

R/S of Holmes.

PRIVATE and not for Publication

NOTICE No. S.2632

BRITISH RAILWAYS

(WESTERN REGION)
(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 2—Yate South Junction to Charfield)

SATURDAY 18th OCTOBER

TO

MONDAY 20th OCTOBER, 1969

Between the hours of 22.00 on **Saturday, 18th October, 1969** and 06.00 on **Monday, 20th October, 1969** (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 2 of the above scheme consisting of the provision of continuous track circuiting between Yate South Junction and Charfield on the Up and Down lines, and Multiple Aspect Colour Light signalling in accordance with the enclosed diagram.

1. Redundant Signal Boxes and Alterations to Existing Signalling

At Yate Main Line Junction and Rangeworthy the signal boxes will be taken out of use and all signals will be recovered.

At Yate South Junction the following signals will be recovered:—

Down Distant (lower arm to Yate Main Line Junction's Down Home).

Down Inner Distant to Bristol

Down Inner Distant to Westerleigh West

} Lower arms to Yate Main Line Junction's
Down Inner Homes.

Lower arm Distant below the Home from Bristol and the Home from Westerleigh West Lines Signals.

At Charfield all existing signals will be recovered with the exception of DC 108.

New colour light signals will be brought into use as shown on the attached diagram.

Switches will be provided in Yate South signal box for the emergency replacement of signal UC 116 and in Charfield signal box for signal DC 114.

2. Permanent Way Alterations and New Ground Frames

At Yate Main Line Junction the signal box will be used as a ground frame known as "Yate Main Line Ground Frame" and will work the trailing crossover and slip connection to the Up Sidings. The trailing connection from the Down Line to the Down Sidings will be disconnected from the signal box and will be worked by an adjacent ground frame to be known as "Yate North Ground Frame." These two ground frames will each be released by an Annetts key from key release instruments controlled from Yate South Junction. The trailing connection from the Up Line to the Up Sidings will be recovered together with its associated ground frame.

At Rangeworthy the trailing crossover will be taken out of use.

At Charfield the trailing crossover will be taken out of use. New facing and trailing emergency crossovers will be brought into use approximately 70 yards on the Gloucester side of Charfield signal box. These will be worked by an adjacent ground frame to be known as "Charfield Ground Frame" which will be released by an Annetts key from a key release instrument controlled from Charfield signal box.

The trailing ends of the connections into both the Down and Up Loops at Charfield will be converted to spring operation and the spring points in the Up Main end of the connection from the Up Loop will in future be motor worked.

The Down Loop to Down Main connection and the facing points in the Up Main to Up Loop connection will be converted to motor operation.

The point machines will be Westinghouse style 63 and the existing machines will also be changed to this type. Hand cranks for emergency operation will be located in the signal box.

3. Alterations to Block Working

Track Circuit Block Working in accordance with supplement 3 (B.R. 29960/10) to Regulations for Train signalling will apply on the Up and Down Lines between Yate South Junction and Charfield.

The existing block sections Yate South Junction—Yate Main Line Junction—Rangeworthy—Charfield (all absolute block) will become Yate South Junction—Charfield (track circuit block).

The block switch at Yate South Junction will be secured in the "Open" position.

Train description between the signal boxes will be by single stroke bell.

4. Telephones

Telephone communication will be provided as follows:—

To Yate South Junction—from signals YS 1, UC 116, UC 117, DC 116, DC 117, Yate Main Line and Yate North ground frames, Rangeworthy crossing and from Wickwar Tunnel.

To Charfield —from signals CH 1, CH 13, CH 17, CH 24, DC 108, DC 110, DC 111, DC 113, DC 114, UC 114, Charfield ground frame, and from Hall Lane crossing.

To Gloucester Panel Box—from signal UC 111.

5. 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 (East).

At the commencement of the occupation all semaphore signals will be taken out of use and Block Regulation 25 (aiii) will apply throughout the section from Yate South Junction to Charfield.

Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions at each signal box from Handsignalmen.

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

Transom House,
Victoria Street,
Bristol.
October 1969.

