

For the information of Railway Staff only

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No. 24A

BRITISH RAILWAYS

(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 16th JUNE, 1963

HEALEY MILLS
SIGNAL BOX

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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HEALEY MILLS NEW SIGNALLING

Between 12-1 am Sunday, 16th June and 2-0 pm Monday, 17th June, a new signal box to be known as Healey Mills situated 330 yards West of 43 mile post adjacent to engine line R and Down Slow line will be brought into use. Colour light signalling with continuous track circuiting throughout will be introduced.

Alterations to the permanent way and signalling will be carried out in stages and all concerned should refer to the Weekly Notices NE/S 24 commencing 15th June, NE/S 26 commencing 29th June, NE/S 27 commencing 6th July and NE/S 28 commencing 13th July. The final signalling will be as shown on drawing included in this notice.

Handsignalling will be in operation as required until completion of the work.

Signalling Arrangements

Stage 1

From 12-1 am Sunday, 16th June to 2-0 pm Monday, 17th June and on subsequent week-ends at times stated, drivers of trains travelling between the limits shown on the attached drawing will be instructed as necessary and during the progress of the work aspect testing will commence and colour light signals may display incorrect aspects and drivers must disregard indications and work to Instructions.

Between Midland Junction and Wakefield West box the names of the lines are changed the outside lines becoming the Up and Down fast lines and the inside lines becoming the Up and Down Slow lines.

At 12-1 am Sunday, 16th June, the following signal boxes will cease to be block posts and the control of the signalling will be transferred to the new signal box;—

Thornhill No. 1 Dewsbury East Junction Thornhill Midland Junction

Stage 2

12-1 am Sunday 30th June to 12-0 noon Monday 1st July.

At 12-1 am Sunday, 30th June, **Healey Mills East signal box will cease to be a block post** and control of signalling will be transferred to the new signal box.

A new ground frame will be provided situated 800 yards West of 44 mile post (electrically released from new signal box) controlling the connection to the Up Departure Sidings.

The reception sidings, hump and the Down Departure Siding and associated position light signals will be brought into use at the new marshalling yard (See NE/S 26 commencing 29th June)

Stage 3

12-1 am Sunday, 7th July to 12-0 noon Monday, 8th July.

At 12-1 am Sunday, 7th July, **Horbury Station signal box will cease to be a block post** and control of signalling will be transferred to the new signal box. A new ground frame will be provided situated 70 yards East of 44 mile post (electrically released from the new signal box) controlling the Up Slow—Down Slow Crossover.

Stage 4

12-1 am to 4-0 pm Sunday, 14th July.

At 12-1 am Sunday, 14th July, **Horbury Millfield Road signal box will cease to be a block post** and control of signalling will be transferred to the new signal box.

A new ground frame to be known as Horbury and Ossett ground frame will be provided and situated 70 yards East of 45 mile post (electrically released by Horbury Junction signal box) controlling the connection to the Goods Yard.

Altered Signals

Horbury Junction Down Fast and Down Slow starting will become Automatic signals, D.45 and D.45S respectively.

Wakefield West Up Fast and Up Slow starting will become Automatic signals, U46 and U46S respectively.

At dates which will be published in the Weekly Notices the Up Arrival and Departure lines and associated signalling will be brought into use.

NEW SIGNALS

Signals unmarked	will be brought into use on	16th June
“ marked*	“ “ “ “ “ “	30th June
“ “ †	“ “ “ “ “ “	7th July
“ “ ‡	“ “ “ “ “ “	14 July

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No.
HEALEY MILLS NEW SIGNALS (DOWN DIRECTION)				
D.1	Down Branch	M	—	32
HM.32	Down Branch	M M	— RH.45°	Down Slow D.40S Down Fast D.40
HM.33	Down Slow	M M	— RH.45°	D.40S Down Fast D.40
HM.34	Down Fast	M M	LH.45° —	Down Slow D.40S D.40
D.40	Down Fast	Auto	—	HM.64
D.40S	Down Slow	Auto	—	HM.62
HM.62	Down Slow	M	—	HM.68
HM.64	Down Fast	M	—	HM.71
HM.68	Down Slow	M	—	Down Fast HM.77
HM.71	Down Fast	M M M S M	LH.90° LH.45° RH.45° — RH.90°	HM.77 Down Slow HM.78 1 Shunt Neck HM.81 1 Shunt Neck Up and Down Branch HM.84
HM.74	3 Shunt Neck	M S M M S S	E E B R R —	Engine Line Q " " Q HM.83 Receptions 1—14 " " 1—14 2 Shunt Neck HM.93
R.74	3 Shunt Neck	Banner Repeater		Banner Repeater for HM.74
HM.77	Down Fast	M M M S M S S S	— S E E R R — —	HM.135 Down Slow HM.136 Engine Line Q HM.138 " " Q Receptions 1—14 " " 1—14 HM.91 HM.93
HM.78	Down Slow	M M S M S S S	— E E R R — —	HM.136 Engine Line Q HM.138 " " Q Receptions 1—14 " " 1—14 HM.91 HM.93
HM.81	1 Shunt Neck	} { M M M S S S	E E R R — —	Engine Line Q HM.138 " " Q Receptions 1—14 " " 1—14 HM.91 (From HM.81 only) HM.93
HM.82	2 Shunt Neck			

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No
HEALEY MILLS NEW SIGNALS (DOWN DIRECTION)—continued				
HM.82R	2 Shunt Neck	Banner Repeater	—	Banner Repeater for HM.82
HM.83	3 Shunt Neck	M	—	Up Main M.2
HM.84	Up and Down Branch	M	—	Up Main M.2
HM.135	Down Fast	M M	— RH.45°	HM.148 Down Slow HM.149
HM.136	Down Slow	M	—	HM.149
HM.138 HM.139 HM.141	Engine Line Q Engine Release Line 1 Engine Release Line 2	{ M M S	{ F S —	Down Fast HM.148 Down Slow HM.149 Engine Line R
HM.148	Down Fast	M	—	HM.168
HM.149	Down Slow	M S S S S	— S P D U	HM.169 1—6 Down Staging Sidings Engine Line 'P' M.P.D. Engine Line 'U'
HM.168	Down Fast	M	—	HM.191
HM.169	Down Slow	M	—	HM.192
HM.176	Down Staging Sidings	M M S S	S V V —	Down Slow HM.192 Down Departure Outlet HM.209 Down Departure Outlet Engine Line 'V'
HM.184	Down Departure 'A'	M M M S	F S A —	Down Fast HM.232 Down Slow HM.233 Down Departure Outlet HM.209 " " Outlet
HM.191	Down Fast	M M	— RH.45°	HM.232 Down Slow HM.233
HM.192	Down Slow	M M	LH.45° —	Down Fast HM.232 HM.233
HM.209	Down Departure Sidings	M M S	F S —	Down Fast HM.232 Down Slow HM.233 Spur
*HM.232	Down Fast	M M M	— RH.45° RH.90°	D.44 Down Slow D.44S Down Branch HM.251
*HM.233	Down Slow	M M	— RH.45°	D.44S Down Branch HM.251
†HM.251	Down Branch	M	—	Down Branch

