

No. 48A

BRITISH RAILWAYS

(NORTH EASTERN REGION)

SUPPLEMENTARY PROGRAMME
OF
SIGNALLING ARRANGEMENTS
affecting the working of the line
from
SUNDAY, 30th NOVEMBER, 1958

HUDDERSFIELD SIGNAL BOX

A diagram is enclosed of the new signalling whilst in addition full details of the reading of the signals is given

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

Section C.

SIGNALLING ALTERATIONS

SATURDAY AND SUNDAY, 29th AND 30th NOVEMBER

HUDDERSFIELD Nos. 1 AND 2 SIGNAL BOXES

From 8-0 am to 2-0 pm, Saturday, 29th November, disconnecting points at both signal boxes, also disconnecting and taking down signals on gantry at East end of station. Handsignalmen will be in attendance. Red aspects on colour light signals 91, 95, 99, 101 (see sketch) will be shown.

From 12-1 am, Sunday, 30th November, the remaining points and all signals will be disconnected and Red aspects in remaining colour light signals will be shown. The movement of trains will be controlled by handsignalmen, and drivers must act upon their instructions.

At 2-30 am, Huddersfield No. 2 and 1 signal boxes will be closed as block posts and block working transferred to new signal box "Huddersfield".

From 2-30 am to 7-0 am, connecting of points, colour light signals and subsidiary signals to new signal box situated on No. 4/8 Platform, 90 yards East of No. 1 Signal Box.

7-0 am to 6-0 pm, testing controls, etc. In the course of testing, colour light signals may display incorrect aspects and Drivers must disregard indications shown by signals when this conflicts with instructions received from a handsignalman.

Full details of the reading of all signals are given in the tables on the following pages. A diagram is included showing complete information in regard to signalling and track circuiting on completion of the work.

SIGNALLING ARRANGEMENTS—MAIN RUNNING SIGNALS

The colour light signals to be introduced will conform with the provisions of Rule 35 and will give indications as shown on the accompanying drawing.

The offset small Green aspects at signals 141, 143, 145, 147, 149, 153, 155, when given, will act as directing distants for trains proceeding to Brockholes Branch at Springwood signal box.

Subsidiary Signals under running signals will normally give no indication, but the proceed aspect will be given by two White lights at an angle of 45 degrees and in certain cases together with an illuminated "C" or an illuminated "S". Ground subsidiary position light signals will conform with the provisions of Rule 35 but it should be specially noted that these signals will exhibit one RED and one WHITE light when in the danger position. When in the proceed position two White lights at an angle of 45 degrees will be given. When a proceed aspect is given at a full colour light running signal, the facing ground subsidiary signals between this signal and the next stop signal will normally be in the clear position, but the Signalman has facilities for restoring such intervening ground subsidiary signals to the danger position in an emergency, after the train has passed the full colour light signal.

When a Driver receives the aspect to proceed at any subsidiary signal, he must proceed, as required, as far as the line is clear **towards** the next signal only, whether the latter is a subsidiary signal or a running signal, but the proceed aspect of the subsidiary signal does not authorise the next signal to be passed at danger.

When a subsidiary signal is exhibited under a running signal, together WITH AN ILLUMINATED "S" for the purpose of shunting, it is essential that all the vehicles should pass beyond the signal applicable for the next movement to ensure the track circuit is clear. If this is not done, the Signalman will not be able to clear the signal for the next movement. This instruction should also be observed for all other set-back movements.

The details given later in this programme showing the routes to which subsidiary signals apply show the line or lines to which the signal reads, but in some cases such line may be approached by two or more routes. To assist Drivers in identifying the routes to which subsidiary signals lead, the number of the next signal is, in some cases, given under the heading "Nomenclature", but this does not necessarily mean the line is clear to that signal.

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Referring to the instructions appearing on page 52 of the L.M.S. General Appendix: the following additional instructions are in operation:—

“When the engine of a train is ahead of the platform starting signal, the “Proceed” aspect of the relative subsidiary signal will be given. At the signals reading to the Up Fast or Up Slow lines an “S” indication will also be given with the subsidiary signal. The Station Inspector must arrange to instruct the driver verbally to start and to proceed at caution as far as the next running signal whatever may be its aspect. This verbal instruction must not be given until the Guard has given his signal to start.”

“When an engine is ahead of the platform starting signal during shunting operations the “Proceed” aspect of the relative subsidiary signal will be given and the Inspector or Shunter must arrange to verbally instruct the Driver to proceed at Caution.”