J. PALETTE,
Divisional Manager,
Bristol.
(WW900/B/46)

B.R. 314001/2

Received Notice No. S.2632 re Introduction of Stage 2 of Bristol Multiple Aspect Signalling Scheme.

..... Date Department
..... Station Signature

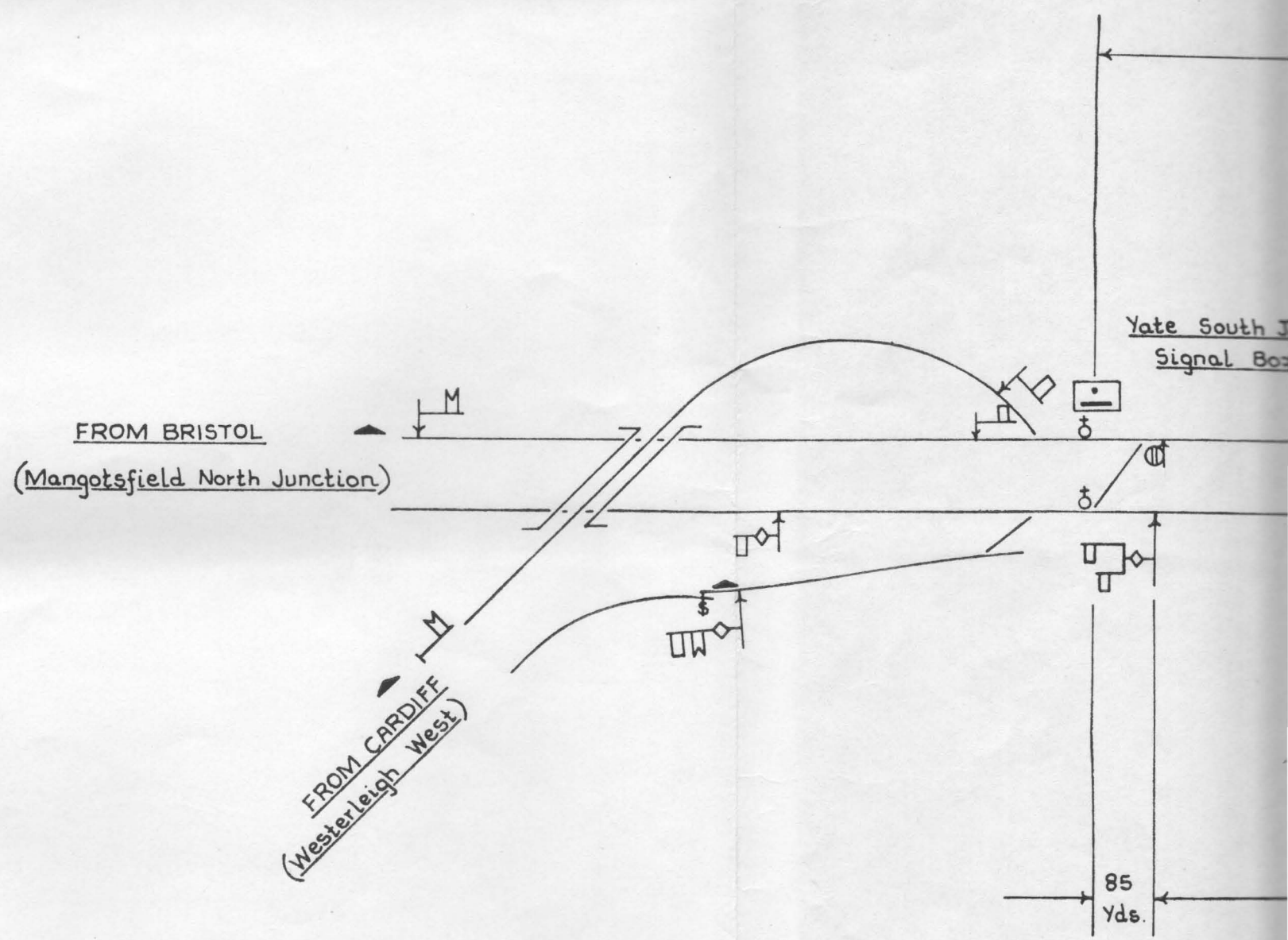
Divisional Manager,
Transom House,
Victoria Street,
Bristol.
Ref. WW900/B/46.