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No
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HORBURY JUNCTION NEW SIGNALS (DOWN DIRECTION)

‡D.44	Down Fast	Auto	—	D.44B
†D.44S	Down Slow	Auto	—	D.44BS
†D.44BS	Down Slow	Auto	—	HJ.13
‡D.44B	Down Fast	Auto	—	HJ.2
‡HJ.2	Down Fast	M	—	D.45
‡HJ.13	Down Slow	M	—	D.45S
‡HJ.23	Down Branch	M	LH.45° (not shown on diagram)	Down Fast D.45
		M	—	Down Slow D.45S

HORBURY JUNCTION NEW SIGNALS (UP DIRECTION)

‡HJ.36	Up Fast	M	—	U.44
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HEALEY MILLS NEW SIGNALS (UP DIRECTION)

‡U.45S	Up Slow	Auto	—	U.44S
†UB.45	Up Branch	Auto Distant	—	
†U.44	Up Fast	Auto	—	HM.246
†U.44S	Up Slow	Auto	—	HM.245
†HM.247	Up Crigglestone Branch	M M S	RH.45° — —	Up Slow HM.222 Up Fast HM.223 Up Loop
†HM.246	Up Fast	M M S	RH.45° — —	Up Slow HM.222 HM.223 Up Loop
†HM.245	Up Slow	M M S	— LH.45° —	HM.222 Up Fast HM.223 Up Loop
*HM.223	Up Fast	M M S S S S S S	RH.45° — W X Y U — —	Up Slow HM.181 HM.182 Engine Line 'W' " " 'X' " " 'Y' Up Staging Sidings Engine Line W/X 212 " " 'Y' 215
*HM.222	Up Slow	M M S S S S S S	— LH.45° W X Y U — —	HM.181 Up Fast HM.182 Engine Line 'W' " " 'X' " " 'Y' Up Staging Sidings Engine Line W/X 212 " " Y.215

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator where provided	Destination to Line or Signal No
HEALEY MILLS NEW SIGNALS (UP DIRECTION)—continued				
*HM.218	Up Loop	M M S S S S S S	S F W X Y U — —	Up Slow HM.181 Up Fast HM.182 Engine Line 'W' " " 'X' " " 'Y' Up Staging Siding Engine Line W/X.212 " " Y.215
HM.182	Up Fast	M S M M	RH.90° — RH45° —	Up Arrival HM.173 Up Arrival Up Slow HM.152 HM.153
HM.181	Up Slow	M S M	RH.45° — —	Up Arrival HM.173 Up Arrival HM.152
HM.173	Up Arrival	M S	A Z	HM.137 Engine Line Z
HM.153	Up Fast	M	—	HM.119
HM.152	Up Slow	M	—	HM.118
HM.121	Down Main from Middlestown Junction	M S M	RH.45° — —	3 Shunt Neck HM.75 3 Shunt Neck Up and Down Branch HM.76
HM.119	Up Fast	M	—	HM.73
HM.118	Up Slow	M S M	RH.45° — —	Up Arrival Line HM.95 Up Arrival Line HM.72
HM.115	Up Arrival Line	M S	— —	HM.95 Up Arrival line
HM.95	Up Arrival	M S M S M S S	1 1 2 2 3 3 S —	1 Shunt Neck 1 " " 2 Shunt Neck 2 " " 3 Shunt Neck 3 " " Up Slow HM.72 79 signal
HM.76	Up and Down Branch	M	—	Up Fast U.41
HM.75	3 Shunt Neck	M S	— —	3 Shunt Neck 3 " "
HM.73	Up Fast	M	—	U.41
HM.72	Up Slow	M	—	HM.69
HM.69	Up Slow	M S	— —	U.41S Up Headfield Siding
U.41	Up Fast	Auto	—	HM.58
U.41S	Up Slow	Auto	—	HM.57
HM.58	Up Fast	M M M	RH.90° RH.45° —	Up Branch HM.31 Up Slow TL.14 TL.2

Signal No.	Location	Aspect M—Main S—Sub	Route or Junction Indicator whree provided	Destination to Line or Signal No
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HEALEY MILLS NEW SIGNALS (UP DIRECTION)—continued

HM.57	Up Slow	M	RH.45°	Up Branch HM.31
		M	—	TL.14
		M	LH.45°	Up Fast TL.2
HM.31	Up Branch	M	—	Up Heckmondwike Branch

POSITION LIGHT GROUND SIGNALS

35	Up Fast		S	Down Slow
			F	Down Fast
			U	47 signal
			C	Colliery Sidings
36	Colliery Line		—	Colliery Sidings
37	Colliery Sidings		F	Up Fast
			S	Colliery Sidings
38	Down Fast		—	Up Fast
39	Down Slow		—	Up Fast
41	Up Branch		—	Down Branch Siding
42	Down Branch Siding		—	Down Branch Siding 46
43	Down Branch Siding		S	Down Branch Siding
			B	Up Branch
46	Down Branch Siding		Y	Goods Yard
			S	Down Slow
			F	Down Fast
47	Up Fast		—	Up Siding
48	Up Siding Shunting Neck		—	Up Siding
49	Up Siding		F	Up Fast
			N	Up Siding Shunt Neck
51	Down Siding		—	Down Branch Siding 43
52	Down Slow		—	Down Branch Siding 43
			—	Down Slow 39
65	Up Headfield Sidings		—	Down Slow
66	Down Headfield Sidings		—	Down Slow
67	Down Slow		—	Gasworks Sidings
			—	Up Headfield Sidings
			—	Up Slow
79	Up Arrival line		—	Up Slow
			—	3 Shunting Neck
89	1 Shunt Neck		—	1 Shunt Neck
91	1 " "		—	Engine Line Q
			—	Reception Sidings 1—7
92	Reception Spur	}	—	{ Reception Sidings 1—7 & 8—14
93	1 Shunt Neck		—	
94	2 Shunt Neck		—	
			—	Engine line Spur
			—	1 and 2 Shunt Neck
96	Engine Line Q		—	79
97	14 Reception Siding		—	Engine Line Q
			—	Spur
			—	94
98	Hump Engine Line		—	Reception Sidings 3—10
99	1 Reception Siding	}	—	{ 89
102	2 " "		—	
106	3 " "		—	
108	4 " "		—	
112	5 " "		—	
116	6 " "		—	
117	7 " "		—	
101	13 Reception Siding		—	
105	12 " "		—	
107	11 " "		—	
109	Hump Engine Line	—	{ Spur	
111	10 Reception Siding	—		
113	8 " "	—		
114	9 " "	—	94	

