

# **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 II – Highbridge to Cogload)

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## **SATURDAY, 18th MARCH**

**to**

## **MONDAY, 20th MARCH, 1972**

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From 22.00 hours on Saturday, 18th March, 1972 until 06.00 hours on Monday, 20th March, 1972 (or until completion), the Chief Signal and Telecommunication Engineer will be engaged in introducing Stage II of the above scheme consisting of the provision of continuous track circuiting from Highbridge to Cogload.

Multiple Aspect Colour Light signalling will be introduced in accordance with the enclosed diagram.

# SIGNALLING RECORD SOCIETY

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

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## **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 HB33/24 at Highbridge which will be re-numbered B74 and controlled from Bristol:—

Highbridge Crossing  
Huntspill  
Bridgwater

New signalling will be brought into use as shown on the attached diagram.

## **2. PERMANENT WAY**

The permanent way arrangements will be in accordance with the attached diagram.

At Highbridge a new facing connection from Up Main to existing Refuge Siding will be brought into use at approximately the 145 $\frac{3}{4}$  m.p.

A new trailing crossover will be brought into use between the Up and Down Main lines immediately on the Taunton side of the new facing connection.

A new facing crossover will be brought into use between the Up and Down Main lines immediately on the Bristol side of the platforms.

At Bridgwater the Down Refuge Siding will be taken out of use and the connection from Down Refuge Siding to Down Main will be secured in the normal position pending recovery.

The trailing crossover between Up and Down Main lines will be taken out of use and secured in the normal position pending recovery.

A new facing crossover will be brought into use between the Up and Down Main lines immediately on the Bristol side of the Down platform.

A new trailing crossover will be brought into use between the Up and Down Main lines at approximately the 151 $\frac{3}{4}$  m.p.

## **3. DESIGNATION OF LINES**

The Up Refuge Siding at Highbridge will become the Up and Down Goods Loop.

## **4. GROUND FRAMES**

At Highbridge a new ground frame to be known as Highbridge Ground Frame will be brought into use controlling the existing Main line trailing crossover and the existing facing connection to Bason Bridge Siding. This ground frame will be released by Annetts Key held in adjacent release instruments and controlled from Bristol Panel.

At Huntspill a new ground frame to be known as Huntspill Ground Frame will be brought into use controlling the existing Main line trailing crossover and the existing facing connection to Down Sidings. This ground frame will be released by Annetts Keys held in adjacent release instruments and controlled from Bristol Panel.

At Bridgwater, Bridgwater East Ground Frame controlling the connection from British Cellophane Siding to Down Main will be retained. This ground frame will be released by an Annetts Key held in an adjacent release instrument controlled from Bristol Panel.

A new ground frame to be known as Bridgwater Station Ground Frame will be brought into use controlling the new facing crossover between Up and Down Main lines and the existing facing connection to Up Yard. This ground frame will be released by Annetts Keys held in adjacent release instruments controlled from Bristol Panel.

Bridgwater Sidings Ground Frame controlling the connection from Up Sidings to Up Main will be retained and renamed Bridgwater Up Sidings Ground Frame. This ground frame will be released by an Annetts Key held in an adjacent release instrument controlled from Bristol Panel.

A new ground frame to be known as Bridgwater West Ground Frame will be brought into use controlling the new trailing crossover between Up and Down Main line. This ground frame will be released by an Annetts Key held in an adjacent release instrument controlled from Bristol Panel.

## **5. POWER OPERATED POINTS**

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

All points will have the former G.R.S. Co's style 5A (Modified) machines.

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

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

- Highbridge — on the Up side adjacent to the Main line facing crossover.
- on the Up side adjacent to the trailing connection from Up Main to the Up and Down Goods Loop.
- on the Up side adjacent to the facing connection from Up Main to the Up and Down Goods Loop.

#### **6. ALTERATIONS TO BLOCK WORKING**

Track Circuit Block Working will apply on the Up and Down Main lines between Bristol Panel and Cogload.

#### **7. AUTOMATIC WARNING SYSTEM**

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

#### **8. TELEPHONES**

Telephones giving exclusive communication with the Signalmen at Bristol Panel will be provided at:

- All colour light signals controlled from Bristol Panel.
- All automatic stop signals except DMI55 and DMI57.

Automatic telephones will be provided at all ground frames and hand-crank release instruments.

Communication with the Signalmen at Bristol Panel can be obtained from these telephones by dialling 2454.

Telephones giving exclusive communication with the Signaller at Cogload will be provided at Signals DMI55 and DMI57.

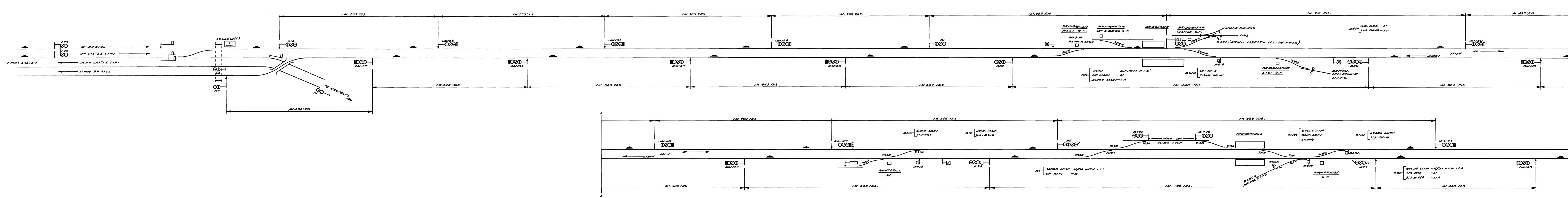
The special Bristol—Cogload emergency telephone circuit will be extended to include Highbridge Ground Frame, Huntspill Ground Frame, Bridgwater Station Ground Frame and Bridgwater West Ground Frame.

#### **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.

At the commencement of the occupation, all semaphore signals will be taken out of use and TCB Regulation 1B will apply between Bristol Panel (Uphill Junction) and Highbridge. Block Regulation 25 (a) (iii) will apply between Highbridge and Bridgwater and Bridgwater and Cogload.

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



- KEY TO SYMBOLS**
- JUNCTION INDICATOR (I)
  - GREEN
  - YELLOW
  - RED
  - DRAIN AHEAD (DA)
  - ROUTE INDICATOR (RI)
  - GROUND POSITION LIGHT
  - LIMIT OF SHUNT
  - STOP LAMP
  - AUTOMATIC
  - SEMI AUTOMATIC
  - A.S. RAMP