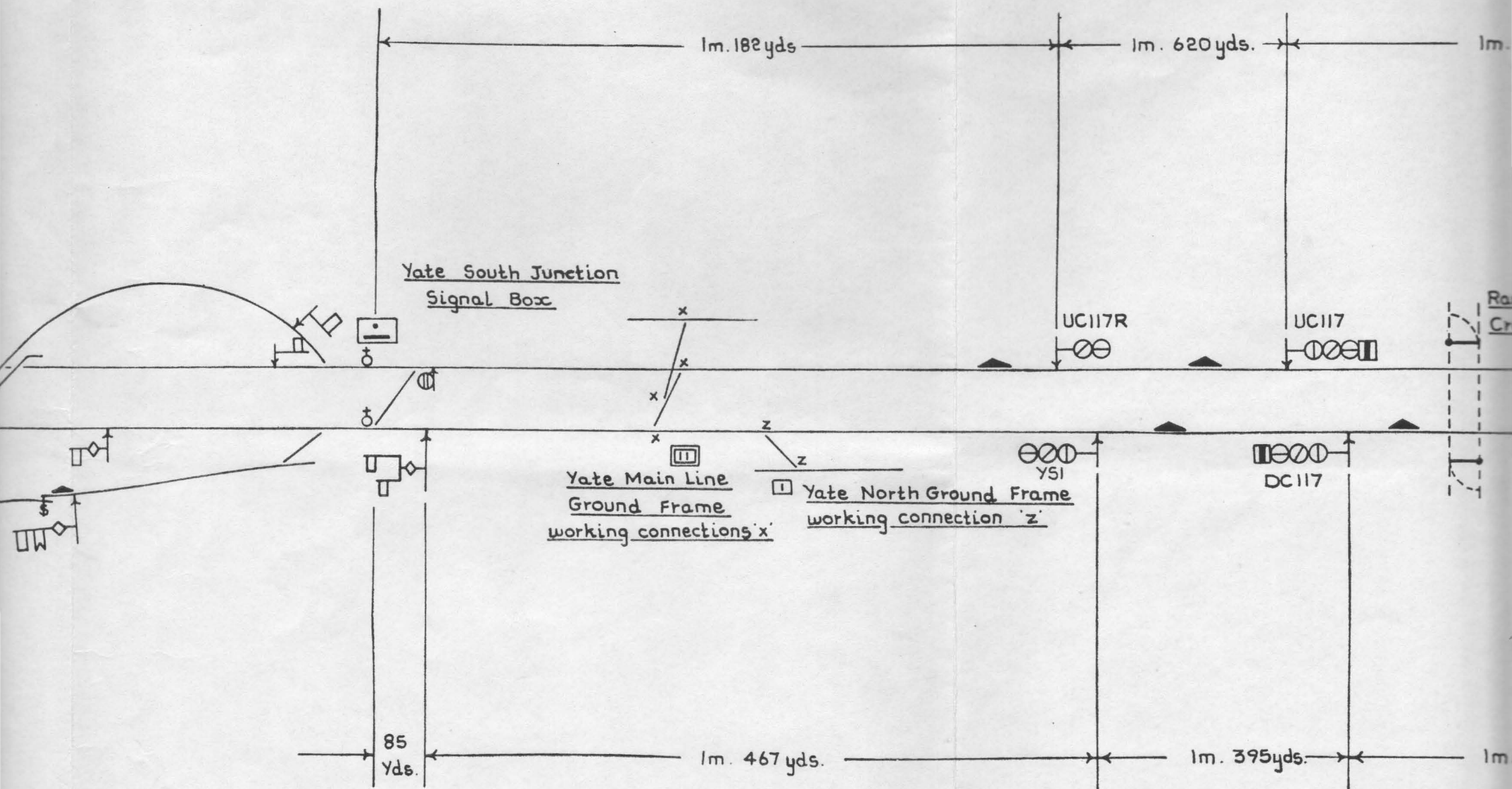
FROM BRISTOL
(Mangotsfield North Junction)

