

Ernie Anderson
For the information of Railway Staff only

1

No. 15A

BRITISH RAILWAYS

(NORTH EASTERN REGION)

**SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SATURDAY, 14th APRIL, 1962**

**HEALEY MILLS
NEW MARSHALLING YARD
(STAGE 1)**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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HEALEY MILLS
NEW MARSHALLING YARD
STAGE 1

**HEALEY MILLS EAST, WEST AND
THORNHILL MIDLAND JUNCTION
SIGNAL BOXES**

**SATURDAY to MONDAY,
14th to 16th APRIL**

Between 6-0 am, Saturday, and 4-0 pm, Monday, as a first stage in the construction of the new Healey Mills Marshalling Yard, the existing Up and Down Fast and Slow lines between Healey Mills East and Thornhill Midland Junction Signal Boxes and the Up Goods between Healey Mills East and West Boxes will be put out of use and replaced by temporary Up and Down Main lines. The existing Down Yard will be closed and be replaced by temporary Marshalling Sidings.

During this period traffic will be worked over the lines available and be hand signalled as necessary where points and signals have been disconnected from the Boxes concerned.

Drivers must exercise extreme caution and be prepared to work to handsignals and instructions.

Healey Mills West Box will cease to exist as a block post on completion of the work.

Main Running Signals.

The colour light signals to be introduced will conform to the provisions of Rule 35 and will give indications as shown on the drawing included in this notice.

Working of Temporary Yard.

Entry and exit lines at Healey Mills East and Thornhill Midland Junction will be named as shown on the drawing and will be worked in the directions indicated.

Drivers of trains arriving in the Reception Sidings will be instructed as necessary by the Traffic Inspector in charge.

A 6-lever ground frame will be provided operating points and signals to control movements over the Single line between the Reception and Sorting/Staging Sidings.

Movements on to and off the Through line will be controlled by means of an illuminated Limit of Shunt/Stop Notice Board.

HEALEY MILLS EAST SIGNAL BOX.

Points dispensed with.

- No. 26 Slow Lines—Crossover.
- No. 10 Down Siding—Down Goods.
- No. 11 Arrival Line—Down Slow.
- No. 54 Connection to Arrival Line.
- No. 62 No. 1—No. 2 Group (become hand points).
- No. 70 Up Goods and Up Fast—No. 1 Group.
- No. 71 No. 1 Group and Up Goods—Up Fast.
- No. 72 No. 1 Group and Up Goods—Up Slow.
- No. 73 Down Fast—Up Slow.
- No. 74 Down Fast—Up Goods.
- 75 Down Fast—Shunting Neck.

New Points.

- No. 26 Traps in Engine Line.
- No. 59 Down Departure—Tip Siding.
- No. 58 Down Departure—Engine Line.
- No. 63 Up Fast—Up Goods.
- No. 45 Traps in Down Departure.

Alteration to Points.

- No. 54 West end becomes Down Departure—Down Goods.
- No. 54 East end disconnected and spiked reverse until removed.

Alteration to Nomenclature of Lines.

The Up Slow line opposite Signal Box will be renamed Engine Line and the Down Slow Line will be renamed Down Departure.

Signals dispensed with.