Signal No.	Location	Route or Junction Indicator where provided	Destination to Line or Signal No.
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POSITION LIGHT GROUND SIGNALS—continued

142	Engine Line R	—	Reception Sidings 1—5
143	Down Slow	—	1—5
151	Engine Line R	P	Engine "Line 'P'"
		D	M.P.D.
		U	Engine Line 'U'
172	M.P.D.	—	" " 'V'
174	Engine Line P	—	" " 'V'
175	Engine Line 'U'	—	" " 'V'
177	Engine Line 'V'	—	Down Staging Sidings
178	Down Slow	—	Down Staging Sidings
179	Engine Line 'V'	—	177 signal
		—	M.P.D.
		—	Stopboard Primary Sorting Sidings
183	Engine Line 'V'	—	204 signal
*189	Up Staging Sidings	—	Engine Line 'Y' limit of shunt
		—	Up Staging Sidings Spur
*199	Engine Line 'Y'	—	Engine Line 'Y'
		—	Up Staging Sidings
*201	Up Staging Sidings Spur	—	Up Staging Sidings
*207	Up Departure Sidings Spur	—	199
*208	Engine Line 'Y'	—	199
*215	Engine Line 'Y'	—	208
		—	181
*216	Down Fast	—	214
		—	212
		—	215
*217	Down Slow	—	214
		—	212
		—	215
*219	Wagon Works Sidings	—	Down Fast
*221	Down Fast	—	Wagon Works Siding
		—	216
*224	Up Fast	—	Up Loop
†225	Horbury Up Goods Yard	—	Up Loop
†226	Up Loop	—	218
		—	Goods Yard
*231	Down Sidings	—	Down Fast
		—	Down Slow
		—	Down Branch
†236	Up Loop	—	242
		—	Flockton Coal Co's Siding
†237	Up Loop	—	226
†238	Flockton Coal Co's Siding	—	226
‡239	Down Fast	—	Down Sidings
		—	221
†242	Up Loop	—	Down Branch
†244	Down Branch	D	Down Fast
		S	Up Slow
		F	Up Fast
		L	Up Loop

