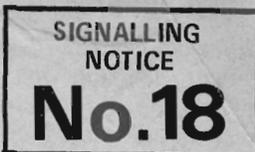




EASTERN REGION



SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 20 SEPTEMBER 1970

BETWEEN

HUDDERSFIELD AND

HEATON LODGE JUNCTION

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN HUDDERSFIELD AND HEATON LODGE JUNCTION : RESIGNALLING

Following upon previous stage work for the remodelling and resignalling of the lines between Elland, Heaton Lodge Junction and Bradley Junction (see Signalling Notice No.10), and between Heaton Lodge Junction and Mirfield (see Signalling Notice No.6), a further stage of the work between Huddersfield and Heaton Lodge Junction will be commissioned on Sunday 20 September 1970.

The existing semaphore signals between Hillhouse No.1 and Heaton Lodge Junction will be dispensed with, and new colour light signals will be brought into use with full track circuiting. Certain existing colour light signals will be re-numbered.

The following signal boxes will be abolished:—

Hillhouse No.1. Kirkburton Junction. Holliday Sidings. Bradley Junction.

The lines between Huddersfield and Heaton Lodge Junction, and the Bradley Branch single line, will be worked in accordance with the Track Circuit Block Regulations.

PERMANENT WAY ALTERATIONS

The Down and Up Fast lines between Hillhouse No.1 and Heaton Lodge South Junction will be abolished.

The portion of the Up Fast line between Hillhouse No.1, Kirkburton Junction and Holiday Sidings will be retained to give access to the I.C.I. Works and Holiday Sidings respectively, and will be worked as a single line under the 'One Train Working' regulations without train staff, controlled from Huddersfield signal box.

The Down and Up Slow lines between Hillhouse No.1 and Heaton Lodge South Junction will in future be known as the Down and Up Huddersfield lines.

A new facing crossover between the Down and Up Slow lines at Hillhouse No.1 will be brought into use.

The Down and Up Slow lines beyond Heaton Lodge South Junction will be slewed into the existing Down and Up Fast lines at Heaton Lodge Junction, so as to provide through running between the Huddersfield lines and all lines beyond Heaton Lodge Junction.

ALTERATIONS TO EXISTING SIGNALLING**Bradley Junction**

Bradley Junction Single Line Up Home signal B.8 will in future be lettered and numbered HL.655, and the signal telephone will communicate with Heaton Lodge Junction signal box.

CATCH POINTS

The following catch points will be provided:—

Line	Location	Gradient Rising
Up Huddersfield	680 yards before reaching HU.648 signal	1 in 147
Up Huddersfield	815 yards before reaching HU.646 signal	1 in 147
Up Huddersfield	815 yards before reaching HU.644 signal	1 in 147
Up Huddersfield	815 yards before reaching HU.77 signal	1 in 147

GROUND FRAMES**Hillhouse Ground Frame**

A new 2 lever ground frame, released by Huddersfield signal box, will be brought into use, controlling the trap points at the entrance to the new single line to the I.C.I. Works, Kirkburton and Holliday Sidings, and a telephone will be provided communicating with Huddersfield Signal Box.

GENERAL

A description of the new signals between Hillhouse No.1 and Heaton Lodge Junction is included in this notice, and a diagram which illustrates the revised signalling is attached.

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.

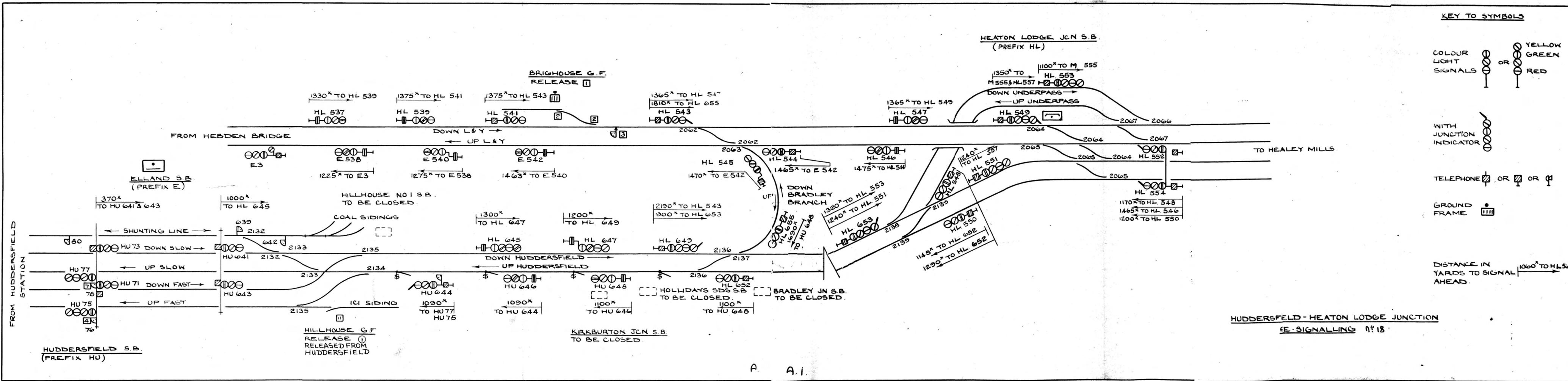
DESCRIPTION OF SIGNALS

HU. = Huddersfield. HL. = Heaton Lodge Junction. E = Elland.

Down Direction Running Signals

No.	Description or Location	Aspect M = Main S = Sub	Junction or Route Indication	Application to or towards
HU.71 (existing signal)	Down Fast	M	—	HU.643
HU.73 (existing signal)	Down Slow	M	—	HU.641
HU.643	Down Fast	M	—	HL.645
HU.641	Down Slow	M	—	HL.645
HL.645	Down Huddersfield Auto	M	—	HL.647
HL.647	Down Huddersfield Auto	M	—	HL.649
HL.649	Down Huddersfield	M	—	HL.653
		M	Position 1	HL.545 (existing signal)
HL.653	Down Huddersfield	M	—	HL.551 (existing signal)
		M	Position 1	HL.553 (existing signal)
Up Direction Running Signals				
HL.550 (existing signal)	Up Fast	M	—	HL.652
HL.548 (existing signal)	Up Underpass	M	—	HL.652
HL.652	Up Huddersfield	M	—	HU.648
HL.655 (formerly 1.8 signal)	Bradley Branch	M	—	HU.648
HU.648	Up Huddersfield Auto	M	—	HU.646
HU.646	Up Huddersfield Auto	M	—	HU.644
HU.644	Up Huddersfield	M	—	HU.77 (existing signal)
		M	Position 1	HU.75 (existing signal)
		S	—	Shunting Line to HU.80 sub. signal.

Position numbers in the column headed Junction or Route Indication refer to Rule 35 (e).



A. A.1.