- { 3 Up Goods Starting.
- { 57 Up Goods to Up Fast.
- { 58 Up Goods to Up Slow.
- { 9 Shunting Down Goods to Down Siding.
- { 13 Down Siding to Down Goods or Down Slow.
- { 14 Arrival to Down Slow.
- { 17 Arrival to Down Goods.
- { 18 Arrival to Down Slow via 11 Points.
- { 25 Shunting Down to Up Slow.
- { 27 Shunting Up to Down Slow.
- { 41 Up Fast Starting with Healey Mills West Distant below.
- { 45 Up Slow Starting with Healey Mills West Distant below.
- { 47 Down Slow Home with Horbury Distant below.
- { 16 Down Slow to Down Goods Home.
- { 52 Down Fast Home with Horbury Distant below.
- { 48 Down Slow Distant.
- { 53 Down Fast Distant.
- { 60 Shunting from 1 Group.
- { 61 Shunting from 2 Group.
- { 63 Groups Nos. 1 and 2 to Shunting neck.
- { 65 Groups Nos. 1 and 2 to Up Goods.
- { 67 Groups Nos. 1 and 2 to Up Fast.
- { 68 Groups Nos. 1 and 2 to Up Slow.
- { 64 Shunting Down Fast to Up Goods or Neck.
- { 76 Shunting Neck to Nos. 1 and 2 Groups.
- { 77 Shunting Up Slow to Down Fast or Up Sidings or Shunting Neck.
- { 78 Shunting Up Fast to Up Sidings or Shunting Neck.
- { 79 Shunting Up Goods to Down Fast or Up Sidings.
- { 80 Shunting from Neck to Down Fast or Up Sidings.

New Signals.

- No. 6 Shunting. Up Siding to Up Goods.
- { No. 10 Down Goods Home.
- { No. 11 Down Goods to Down Slow Starting.
- No. 52 Down Main Outer Home and Horbury and Ossett Outer Distant. 4-aspect colour light.
- No. 37 Up Main Starting. 4-aspect colour light.
- No. 57 Shunting Engine Line to Yard or Tip Siding.
- No. 60 Shunting Tip Siding to Down Goods or Down Departure.
- No. 61 Up Goods to Up Main.
- No. 64 Shunting Up Main or to Up Goods.
- No. 18 Shunting Down Slow to Down Departure or Down Goods.
- { No. 41 Yard to Down Goods.
- { No. 47 Yard to Down Departure.
- No. 48 Shunting. Down Departure to Yard or Tip Siding.
- No. 53 Shunting. Down Goods to Yard or Tip Siding.
- D.42B Down Main Automatic—4-aspect colour light.

Alteration to Signals.

- No. 44 Replaced as miniature arm at decreased height and will read Up Slow to Engine Line.
- No. 28 Will read Shunting Down Goods or to Siding.
- No. 46 Down Slow Starting will become Down Departure to Down Slow Starting.
- No. 56 Will read Down Departure Shunt Ahead.

Note.—The bracket carrying Healey Mills Down Starters 49/51 and Horbury & Ossett Distant has been replaced in simpler form since this drawing was printed (see Programme NE/S No. 9—Section C).

THORNHILL MIDLAND JUNCTION.**New Points.**

- No. 36 Trap Points in Engine Line.
- No. 42 Trap Points in Reception Line.

Alteration to Points.

- No. 26 Slow Lines Crossover will become hand points.

Alteration to Nomenclature of Lines.

The Down Slow line opposite Signal Box will be renamed Reception line and the Up Slow line renamed Engine line.

Signals dispensed with.

- No. 1 Up Fast Distant.
- No. 10 Up Slow Distant.
- No. 11 Up Slow Home with Dewsbury East Up Slow Outer Distant below.
- No. 17 Shunting Up Fast to Signal 13.
- No. 20 Shunting Down to Up Slow.
- No. 34 Shunting Up to Down Slow.
- No. 61 Down Slow Starting with Healey Mills West Distant below and C. & W. indicators.
- No. 55 Down Fast Starting with Healey Mills West Distant below.

New Signals.

- No. 1 Up Fast. 3-aspect colour light displaying R, Y, G.
(Fourth aspect shown on drawing is for future use.)
- No. 55 Down Fast Starting. 4-aspect colour light.
- U42B Up Main Automatic. 4-aspect colour light.

Alterations to Signals.