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

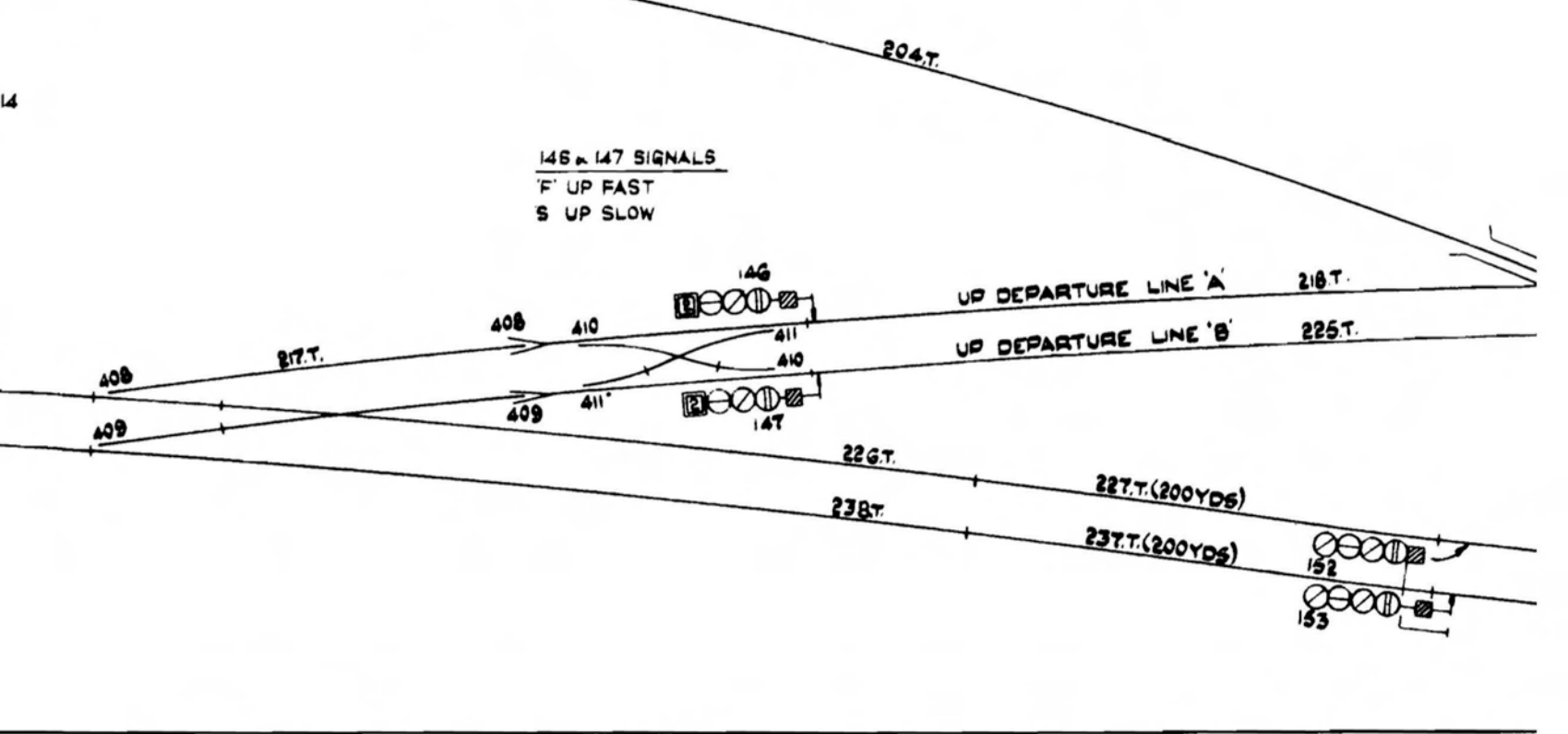
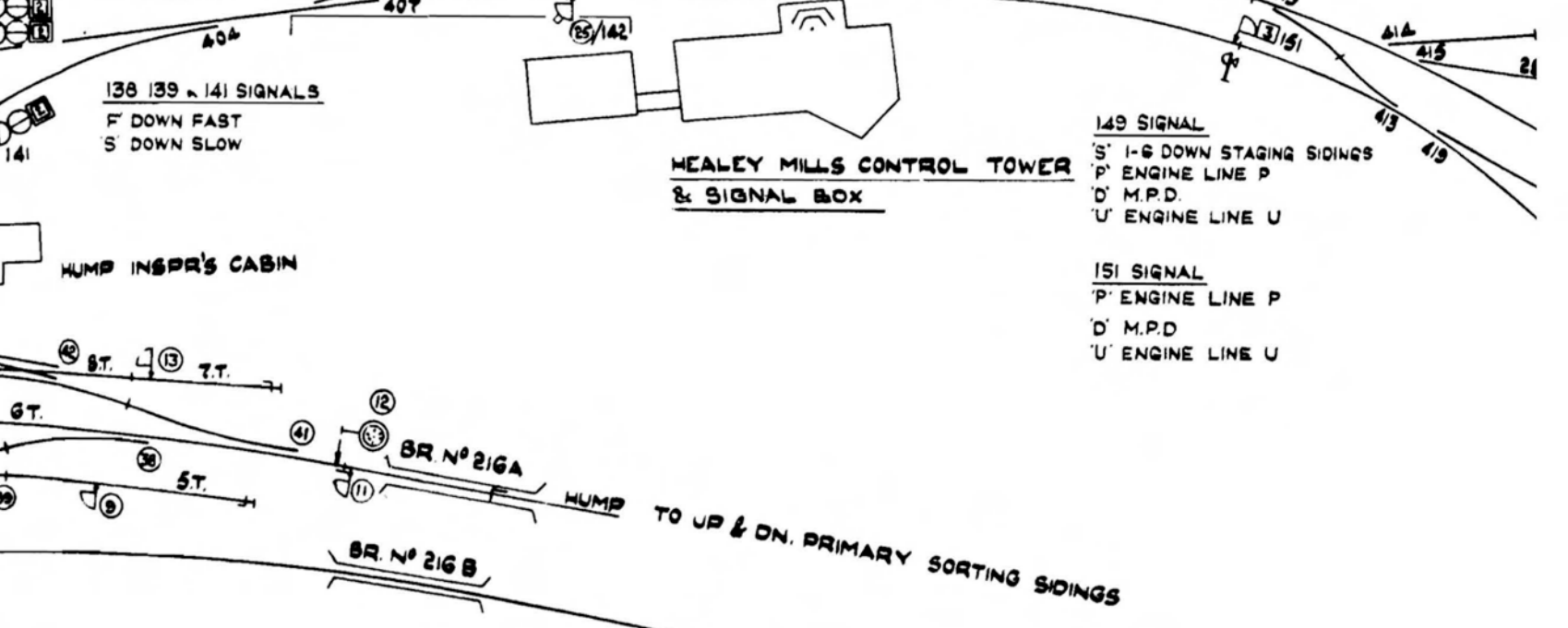
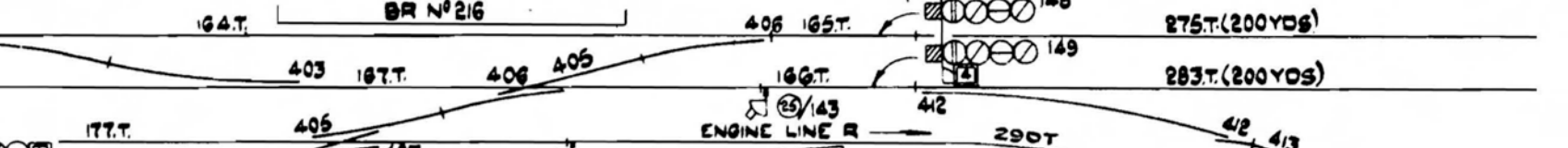
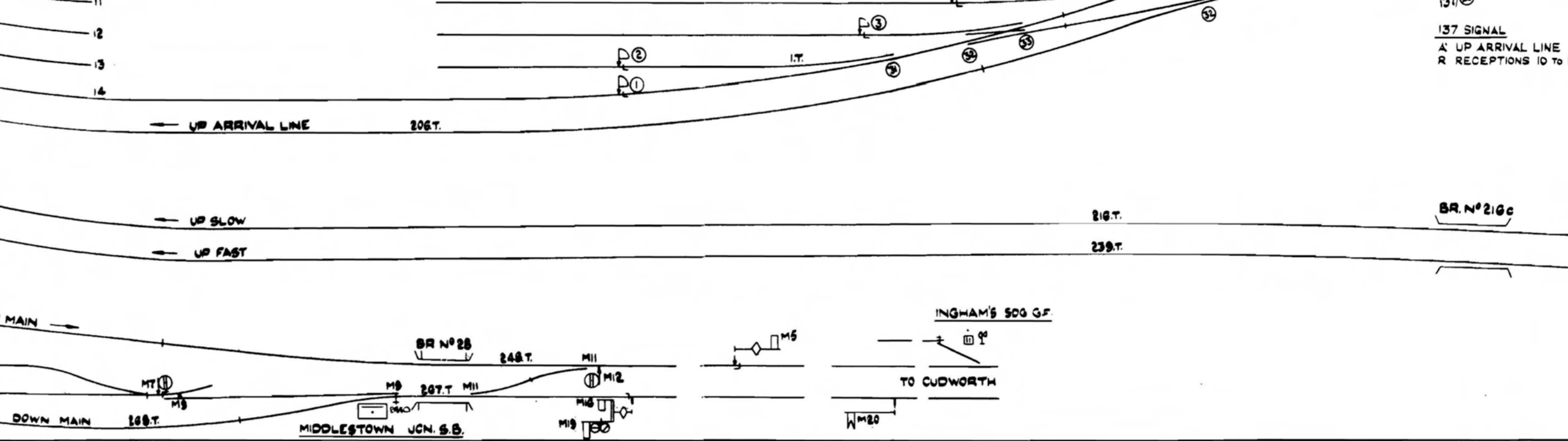
