ground Frames) will be motor worked by the A.E.I.—G.S. Co.'s Style HW machines and instructions for the emergency operation of these machines have been issued separately.

## 7. TELEPHONES

Telephones giving exclusive communication with the signalman at Bristol New Signal Box will be provided:—

- (1) at all running signals worked from the signal box.
- (2) at the two new ground frames mentioned above.
- (3) at the east end of the station for the emergency operation of points:—
  - (i) on the Down side adjacent to ground signal 574.
  - (ii) on the Up side near the new signal gantry.
  - (iii) near the exit from Kingsland Road sidings.

## 8. ROUTING OF SIGNALS—(See separate sheet)

## 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.

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

Transom House,  
Victoria Street,  
BRISTOL.  
March, 1970.

BR. 314001/2

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

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Received Notice No. S.2649 re introduction of Stage 3.C of Bristol Multiple Aspect Signalling Scheme.

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

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

Divisional Manager,  
Transom House,  
Victoria Street,  
BRISTOL.

Ref. W.640

## KEY TO ABBREVIATIONS

M — Main Aspect

RI — Route Indicator

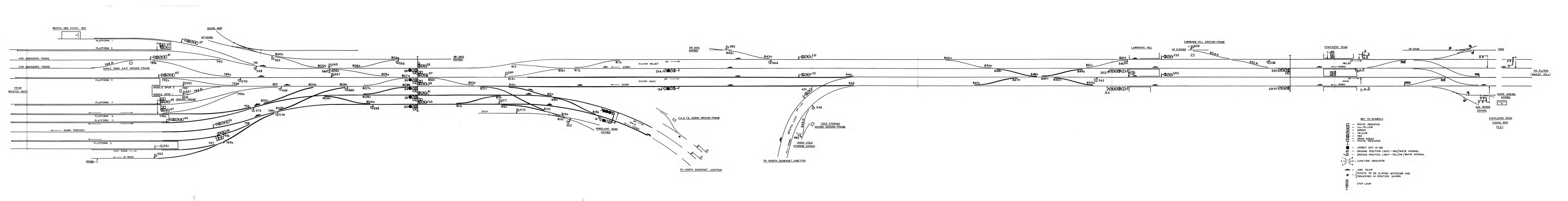
DA — Draw Ahead Aspect

JI — Junction Indicator

Signal No.	Route	Destination	Type of Signal	Notes
43	A	57 Signal via 567	M with RI UF	
	B	567 Signal	DA	
	C	57 Signal via 807	M with RI UF	
	D	57 Signal via 807	DA	
	E	59 Signal	M with RI DF	
	F	59 Signal	DA	
45	A	57 Signal	M with RI UF	
	B	57 Signal	DA	
	C	59 Signal	M with RI DF	
	D	59 Signal	DA	
47	A	57 Signal via 795	M with RI UF	
	B	57 Signal via 795	DA	
	C	59 Signal via 795	M with RI DF	
	D	59 Signal via 795	DA	
	E	57 Signal via 802	M with RI UF	
	F	57 Signal via 802	DA	
	G	59 Signal via 802	M with RI DF	
	H	59 Signal via 802	DA	
	J	59 Signal via 808	M with RI DF	
	K	59 Signal via 808	DA	
	L	61 Signal	M with RI UM	
	M	61 Signal	DA	
	N	63 Signal	M with RI DM	
	P	63 Signal	DA	
49	A	57 Signal	M with RI UF	
	B	57 Signal	DA	
	C	59 Signal via 802	M with RI DF	
	D	59 Signal via 802	DA	
	E	59 Signal via 808	M with RI DF	
	F	59 Signal via 808	DA	
	G	61 Signal	M with RI UM	
	H	61 Signal	DA	
	J	63 Signal	M with RI DM	
	K	63 Signal	DA	
	51 and 53	A	57 Signal	M with RI UF
B		57 Signal	DA	
C		59 Signal	M with RI DF	
D		59 Signal	DA	
E		63 Signal	M with RI DM	
F		63 Signal	DA	
55	A	Up Filton Relief	M	
	B	Up Filton Relief	DA	
57	A	Up Filton Relief	M with JI I	
	B	Up Filton Main	M	
	C	569 Signal	DA	
	D	Up Main	M with JI 4	
	F	Kingsland Rd. Sdg.	DA with RI S	

