

BRITISH RAILWAYS

(WESTERN REGION)

(For the use of employees only)

Notice to Trainmen, etc.

MULTIPLE ASPECT SIGNALLING

BRISTOL

(Stage 7C — PILNING JUNCTION, PILNING
STATION AND NEWPORT (SEVERN TUNNEL
EAST))

SATURDAY, 13th MARCH

to

MONDAY, 15th MARCH, 1971

From 22.00 hours on Saturday, 13th March, 1971, until 06.00 hours on Monday, 15th March, 1971 (or until completion) the Chief Signal and Telecommunications Engineer will be engaged in introducing Stage 7C of the above scheme consisting of the provision of continuous track circuiting at Pilning Junction, Pilning Station and Newport (Severn Tunnel East).

This work will include the transfer of certain points and signals from the control of Pilning Station to Newport Panel Box (Severn Tunnel East).

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

1. REDUNDANT SIGNAL BOXES AND ALTERATIONS TO EXISTING SIGNALLING

Pilning Junction and Pilning Station signal boxes will be closed and all semaphore signalling recovered:—

At Pilning Junction

Signals PJ6 and PJ54 will become automatic signals UT8 and DT7 respectively.

At Pilning Station

Signal PS4 will become a 3 aspect signal and will in future be controlled from Bristol Panel Box as signal B101.

Signal PS45 will in future be controlled from Newport Panel Box as signal N562.

The connection forming the exit from Down Goods to Down Tunnel line will in future be controlled from Newport Panel Box.

At Newport (Severn Tunnel East)

Signal N187 will become a 3 aspect signal, the junction indicator and draw-ahead signal being retained.

2. PERMANENT WAY ALTERATIONS

The new facing crossover on the Bristol side of Pilning Station will be brought into use, as shown on the diagram.

3. GROUND FRAMES

The connection from Dock Siding to Up Tunnel line, together with the new facing crossover will be operated from a new ground frame to be known as "Pilning Up Ground Frame".

The connection from the Down Sidings to Down Goods will be operated from a new ground frame to be known as "Pilning Down 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 Panel Box.

4. ALTERATIONS TO BLOCK WORKING

Track Circuit Block working between Newport (Severn Tunnel East) and Pilning Station on the Up and Down Tunnel lines will be replaced by Track Circuit Block working between Newport (Severn Tunnel East) and Bristol (Pilning).

The Up Goods and Down Goods lines between Newport (Severn Tunnel East) and Bristol (Pilning) will be worked under the Regulations for Train Signalling by the Permissive Block System in so far as they apply.

5. TRAIN DESCRIBER

The four digit train describer working between Newport Panel Box and Pilning Station will be reproduced between Newport Panel Box and Bristol Panel Box. At each panel, separate "Acknowledge" push buttons will be provided to enable the signaller to indicate whether the train is required on Tunnel (Main) or Goods line and this selection will be indicated to the signaller in rear.

6. POWER OPERATED POINTS

The connections forming the entrance to the Down Goods and the exit from the Up Goods lines will be electrically worked from Bristol Panel Box. The machines will be the A.E.I.—G.S. Co's style H.W. and instructions for their emergency operation have been issued separately.

A Handcrank for the emergency operation of these points will be kept in a release instrument adjacent to each connection. The Handcrank can only be withdrawn when a release is given from Bristol Panel Box.

The connection forming the exit from the Down Goods at present worked from Pilning Station will in future be worked from Newport Panel Box. These machines are the W.B. & S. Co's style 63 and a handcrank for their emergency operation will in future be kept in a release instrument adjacent to the connection. The handcrank can only be withdrawn when a release is given from Newport Panel Box.

7. TELEPHONES

Telephones giving exclusive communication with the signaller at Bristol will be provided at signals B118 and B401.

The telephones at signal B101, DT7 and UT8 will in future give exclusive communication with the signaller at Bristol.

The telephone at signal N562 will in future give exclusive communication with the signaller at Newport.

Automatic telephones will be provided at the handcrank release instruments at the entrance to the Down Goods and the exit from the Up Goods; also at Pilning Up and Pilning Down Ground Frames. Communication with the signaller at Bristol can be obtained from these telephones by dialling 4160. An automatic telephone will also be provided at the handcrank release instrument at the exit from the Down Goods and communication with the signaller at Newport can be obtained from this telephone by dialling 6922.

8. OCCUPATION ARRANGEMENTS

All arrangements for the safe working of this line, including the appointment of any Handsignalmen in accordance with rule 77 to be made by the District Inspector, Bristol, the Chief Signalling Inspector, Cardiff and the Area Manager, Severn Tunnel Junction.

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 Pilning Junction to Severn Tunnel East. Handsignalmen will be stationed at each intermediate signal box. Trains must proceed from point to point, receiving instructions from these Handsignalmen.



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

Transom House,
Victoria Street,
BRISTOL.
March, 1971.

B.R. 314001/2

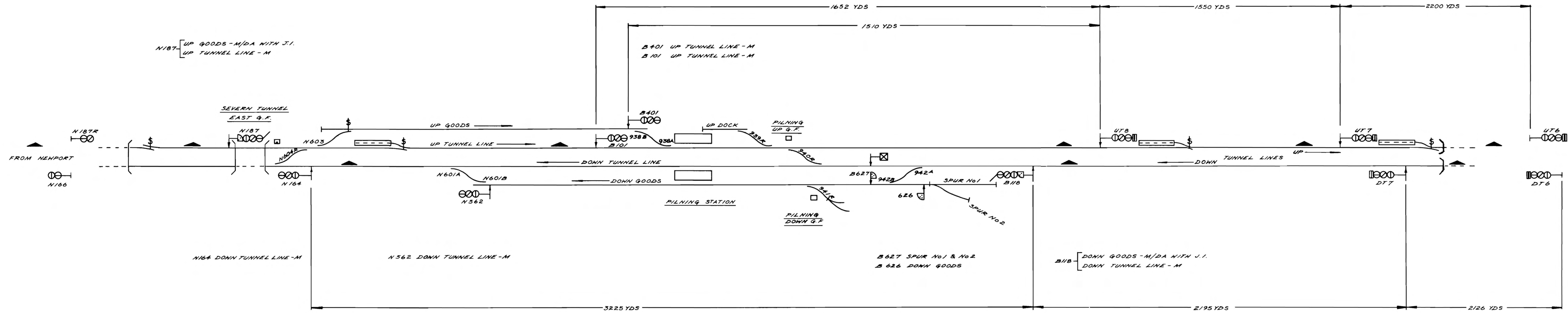
J. PALETTE,
Divisional Manager,
BRISTOL.
(W.640)
E. R. WILLIAMS,
Divisional Manager,
CARDIFF.

.....
Received Notice No. S.2678 re Introduction of Stage 7C of Bristol Multiple Aspect Signalling Scheme.

.....DateDepartment

.....StationSignature

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



TO BRISTOL

KEY TO SYMBOLS

- JUNCTION INDICATOR (J.I.)
- GREEN } MAIN ASPECT (M)
- YELLOW } MAIN ASPECT (M)
- RED } MAIN ASPECT (M)
- DRAWN AHEAD (DA)
- GROUND POSITION LIGHT
- LIMIT OF SHUNT
- AUTOMATIC
- A.H.S. RAMP

Scale 1:1000

Scale 1:1000