

# BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

---

Notice to Trainmen, etc.

---

SIGNAL ALTERATIONS ETC.,

BRISTOL

(BRISTOL M.A.S. SCHEME—STAGE 3A—BRISTOL TEMPLE MEADS AREA)

---

SATURDAY, 21st FEBRUARY

TO

MONDAY, 23rd FEBRUARY, 1970

---

Between the hours of 22.00 on **Saturday, 21st February, 1970** and 06.00 on **Monday, 23rd February, 1970**, (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in the following work:—

#### **Closure of Lines Between Lawrence Hill and Bedminster**

From the east end of Platforms 5, 6, 7, 9, 12, Up Loop and Up Middle to the Up and Down Old Station, Up Relief and Up Main approx. 100 yards east of Bristol East signal box, all lines will be taken out of use for re-modelling and re-signalling.

The Up and Down Filton Relief Lines will be taken out of use between Bristol East and the Bristol end of Lawrence Hill Station.

The Down Main Line will be taken out of use between Bristol West and Bedminster signal boxes.

#### **At Bristol West**

The Up Main will be diverted over a new crossover (which will be secured in the reverse position) to the Down Main as shown on the attached diagram "A".

The present Up Main Home signal will be recovered, and a new Up Main Home signal approx. 50 yards nearer to the signal box will be brought into use as shown on the diagram. The new signal will be situated between the present Up and Down Main lines and will be on the left of the diverted Up Main line. Telephone communication to Bristol West will be provided. The adjacent ground signal and route indicator will be recovered. The Up Main Inner Home signals will also be recovered.

Platforms 2 and 3/4 will become up and down platforms.

Platforms 5, 6, 7 and 9 will be blocked at the east end and will thus become temporary terminal platforms. The main aspect of signals reading to these platforms will be disconnected and all movements will be signalled by a calling-on aspect.

The Up Loop and Up Middle lines east of the scissors crossovers will be used by engineering trains only.

#### **At Bristol East**

The Scissors Crossing between the Down Middle and Platform 3 will be taken out of use and secured in the Normal position.

The Down Middle and Platform 3 Down Advance Starting signals will be recovered, together with the ground signals reading from the Down Middle and Platform 4.

The Down Main will become the Up and Down Main approx. 100 yards east of the signal box to the east end of the station.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

## DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Richard Maund, Richard Pulleyn, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

**To join the Signalling Record Society visit**

[www.s-r-s.org.uk/membform.html](http://www.s-r-s.org.uk/membform.html)