- No. 12 Up Slow Starting will be renamed Engine Line to Up Slow with Distant below.
No. 37/38 Will now read Up Fast to Down Fast (top arm).
Up Fast to Sidings (bottom arm).
- No. 56 Down Fast Home No. 2 will have a 3-aspect colour light signal below (displaying Y, YY or G with semaphore OFF). The green aspect will be blacked out.
- No. 62 Down Slow Home will be replaced by a miniature arm at reduced height and will read—Down Slow to Reception Line.

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE.

York,
April, 1962.

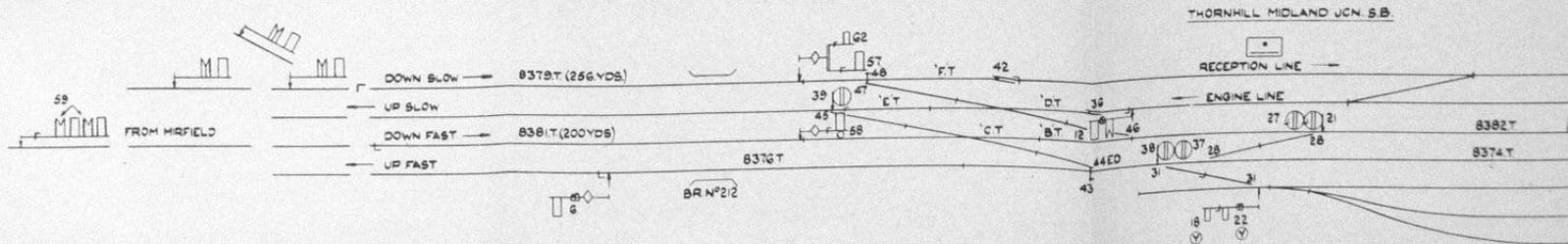
O.484

F. L. HICK,
Operating Officer

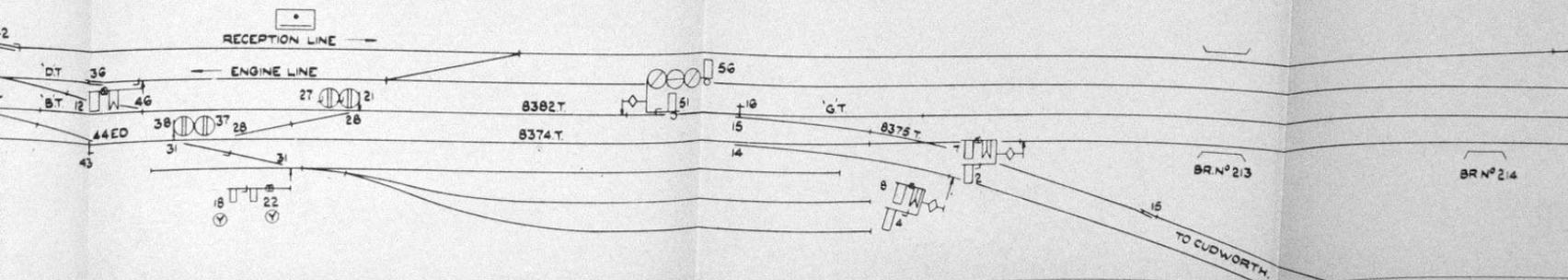
Receipt of this notice must be acknowledged.

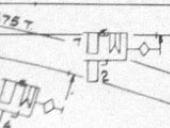
Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 15A."

Herald, York—R21612.



THORNHILL MIDLAND JCN. S.B.





15

TO CUDWORTH.

BR N° 213

BR N° 214

214 T

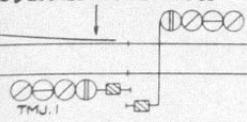
241 T

240 T

BR N° 215

CLAMPED

CLAMPED & LOCKED NORMAL TMU 55



RECEPTION SIDINGS

216 T.

239 T.

BR N° 216C

YARD INSPECTORS
TELEPHONE TO G.F.



CLAMPED & LOCKED NORMAL



YARD INSPECTORS
TELEPHONE TO G.F.