HUDDERSFIELD SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS UP DIRECTION

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead R=Red Y=Yellow YY=Double Yellow G=Green | Remarks |
|------------|-------------------------------|--------------|------------------|------------------|---|--|
| 75RR1 | Up Fast Outer Distant | | Y | | Hillhouse No. 1 Signal Box No. 4 Up Fast Starting "ON" 75R at Y 75R at G | Under Hillhouse No. 1 Signal Box No. 3 Up Fast Home |
| 75RR2 | Up Slow to Fast Outer Distant | | YY G Y | | Hillhouse No. 1 Signal Box No. 4 UP Fast Starting "ON" 75R at Y 75R at G | Under Hillhouse No. 1 Signal Box No. 8 Up Slow to Up Fast Home |
| 75R | Up Fast Inner Distant | | Y G Y G | | 75 at R 75 at Y. YY or G and Hillhouse No. 4 Up Fast Starting "OFF" | |
| 77RR | Up Slow Outer Distant | | Y | | Hillhouse No. 1 Signal Box No. 12 Up Slow Starting "ON" 77R at Y 77R at G | Under Hillhouse No. 1 Signal Box No. 11 Up Slow Home |
| 77R | Up Slow Inner Distant | | YY G Y | | 77 at R | Under Hillhouse No. 1 Signal Box No. 12 Up Slow Starting |
| 75 | Up Fast to Platform 1 | Main | Y | I | 77 at Y. YY or G and Hillhouse No. 1 Signal Box No. 12 Up Slow Starting "OFF" 127 at R | |
| | | Main | YY | I | 127 at Y | |
| | | Main | G | I | 127 at G | |
| | to Up Main | Main | Y | M | 131 at R | |
| | | Main | YY | M | 131 at Y | |
| | | Main | G | M | 131 at G | |
| | to Platform 4 | Main | Y | 4 | 121 at R | 86 Subsidiary "Clear" |
| | | Main | YY | 4 | 121 at Y | |
| | | Main | G | 4 | 121 at G | |
| 76 | to Platform 5 Up Fast | Main | Y | 5 | — | Platform 5 "Clear" |
| | to Platform 1 | Sub. | — | I | | Illuminated C. Track in rear of 127 occupied |
| | | Sub. | — | — | | |
| | to Up Main | Sub. | — | M | | Illuminated C. Track in rear of 131 occupied |
| | | Sub. | — | — | | |
| | to 86 Signal | Sub. | — | — | | |

| | | | | | | |
|----|---------------|------|----|---|---------------|---|
| | to Platform 4 | Sub. | — | 4 | | Illuminated C. Track in rear of 121 occupied and No. 86 Subsidiary Signal clear |
| | to Platform 5 | Sub. | — | 5 | | Illuminated C. Platform 5 occupied |
| 77 | Up Slow | | | | | |
| | to Platform 1 | Main | Y | I | 127 at R | |
| | | Main | YY | I | 127 at Y | |
| | | Main | G | I | 127 at G | |
| | to Up Main | Main | Y | M | 131 at R | |
| | | Main | YY | M | 131 at Y | |
| | | Main | G | M | 131 at G | |
| | to Platform 4 | Main | Y | 4 | 121 at R | |
| | | Main | YY | 4 | 121 at Y | |
| | | Main | G | 4 | 121 at G | |
| | to Platform 5 | Main | Y | 5 | | |
| | to Platform 6 | Main | Y | 6 | | |
| | to Platform 8 | Main | Y | 8 | 153 at R | |
| | | Main | G | 8 | 153 at Y or G | |
| | | Main | Y | L | 155 at R | |
| | | Main | G | L | 155 at Y or G | |
| 78 | Up Slow | | | | | |
| | to Platform 1 | Sub. | — | I | | Illuminated C. Track in rear of 127 occupied |
| | | Sub. | — | — | | |
| | to Up Main | Sub. | — | M | | Illuminated C. Track in rear of 131 occupied |
| | | Sub. | — | — | | |
| | to 86 Signal | Sub. | — | — | | |
| | to Platform 4 | Sub. | — | 4 | | Illuminated C. Track in rear of 121 occupied and No. 86 Subsidiary Signal clear |
| | | Sub. | — | — | | Illuminated C. Platform 5 occupied |
| | to Platform 5 | Sub. | — | 5 | | |
| | | Sub. | — | — | | |
| | to Platform 6 | Sub. | — | 6 | | Illuminated C. Platform 6 occupied |
| | | Sub. | — | — | | |
| | to Platform 8 | Sub. | — | 8 | | Illuminated C. Track in rear of 153 occupied |
| | | Sub. | — | — | | |
| | to Up Loop | Sub. | — | L | | Illuminated C. Track in rear of 155 occupied |
| | | Sub. | — | — | | |

No 86 Subsidiary Signal clear

Platform 5 "Clear"
Platform 6 "Clear"

Illuminated C. Track in rear of 127 occupied

Illuminated C. Track in rear of 131 occupied

Illuminated C. Track in rear of 121 occupied and No. 86 Subsidiary Signal clear
Illuminated C. Platform 5 occupied

Illuminated C. Platform 6 occupied

Illuminated C. Track in rear of 153 occupied

Illuminated C. Track in rear of 155 occupied

HUDDERSFIELD SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS UP DIRECTION—*continued*