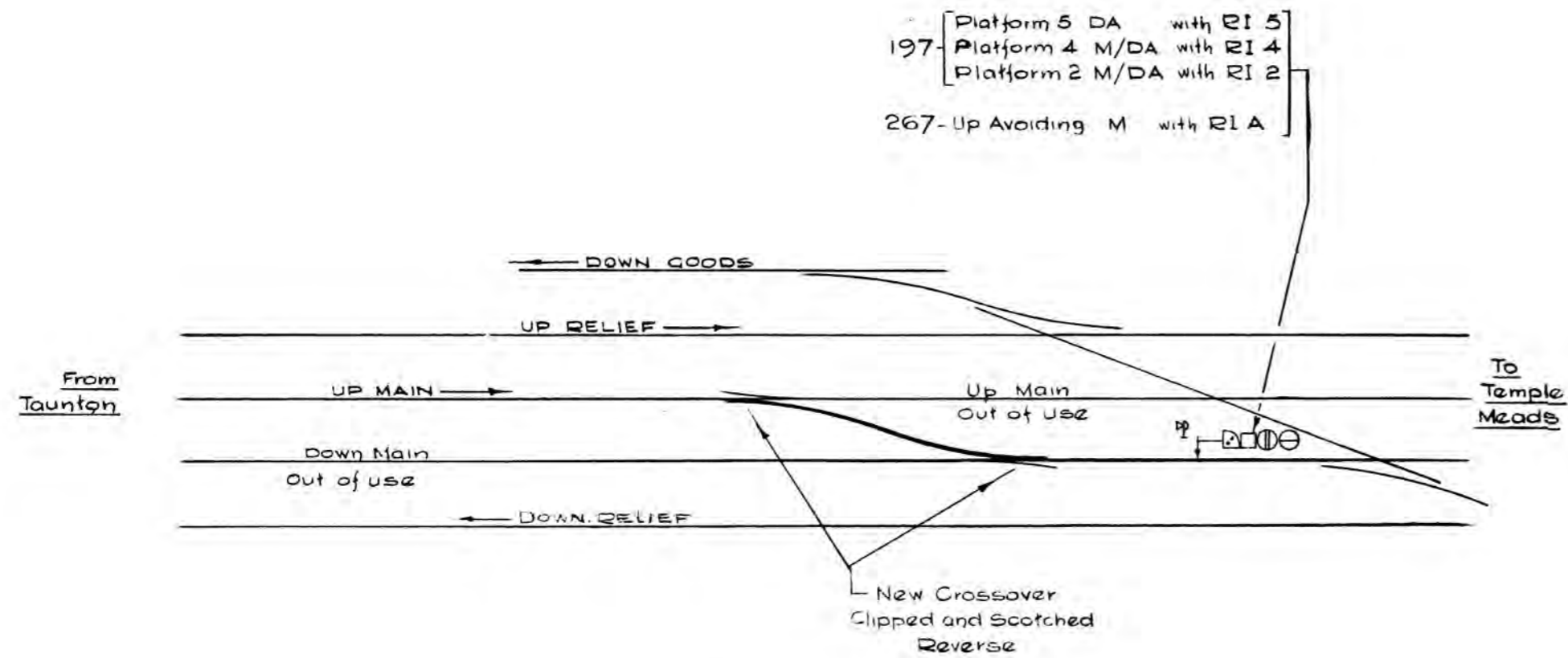


DIAGRAM A - BRISTOL WEST

The Up Main four aspect starting signal with junction indicator positions 4 and 5 will be transferred on the existing gantry to a position immediately to the left of the Up and Down Main. A position light draw-ahead signal will be brought into use on the right hand side of the starting signal reading from Up and Down Main to Kingsland Road Sidings. The ground signal and route indicator ahead of this signal will be recovered.

The signals from Platforms 1 and 2 with route indication "Up Main" will in future read to the Up and Down Main.

The colour light shunting signal reading from Platform 3 will be replaced by a two aspect signal reading to Up and Down Main and a position light draw-ahead signal.

The Down Main Starting signal will be recovered and the Down Main Advance Starting signal and route indicator will be transferred to a new gantry in approximately the same position as the present starting signal. The calling-on green aspect and "C" indication will be replaced by a position light draw-ahead signal.

All points forming connections to or from the "out of use" lines will be secured in the normal position, and all signals reading to or from the "out of use" lines will be disconnected.

Points No. 169A in the Down Main leading to Platform 3 will be disconnected from the signal box and secured in the reverse position.

**At Dr. Days Bridge Junction**

All junctions between Main and Relief lines, together with the Main lines crossover will be disconnected and secured in the normal position. The signals reading over these junctions will be disconnected.

All signalling on the Up and Down Relief lines will be recovered.

**At Lawrence Hill**

A new facing crossover between the Up and Down Relief lines on the Filton side of the connection from the Up Sidings will be brought into use as shown on the attached diagram "B". This crossover, together with the adjacent connection from the Up Sidings will be operated from a new ground frame to be known as Lawrence Hill Ground Frame. Telephone communication will be provided to Lawrence Hill and Stapleton Road signal boxes. The ground signals reading over the siding connection will be recovered.

The Up Relief Starting and Advance Starting signals will be disconnected and drivers will be hand-signalled as necessary.

The Down Relief Starting signal will also be disconnected and maintained at danger.

**At Stapleton Road**

The Down Relief Advance Starting signal will be disconnected and drivers will be hand-signalled as necessary.

**District Inspector Yabsley, Bristol, to make all arrangements for the safe working of the line in accordance with Rule 77 and provide the necessary hand-signalmen.**

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

Transom House,  
Victoria Street,  
BRISTOL.

February, 1970.

**J. PALETTE**  
Divisional Manager.

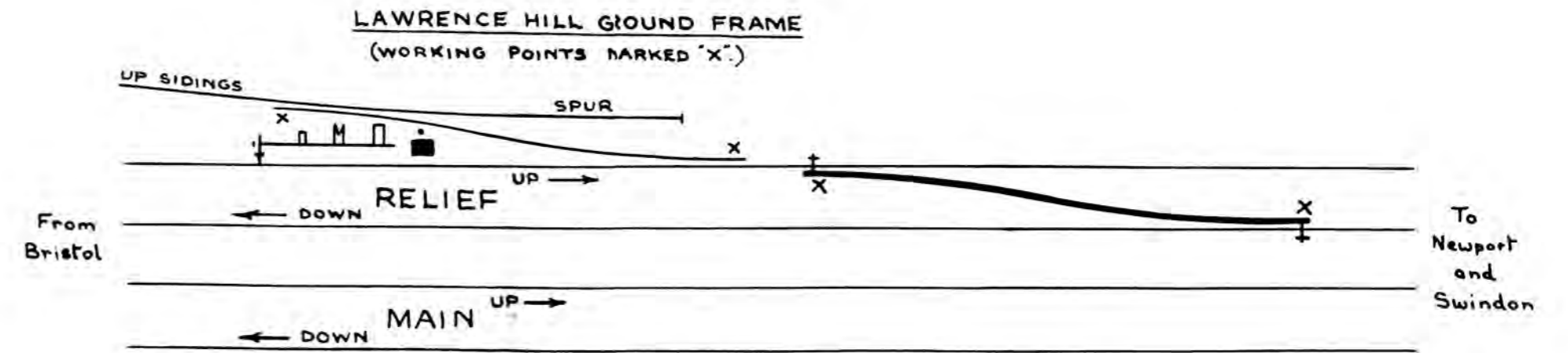


DIAGRAM "B" - LAWRENCE HILL

Received Notice No. S.2645 re Signal alterations, etc., in the Bristol Temple Meads Area.

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

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

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