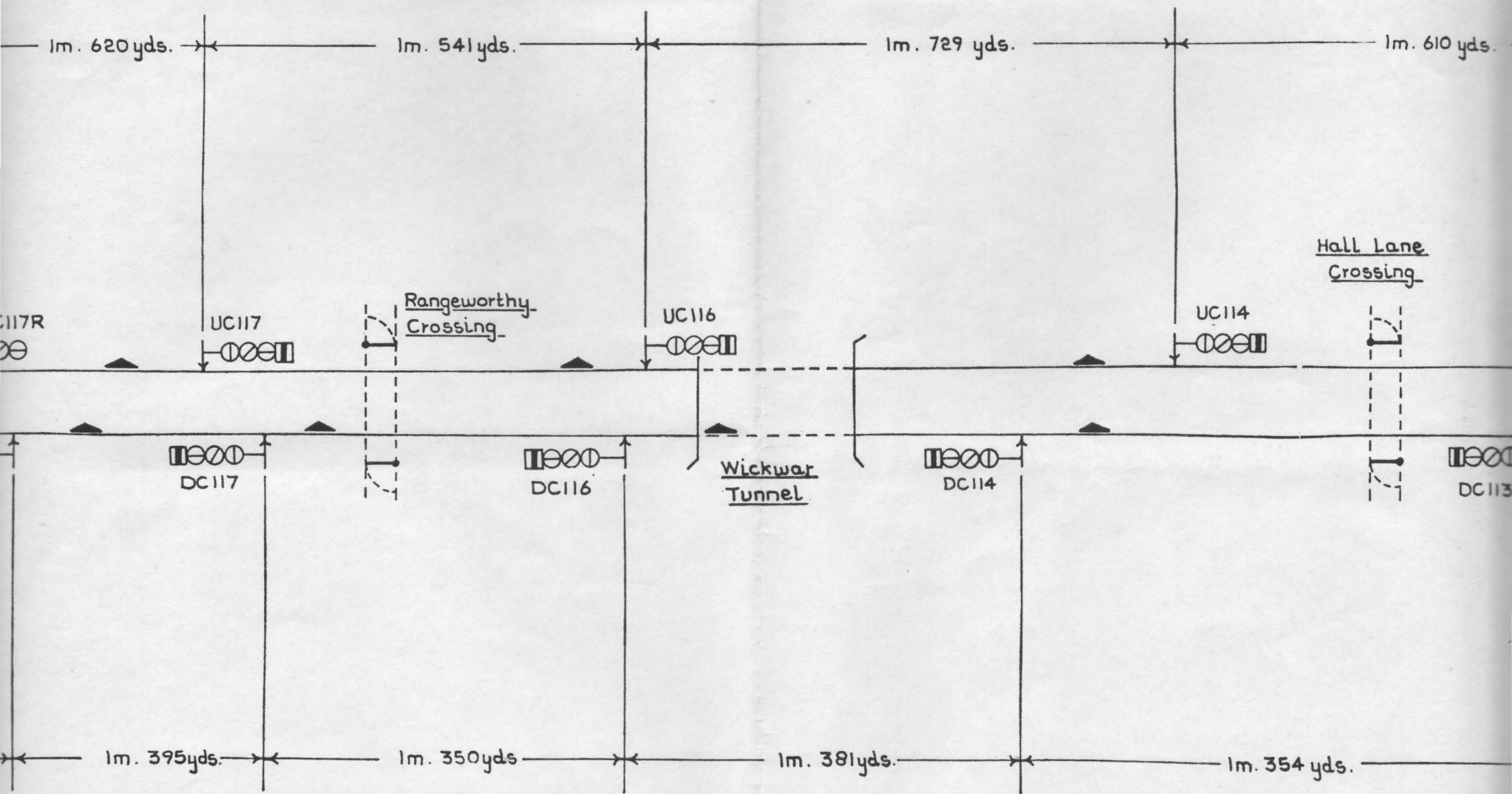
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(Westerleigh West)