②

④



③ LEVER GF



CLAMPED & LOCKED NORMAL.



BR N°21GC

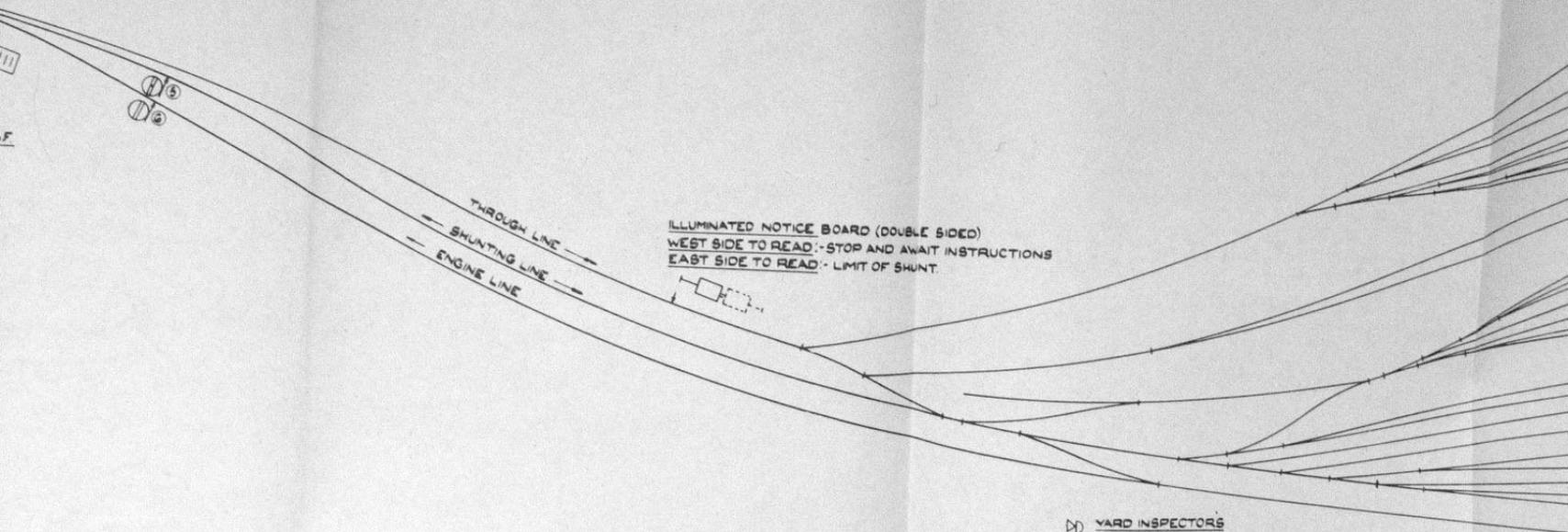
227.T

TEMP DOWN MAIN

237.T

UP MAIN

0000
0428



ILLUMINATED NOTICE BOARD (DOUBLE SIDED)
 WEST SIDE TO READ: - STOP AND AWAIT INSTRUCTIONS
 EAST SIDE TO READ: - LIMIT OF SHUNT.

YARD INSPECTOR'S
 TELEPHONE TO G.F.

