

For the information of Railway Staff only.



Eastern Region

*JA Cloughton*

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING ALTERATIONS**

**affecting the working of the line**

**from**

**SUNDAY 31 MAY 1970**

**between**

**ELLAND, HEATON LODGE JUNCTION**

**AND**

**BRADLEY JUNCTION**

York  
May, 1970

MO42/50880

F.J. Burge  
Movements Manager

# SIGNALLING RECORD SOCIETY

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**BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION : RESIGNALLING**

On Sunday 31st. May revised signalling will be brought into use between Elland and Heaton Lodge Junction. The Bradley Branch will be singled and new signals will be brought into use.

Bradley Wood Junction and Brighthouse signal boxes will be abolished.

The Track Circuit Block Regulations will apply between Elland and Heaton Lodge Junction, and also to the single line Bradley Branch between Bradley Junction and Bradley Wood Junction (controlled from Heaton Lodge Junction signal box).

The Absolute Block Regulations will continue to apply between Heaton Lodge Junction and Bradley Junction on the Down and Up Fast and Slow lines.

**PERMANENT WAY ALTERATIONS**

The junction at Bradley Wood will be remodelled and the new connections are shown in heavy type.

**SIGNALLING ALTERATIONS**

The existing signalling will be replaced by colour light signals with full track circuiting, except that a semaphore distant signal will be provided for the Down Bradley Branch signal HL545.

Details of the revised signalling are shown below, and a diagram is attached.

**EXCHANGE GROUND FRAME**

The 3 lever ground frame will be released by Heaton Lodge Junction signal box, and shut-in facilities are provided.

**GENERAL**

During the period of this work points and signals will be disconnected and Drivers will be hand-signalled as necessary.

Further details will be included in the Weekly Notice of Engineering Operations.

**DESCRIPTION OF SIGNALS**

E = Elland HL = Heaton Lodge Junction B = Bradley Junction

The numbers of semaphore signals are quoted for reference purposes only.

Number	Location	Aspect M = Main	Junction Indication	Application to or towards
<b>DOWN L. &amp; Y. RUNNING SIGNALS</b>				
HL.537 (existing signal formerly D.33)	Down L. & Y. Auto	M	—	HL.539
HL.539	Down L. & Y. Auto	M	—	HL.541
HL.541	Down L. & Y.	M	—	HL.543
HL.543	Down L. & Y.	M	—	HL.547 (existing signal formerly displaying yellow or green aspect only) Up Bradley Branch B.8
HL.547	Down L. & Y. Auto	M	position 4	HL.549 (existing signal)

## DESCRIPTION OF SIGNALS —continued

Number	Location	Aspect M = Main	Junction Indication	Application to or towards
<b>UP L. &amp; Y. RUNNING SIGNALS</b>				
HL.546 (existing signal)	Up L. & Y. Auto	M	—	HL.544
HL.544	Up L. & Y.	M	—	E.542
E.542	Up L. & Y. Auto	M	—	E.540
E.540 (existing signal formerly Brighthouse B.74)	Up L. & Y. Auto	M	—	E.538
E.538 (existing signal formerly U.33)	Up L. & Y. Auto	M	—	E.3 (existing signal)
<b>BRADLEY BRANCH RUNNING SIGNALS</b>				
Semaphore Distant	Down Bradley Branch	—	—	HL.545
HL.545	Down Bradley Branch	M	—	Up L. & Y. E.542
B.8	Up Bradley Branch	M	—	Bradley Junction Up Slow Starting signal (No. 6)

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## EXCHANGE GROUND FRAME

No.3 position light shunt signal applies from down L. & Y. line to Sidings.

The position number in the column headed Junction Indication refers to Rule 35 (e).

F.J. Burge  
Sements Manager

