



# MetroWest+

## Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

9.17 ExA.WQ1R.D3.V1 – Appendix GC.1.12-2 to Applicant's comments on responses to the Examining Authority's Written Questions ExQ1

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## **Network Rail – Portbury Docks Operating Instructions**

### **Summary**

The current physical token system is being replaced with a modern system and will avoid the need for freight trains to stop at Aston Junction and use the Token system. It also reduces the human risk elements through electronic track warning systems and reduces the Ashton Junction Level Crossing down time as “up” trains will not be slowing to stop and replace the token.

### **Current Method**

The signalling is a basic token system and when a train has obtained the token for the single line no other train can obtain a token and therefore is not allowed to leave the port or proceed from Ashton Junction towards the port. At Ashton junction and just inside the dock gates there is a token machine and a dedicated telephone line to the signalling centre at Didcot Thames Valley Signalling Centre (TVSC).

#### **Movement from Bristol towards the Port**

Prior to a train movement on the branch line the signaller (Didcot, TVSC) must be told when a freight operating company Person in Charge (PiC) takes responsibility for train movements.

The PiC will be told (by the signaller) before a down train for Portbury Dock enters the branch. The train is signalled off the main line at Parson Street Junction and proceeds to the signal at Ashton Junction. The driver then contacts the signaller and if there are no “up” trains will be given the “token” for the line and will be given permission to proceed onto the single line and will be routed as far as the down stop board (end of token section) (126m 53 ½ ch) just outside the dock gates.

At the Port The down stop board (labelled “Stop Await Instructions”) approaching Portbury Dock is provided with a white light indicator which is interlocked with the security gates and is operated by the PiC. A driver must not pass this stop board until either the white light is lit, or they are verbally instructed to proceed by the PiC.

The token must not be replaced at into the Portbury Dock token instrument until the train has arrived complete inside the dock gated area.

#### **Movement from Portbury Dock towards Bristol**

The train driver or PiC will make contact with the signaller and if there are on “down” trains running towards the then will be given the “Token” and then have authority to proceed towards Bristol. On arrival at Aston Junction then will replace the “Token” and will be signalled towards Parson Street on the short double track section and thence onto the main line.

### **Future Method**

The Token system is being replaced by a modern electronic signalling system and will avoid the need for direct contact with the signaller for all train movements.

#### **Movement from Bristol towards the Port**

The train will leave the main line at Parson Street Junction and will be signalled to Pill Junction at which point it will then be signalled to join the line to the port. At the Port, trains will continue to stop at the down stop board (labelled “Stop Await Instructions”) This will continue to contain a white light indicator which is interlocked with the security gates and is operated by the PiC. A driver must not pass this stop board until either the white light is lit, or they are verbally instructed to proceed

by the PiC. Once inside the Port the track indications will clear and another train can either leave the port or another train can arrive.

Movement from Portbury Dock towards Bristol

The train driver or PiC will make contact with the signaller and if the line is clear the departure signal will show a yellow or green aspect and the train can depart towards Pill Junction. At Pill junction there is additional signalling for both the the port line and the passenger line and depending on the timetable the signaller will signal the relevant train forward towards Parson Street Junction and thence onto the main line.