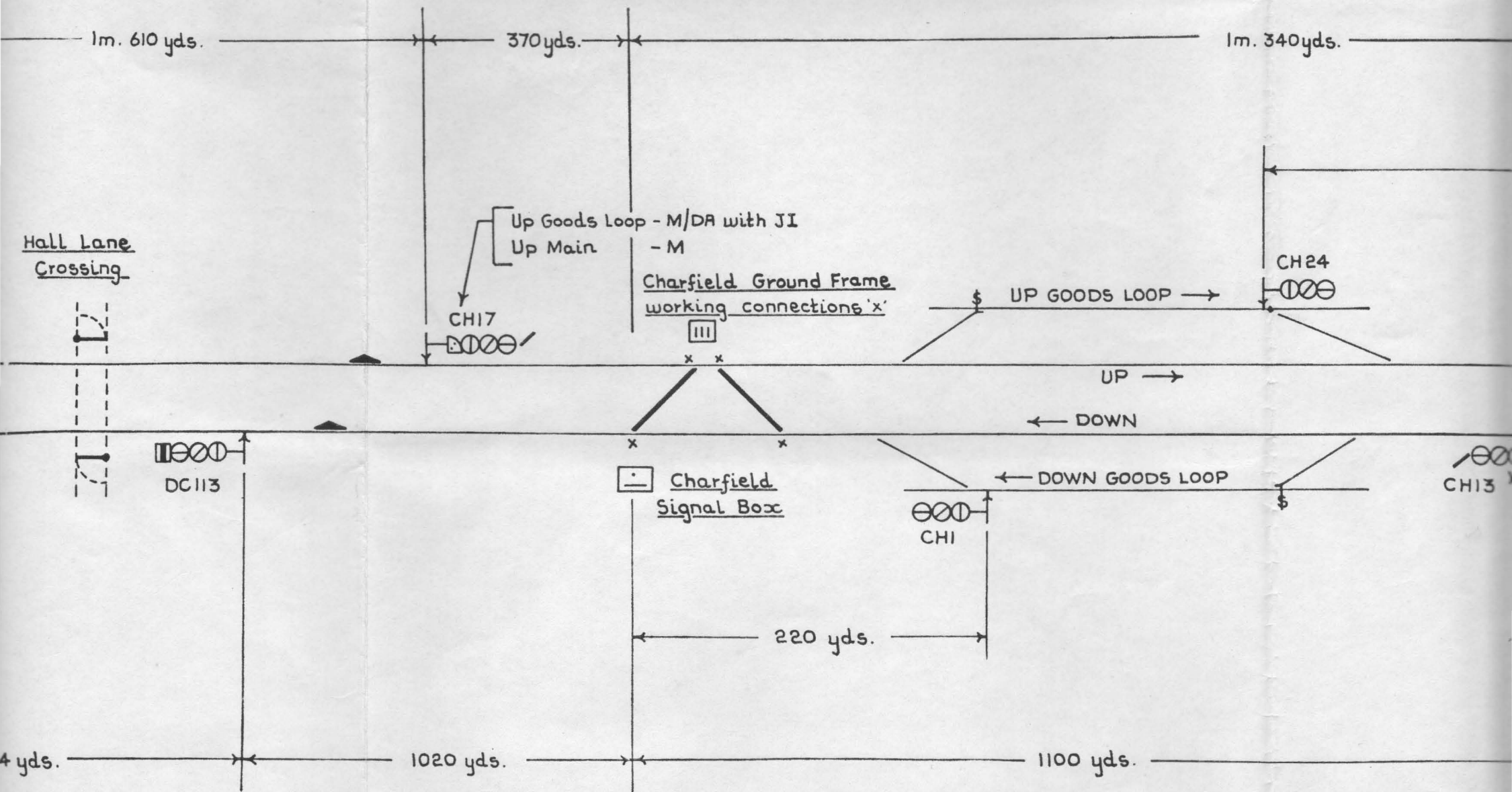
Yate South J
Signal Box

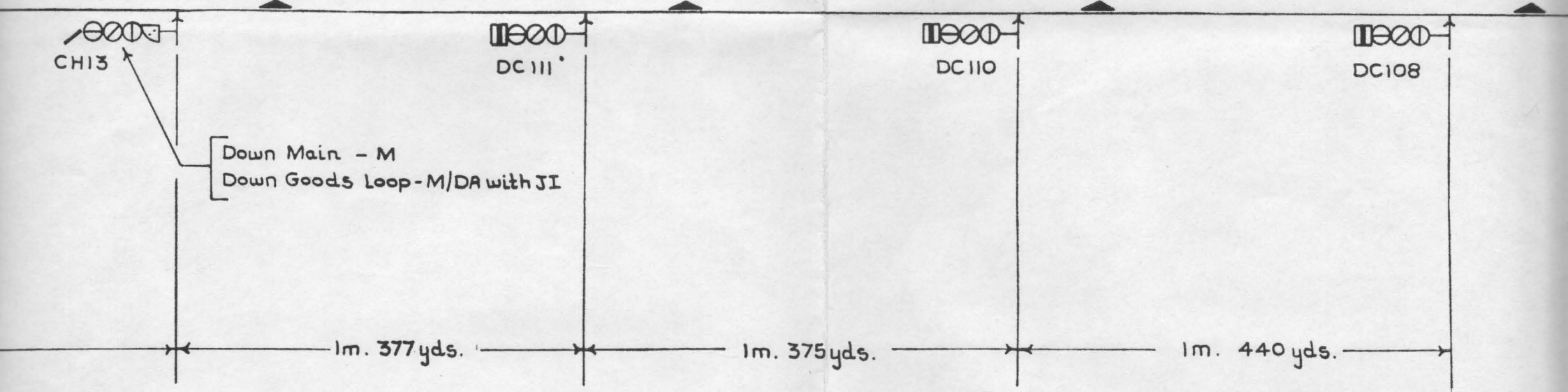
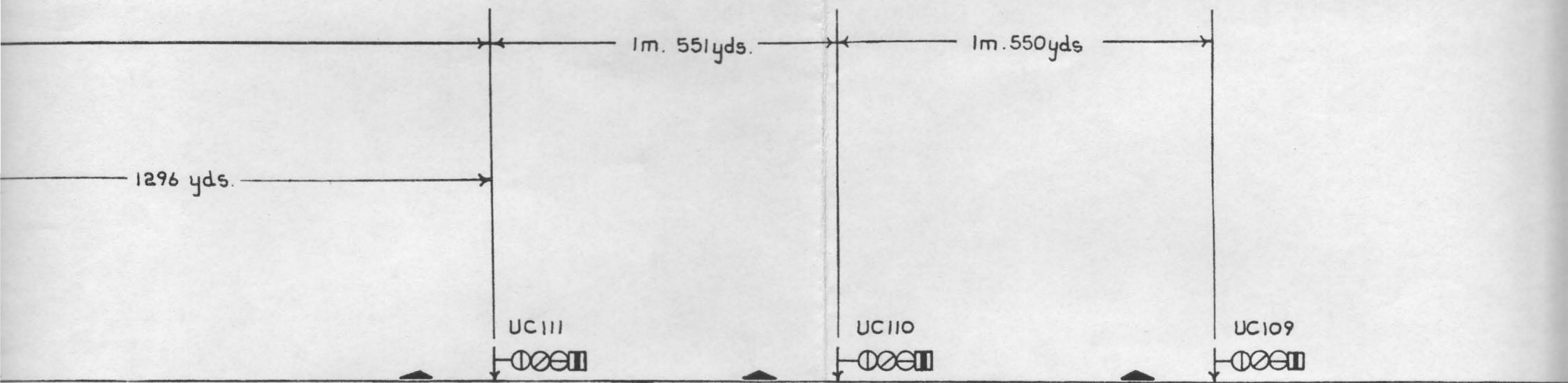
85
Yds.





















Key To Symbols

-  - Green
-  - Yellow
-  - Ground Signal
-  - Automatic Signal
-  - A.W.S. Ramp
- M - Main Aspect
- DA - Draw Ahead
- JI - Junction Indicator
-  - Junction Indicator
-  - Green
-  - Yellow
-  - Red
-  - Draw Ahead

TO
GLOUCESTER

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