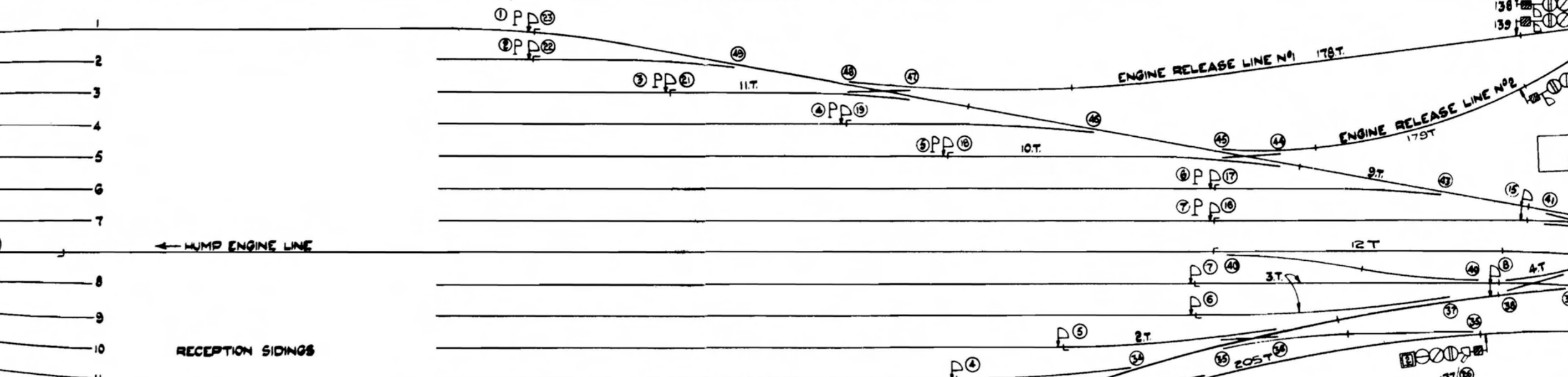
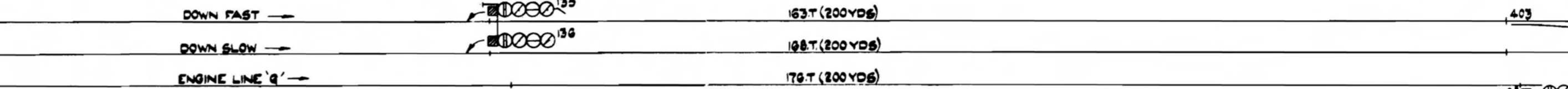
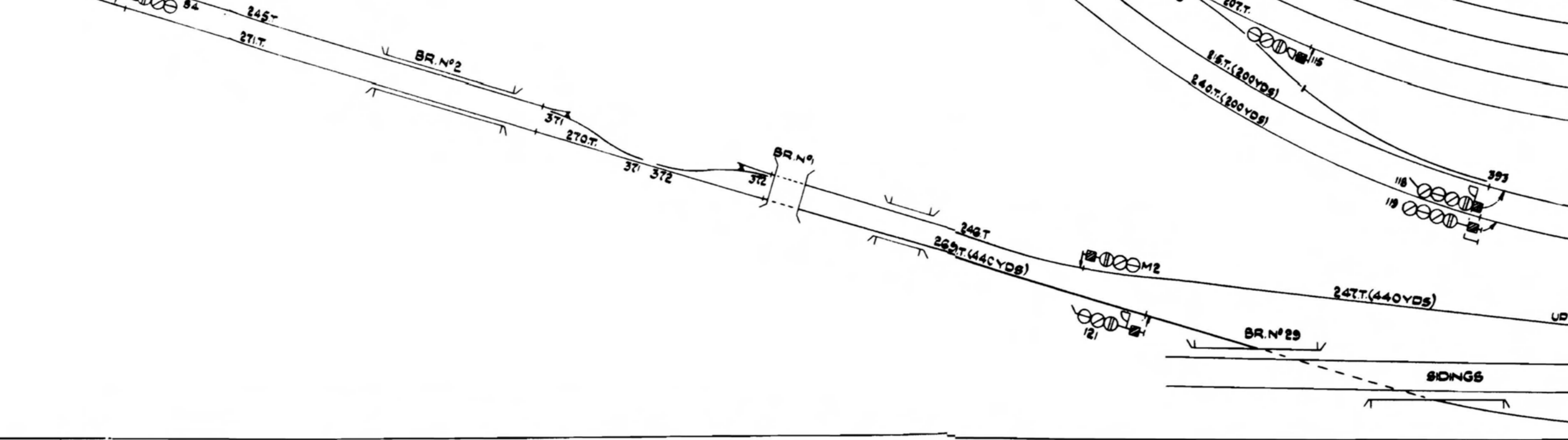
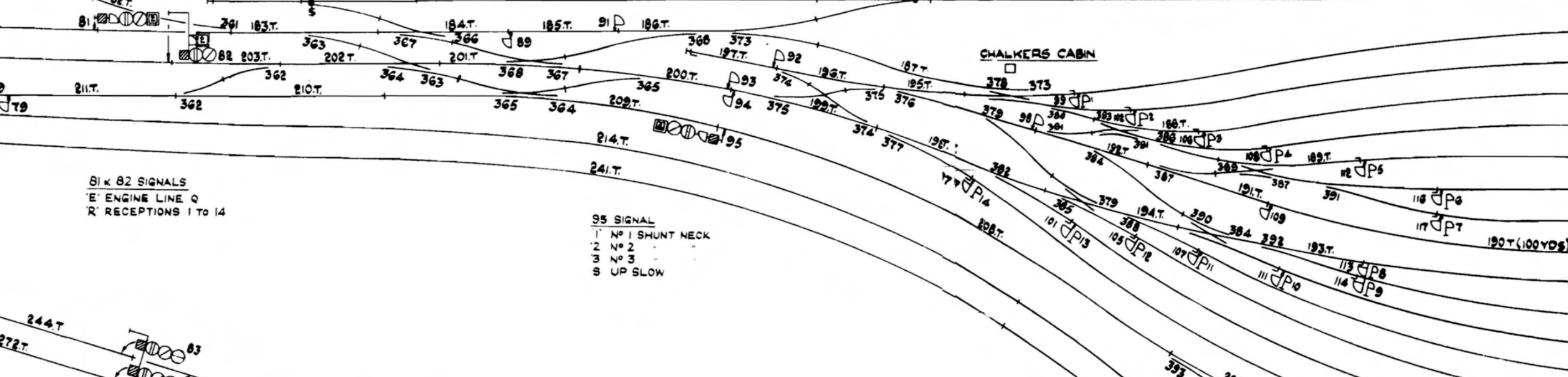
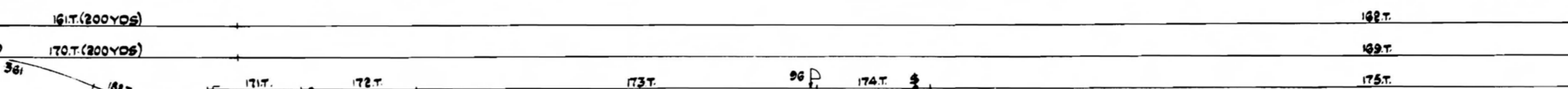
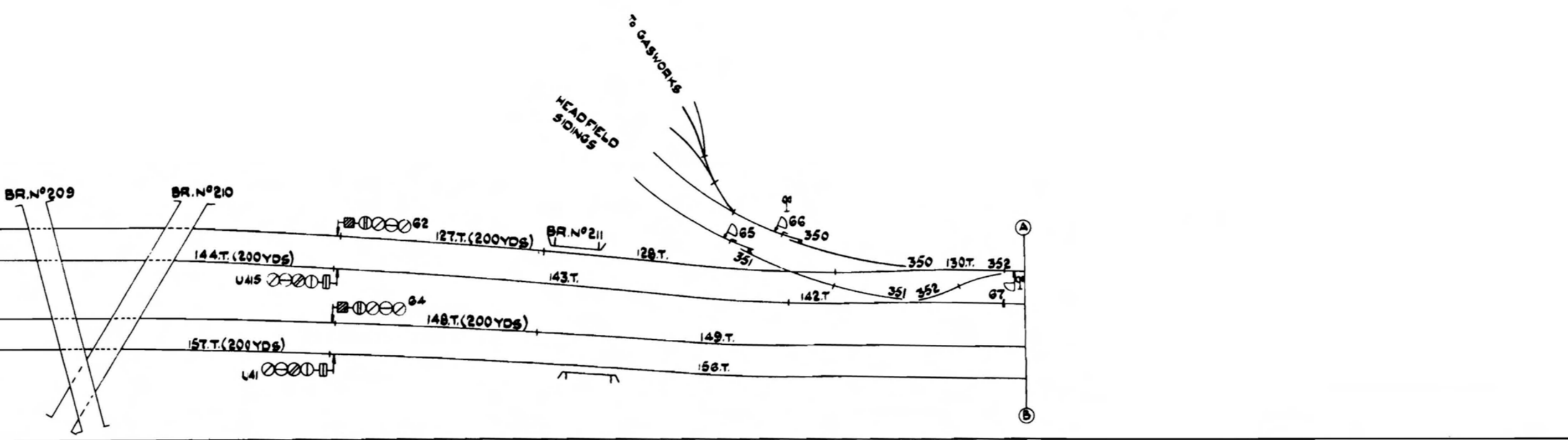