227.T

TEMP DOWN MAIN

D42 B

228AT

228 T

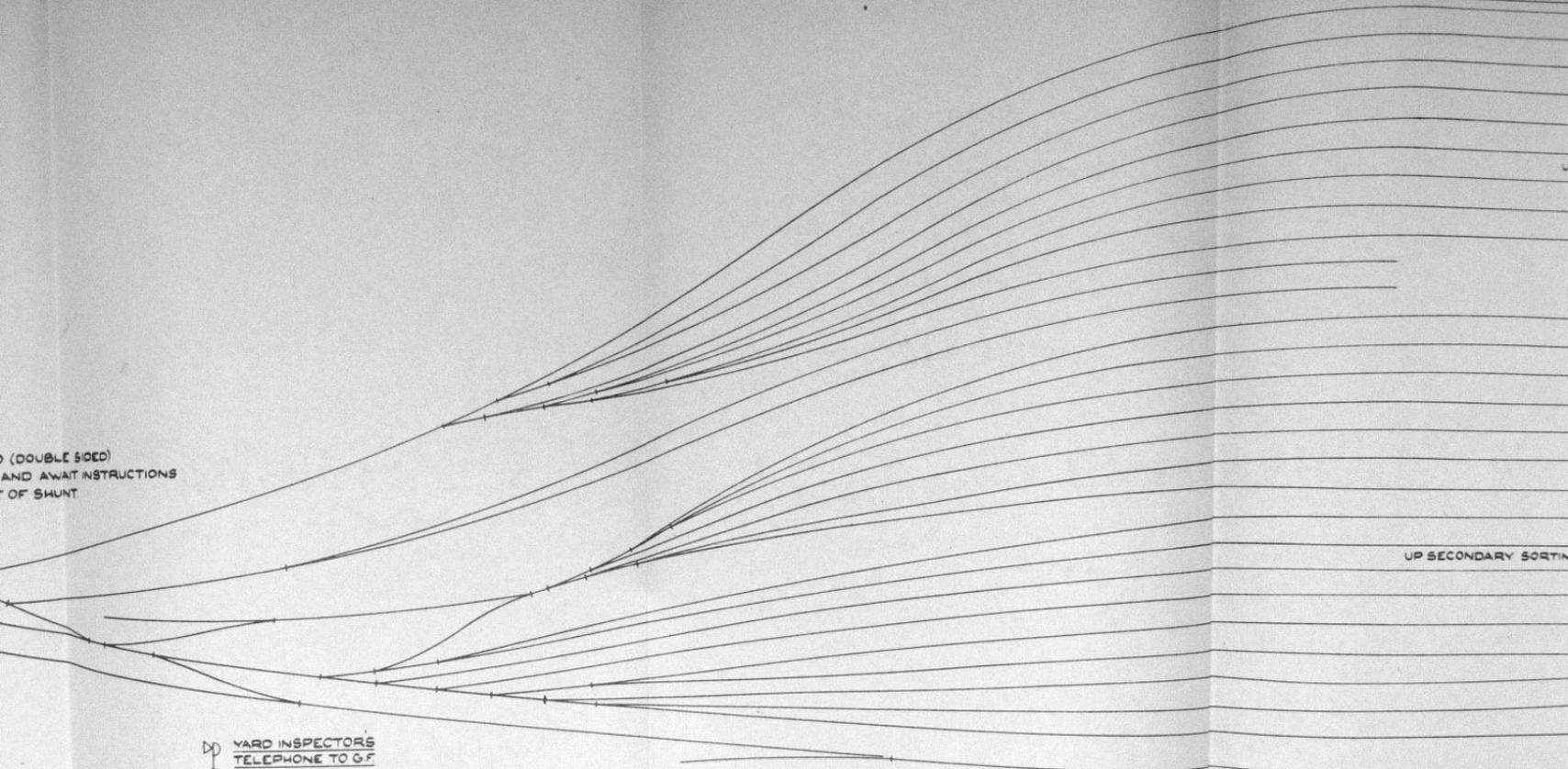
237.T

UP MAIN

U42 B

236 T

(DOUBLE SIDED)
AND AWAIT INSTRUCTIONS
OF SHUNT.



UP SECONDARY SORTING

DP YARD INSPECTOR'S
TELEPHONE TO G.F.

228AT

228T

236T

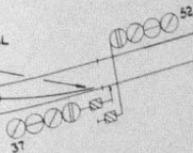
UP STAGING SIDINGS

UP SECONDARY SORTING SIDINGS

229 T

235 T

CLAMPED & LOCKED NORMAL



94