Signal No.	Route	Destination	Type of Signal	Notes
59	A B	Up Main Kingsland Rd. Sdg.	M DA with RI S	
61	A	Up Main	M	
63	A B C	Up Main Kingsland Rd. Sdgs. 571 Signal	M with JI 1 DA with RI S DA	
131	A B	233 Signal Up Filton Main	M with JI 1 M	
16	A B C D	20 Signal 22 Signal 24 Signal 26 Signal	M M with JI 4 M with JI 5 M with JI 6	
20	A B C D E F	In road Platform 2 Dn Through Platform 11/12 Platform 9/10 Signal 558	DA with RI L M with RI P M with RI D M/DA with RI 11 M/DA with RI 9 DA	RI 12 for M only RI 10 for M only
22	A B C	Platform 11/12 Platform 9/10 572 Signal	M/DA with RI 11 M/DA with RI 9 DA	RI 12 for M only RI 10 for M only
24	A B C D E F G H J K L M	In Road Platform 2 Down Through Platform 11/12 via 808 Platform 9/10 via 808 572 Signal via 808 Platform 11/12 via 560 Platform 9/10 via 802 Platform 9/10 via 566 Platform 7/8 Platform 5/6 560 Signal	DA with RI L M/DA with RI P M with RI D M/DA with RI 11 M/DA with RI 9 DA M/DA with RI 11 M/DA with RI 9 M/DA with RI 9 DA with RI 7 DA with RI 5 DA	RI 12 for M only RI 10 for M only RI 12 for M only RI 10 for M only RI 10 for M only
26	A B C D E F G H J K L M N P Q	In Road Platform 2 Down Through Platform 11/12 Platform 9/10 via 572 Platform 9/10 via 566 Platform 7/8 Platform 5/6 via 560 560 Signal Platform 5/6 via 570 570 Signal Platform 3/4 Platform 1 Goods Yard 562 Signal	DA with RI L M/DA with RI P M with RI D M/DA with RI 11 M/DA with RI 9 M/DA with RI 9 DA with RI 7 DA with RI 5 DA DA with RI 5 DA DA with RI 3 M/DA with RI 1 DA with RI G DA	RI 12 for M only RI 10 for M only RI 10 for M only
28	A B C D	Platform 3/4 Platform 1 Goods Yard 562 Signal	DA with RI 3 M/DA with RI 1 DA with RI G DA	

Signal No.	Route	Destination	Type of Signal	Notes
37 and 39	A B C D	Sidings 55 Signal 57 Signal 565 Signal	DA with RI D M with RI R M with RI UF DA	
41	A B C D E F	Sidings 55 Signal 57 Signal via 565 565 Signal 57 Signal via 567 567 Signal	DA with RI D M with RI R M with RI UF DA M with RI UF DA	
152	A B C D E F	Down Bristol Loop 546 Signal 154 Signal 254 Signal Dr. Days Sidings 544 Signal	M with JI 1 DA M M with JI 4 DA with RI D DA	
154	A B	24 Signal 26 Signal	M M with JI 4	
231	A B	233 Signal Up Filton Main	M M with JI 4	
233	A	Up Filton Relief	M	
250	A B	252 Signal Up Sidings	M DA with RI S	
252	A B C D E F	Down Bristol Loop 546 Signal 154 Signal 254 Signal Dr. Days Sidings 544 Signal	M with JI 2 DA M with JI 1 M DA with RI D DA	
254	A B	26 Signal 28 Signal	M with JI 1 M	
431	A B	233 Signal Up Filton Main	M with JI 1 M	
509	A	235 Signal	S Normal Yellow/White	
538	A B	540 Signal Up Sidings	S S	
540	A B C D	546 Signal 154 Signal 254 Signal 544 Signal	S S S S	
542	A B C D	546 Signal 154 Signal 254 Signal 544 Signal	S S S S	
544	A	Dr. Days Sidings	S	
546	A B	Cold Storage Sidings Down Bristol Loop	S S	



- KEY TO SYMBOLS**
- — ROUTE INDICATOR
  - 2nd YELLOW
  - GREEN
  - YELLOW
  - RED
  - DRAW AHEAD
  - — ROUTE INDICATOR
  - — ASPECT NOT IN USE
  - ⊙ — GROUND POSITION LIGHT - RED/WHITE NORMAL
  - ⊙ — GROUND POSITION LIGHT - YELLOW/WHITE NORMAL
  - Y ⊙
  - 2 3 4 5 6 — JUNCTION INDICATOR
  - ▲ — AWS RAMP
  - \* — POINTS TO BE CLIPPED SCOTCHED AND PADLOCKED IN POSITION SHOWN
  - ⊞ — STOP LAMP