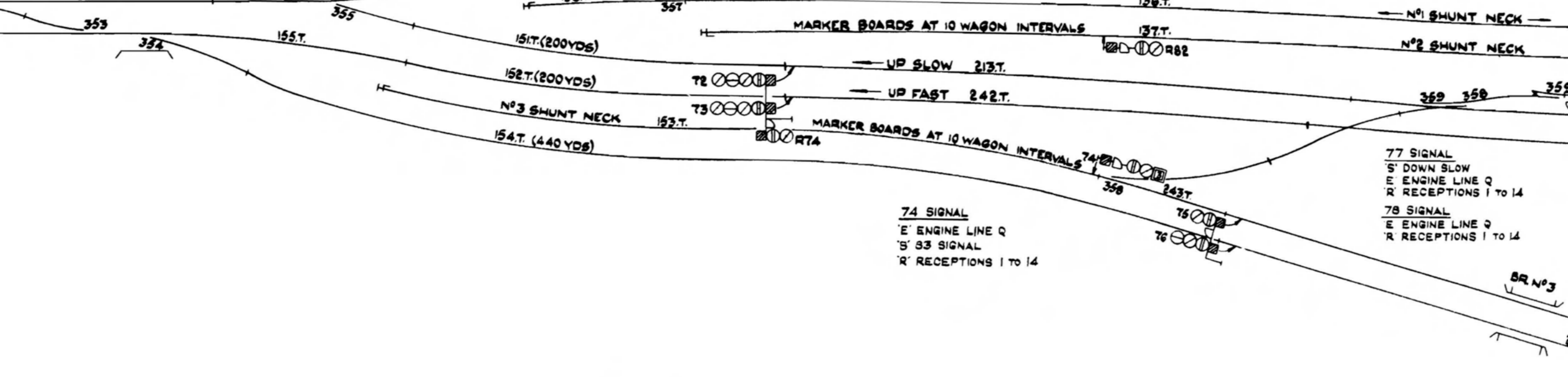
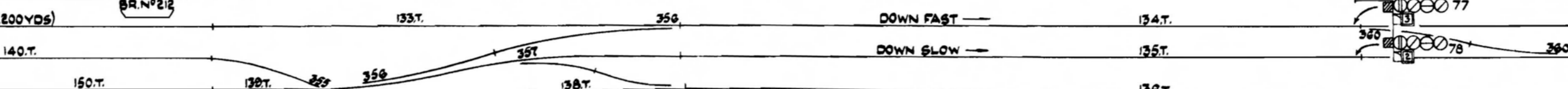
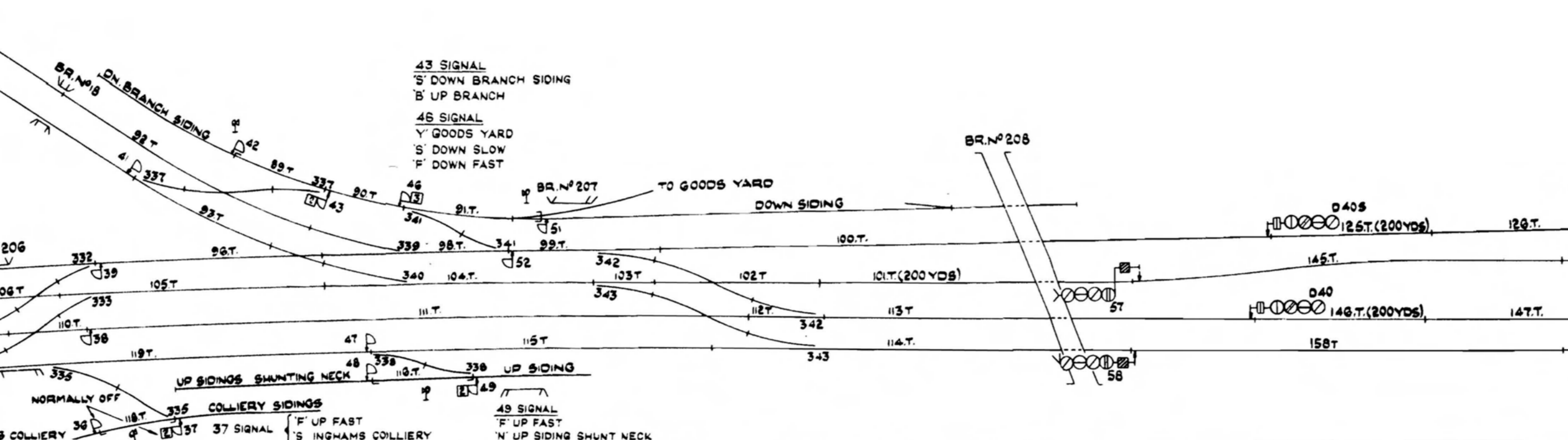
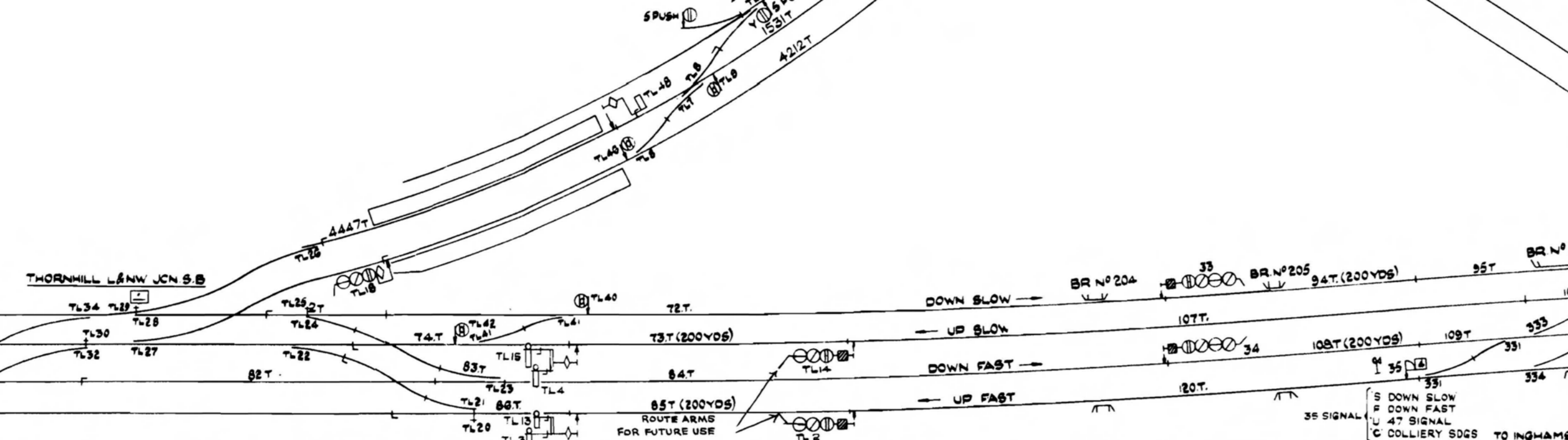
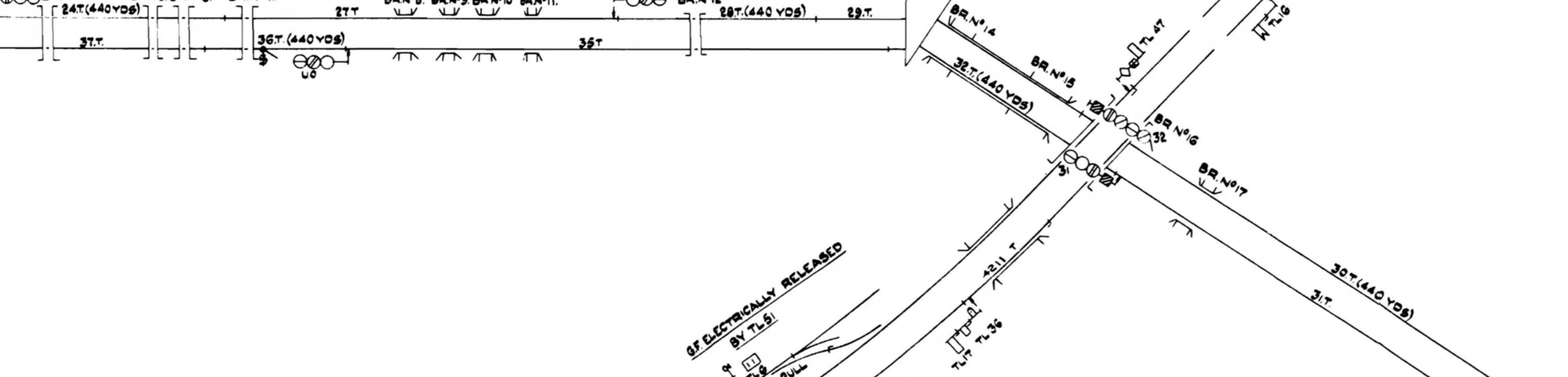
