

**BRITISH RAILWAYS (WESTERN REGION)**

**NOTICE TO TRAINMEN ETC. - SIGNALLING & PERMANENT WAY ALTERATIONS**

**BETWEEN SHIREHAMPTON (Excl.) AND SEVERN BEACH (Incl.)**

Staff of the RS & TE and RCE Departments will be engaged in resignalling/remodelling works between 2230 hrs **Friday 22 January** and 0500 hrs **Monday 25 January 1988**. On completion, the following arrangements will be brought into use.

Refer also to the diagram attached to this Notice.

**1. SIGNALLING**

The following signal boxes will be taken out of use and all associated signalling removed:-

Hallen Marsh  
Holesmouth Junction  
Avonmouth Town Goods Yard  
Avonmouth Dock Junction

New signalling will be provided as shown and the area Shirehampton (excl.) to Severn Beach controlled from St. Andrew's Junction signal box. All signals shown will be prefixed 'SA' (except where indicated). A new ground frame at Holesmouth will be brought into use.

At Avonmouth Dock station, a facility will be provided to enable Up trains to terminate at and start back from the Down platform.

New 'Stop' boards will be provided where shown, movements past them will be under the authority of the Hallen Marsh chargeman.

**2. PERMANENT WAY**

The present Up line between Hallen Marsh and St. Andrew's Junction will become the 'Up and Down' Main line, forming one single line section between those locations.

The present Down line between Hallen Marsh and St. Andrew's Junction will become an independent 'Up and Down' Goods line and will not be available for through running; a buffer stop will be erected at St. Andrew's Junction.

All connections other than those shown will be removed or secured out of use pending removal. All connections, other than those at Avonmouth Dock station and at Holesmouth G.F. will be converted to hand operation.

The existing points at Hallen Marsh to the Filton side of signal B. 383 will be converted to spring operation, normally sprung for the Arrival line in the facing direction.

A new run-round facility will be provided at the site of the present Tip Siding.

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# SIGNALLING RECORD SOCIETY

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### 3. GROUND FRAMES

Tip Siding Ground Frame will be taken out of use and recovered.

A new ground frame will be provided at Holesmouth to work the connection between the Main and Goods line, and the connection with the Port of Bristol Authority sidings.

### 4. SYSTEM OF SIGNALLING

The existing Absolute Block/ 'No Signalman' token systems will be withdrawn.

The line between Shirehampton (Bristol signal box) and St. Andrew's Junction will be worked by the Track Circuit Block system, and the 'Up and Down' Main line between St. Andrew's Junction and Severn Beach will be worked by the 'No Signalman' token system. Holesmouth Ground Frame will be released by this section token, and an intermediate token instrument will be provided there.

The 'Up and Down' Goods line, together with the Arrival/ Departure lines at Hallen Marsh will be under the control of the Chargeman at Hallen Marsh.

The existing Track Circuit Block working from Filton (Bristol signal box) to Hallen Marsh will continue to apply.

### 5. TELEPHONES

All stop signals shown will have telephone communication with St. Andrew's Junction signal box, except for B. 383 which will retain communication with Bristol signal box.

Two telephones will be provided at Holesmouth Ground Frame, one to St. Andrew's Junction signal box and the other to the Chargeman at Hallen Marsh.

All other telephones shown will communicate with the Chargeman at Hallen Marsh.

### 6. LEVEL CROSSINGS

Avonmouth Dock Junction level crossing will be converted to CCTV operation, supervised from St. Andrew's Junction signal box. Existing arrangements will continue to apply at Avonmouth Station and St. Andrew's level crossings.

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SWINDON

R.J. Poynter  
Regional Operations Manager.

January 1988

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