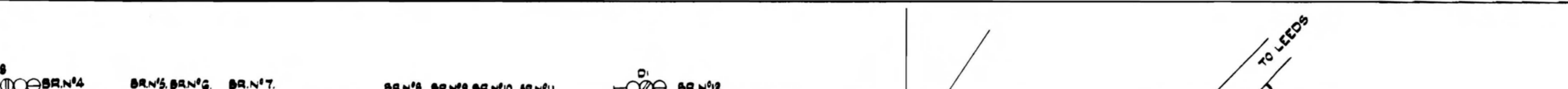
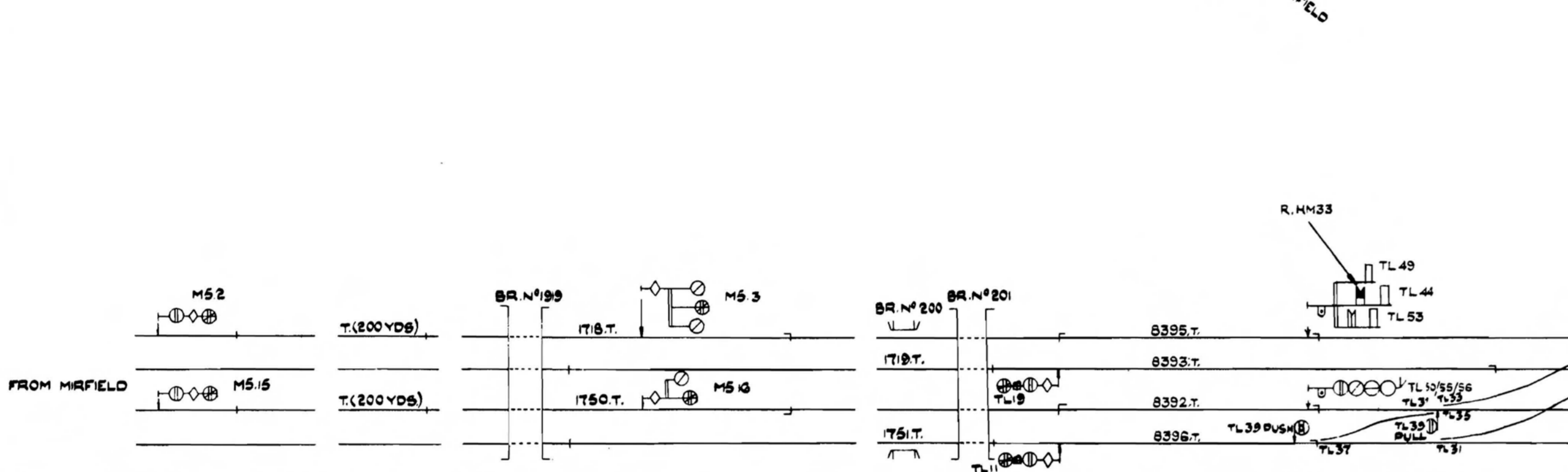
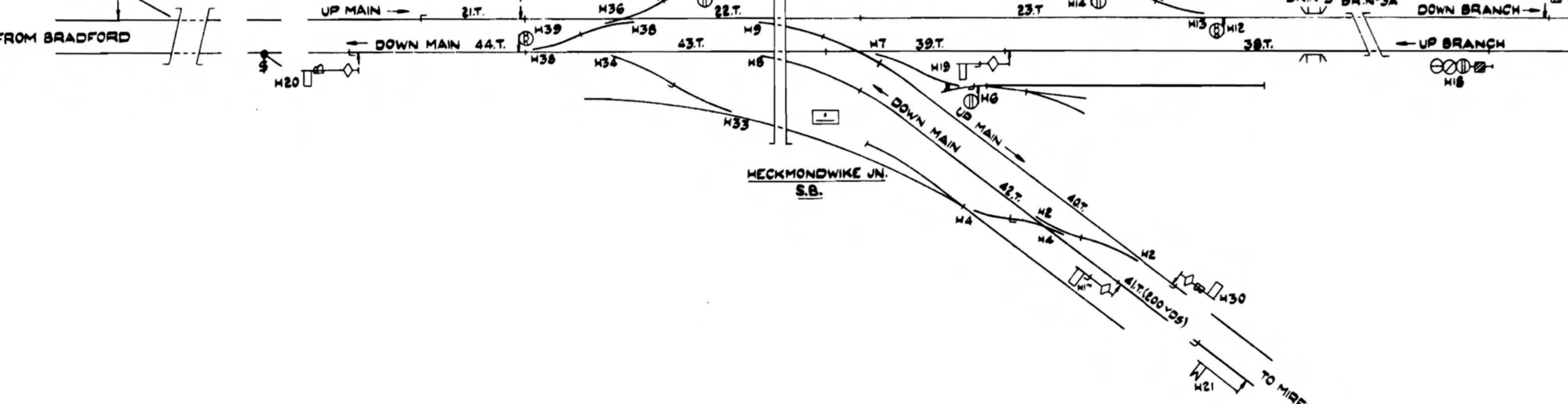
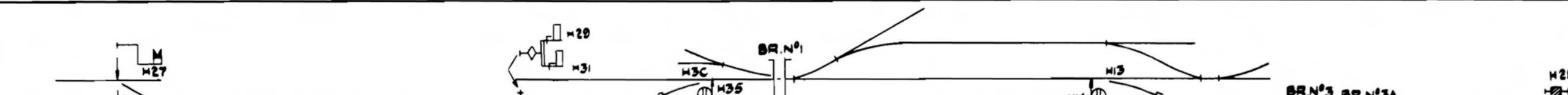
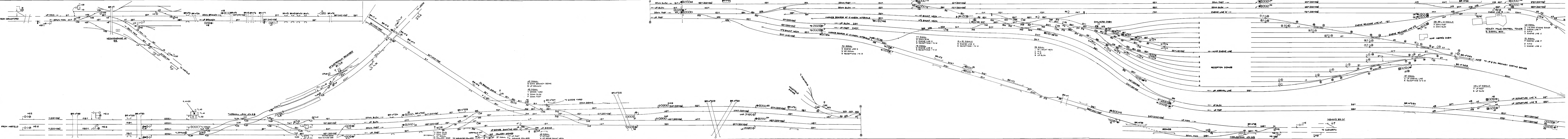
York,
June, 1963

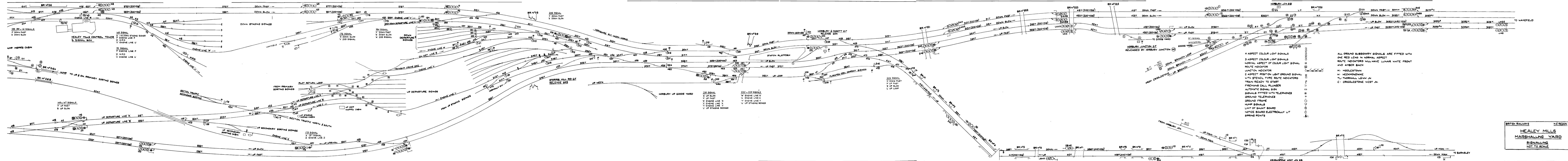
O.484

C. BIRCH,
Movements Operations Manager.

Receipt of this notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 24A."





- 4 ASPECT COLOUR LIGHT SIGNALS
- 3 ASPECT COLOUR LIGHT SIGNALS
- NORMAL ASPECT OF COLOUR LIGHT SIGNAL
- ROUTE INDICATOR
- JUNCTION INDICATOR
- 2 ASPECT POSITION LIGHT GROUND SIGNAL WITH STENCIL TYPE ROUTE INDICATORS
- TRAIN READY TO START
- FREMANS CALL PLUNGER
- AUTOMATIC SIGNAL SIGN
- SIGNALS FITTED WITH TELEPHONES
- GROUND TELEPHONES
- GROUND FRAME
- HUMP SIGNALS
- LIMIT OF SHUNT BOARD
- NOTICE BOARD ELECTRICALLY LIT
- SPRING POINTS

ALL GROUND SUBSIDIARY SIGNALS ARE FITTED WITH ONE RED LENS IN NORMAL ASPECT

ROUTE INDICATORS WILL HAVE LUNAR WHITE FRONT AND AMBER BACK

M: MIDDLESTOWN
 H: HECKMONDWIKE
 TL: THORNHILL L&NW JN
 C: CRIGGESTONE WEST JN.

BRITISH RAILWAYS N.E. REGION

HEALEY MILLS MARSHALLING YARD

SIGNALLING

NOT TO SCALE