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead R=Red Y=Yellow YY=Double Yellow G=Green | Remarks |
|------------|---|--------------|------------------|------------------|---|---|
| 121 | Platform 4 to Down Main to 149 Signal | Main | Y | M | 147 at R | |
| | | Main | G | M | 147 at Y or G | |
| | | Main | Y | 4 | 149 at R | |
| | | Main | G | 4 | 149 at Y or G | |
| 122 | Platform 4 to Down Main to 149 Signal | Sub. | — | M | | Illuminated C. Track in rear of 147 occupied |
| | | Sub. | — | — | | |
| | | Sub. | — | 4 | | Illuminated C. Track in rear of 149 occupied |
| 127 | Platform I to 129 Signal to Up Main | Sub. | — | — | | |
| | | Main | Y | I | 129 at R | |
| | | Main | YY | I | 129 at Y | |
| | | Main | G | I | 129 at G | |
| | | Main | Y | M | 145 at R | |
| 128 | Platform I to 129 Signal to Up Main | Main | G | M | 145 at Y or G | |
| | | Sub. | — | I | | Illuminated C. Track in rear of 129 occupied |
| | | Sub. | — | M | | Illuminated C. Track in rear of 145 occupied |
| | | Sub. | — | — | | |
| 131 | Up Main to Platform I to 145 Signal | Main | Y | I | 129 at R | |
| | | Main | YY | I | 129 at Y | |
| | | Main | G | I | 129 at G | |
| | | Main | Y | M | 145 at R | |
| | | Main | G | M | 145 at Y or G | |
| 132 | Up Main to Platform I to 145 Signal | Sub. | — | — | | |
| | | Sub. | — | M | | |
| | | Sub. | — | — | | Illuminated C. Track in rear of 145 occupied |

| | | | | | | |
|-----|-----------------------------|------|------------|---|---------------|--|
| 129 | Platform 1 to I43 Signal | Main | Y | I | I43 at R | |
| | to Up Main | Main | G | I | I43 at Y or G | |
| | | Main | Y | M | I45 at R | |
| | | Main | G | M | I45 at Y or G | |
| 130 | Platform 1 to I43 Signal | Sub. | — | I | | Illuminated C. Track in rear of I43 occupied |
| | | Sub. | — | — | | |
| | to Up Main | Sub. | — | — | | |
| 53 | Platform 8 to Up Slow | Main | Y | — | | Springwood Up Slow to Branch Home & Branch Starting "Off" |
| | | Main | Y & Min. G | — | | Springwood Up Slow Home "Off" |
| | | Main | G | — | | |
| 154 | Platform 8 to Up Slow | Sub. | — | — | | Illuminated S |
| 155 | Up Loop to Up Slow | Main | Y | — | | Springwood Up Slow to Branch Home & Branch Starting "Off" |
| | | Main | Y & Min. G | — | | Springwood Up Slow Home "Off" |
| | | Main | G | — | | |
| 156 | Up Loop to Up Slow | Sub. | — | — | | Illuminated S |
| | to Down Spur* | Sub. | — | — | | |
| 147 | Down Main to Up Fast | Main | Y | — | | Springwood Up Fast to Branch Home & Branch Starting "Off" |
| | | Main | Y & Min. G | — | | Springwood Up Fast Home "Off" |
| | | Main | G | — | | |
| 148 | Down Main to Up Fast | Sub. | — | — | | Illuminated S |
| 149 | Platform 4 to Up Fast | Main | Y | F | | Springwood Up Fast to Branch Home & Branch Starting "Off" |
| | | Main | Y & Min. G | F | | Springwood Up Fast Home "Off" |
| | | Main | G | F | | |
| | to Up Slow | Main | Y | S | | Springwood Up Slow to Branch Home & Branch Starting "Off" |
| | | Main | Y & Min. G | S | | Springwood Up Slow Home "Off" |
| | | Main | G | S | | |
| 50 | Platform 4 to Up Fast | Sub. | — | F | | Illuminated S |
| | to Up Slow | Sub. | — | S | | Illuminated S |

HUDDERSFIELD SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS UP DIRECTION—continued

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead | | Remarks |
|------------|--|--------------|------------------|------------------|--|--|--|
| | | | | | R=Red Y=Yellow YY=Double Yellow G=Green | | |
| 145 | Up Main to Up Fast | Main | Y | F | | | Springwood Up Fast to Branch Home & Branch Starting "Off" Springwood Up Fast Home "Off" Springwood Up Slow to Branch Home & Branch Starting "Off" Springwood Up Slow Home "Off" |
| | | Main | Y & Min. G | F | | | |
| | to Up Slow | Main | G | F | | | |
| | | Main | Y | S | | | |
| 146 | Up Main to Up Fast to Up Slow | Main | Y & Min. G | S | | | |
| | | Main | G | S | | | |
| 141 | Platform 2 to Up Fast | Sub. | — | F | | | Illuminated S Illuminated S |
| | | Sub. | — | S | | | |
| 142 | Platform 2 to Up Fast to Up Slow | Main | Y | — | | | Springwood Up Fast to Branch Home & Branch Starting "Off" Springwood Up Fast Home "Off" |
| | | Main | Y & Min. G | — | | | |
| 143 | Platform 1 to Up Fast | Sub. | — | — | | | Illuminated S |
| | | Main | G | — | | | |
| 144 | Platform 1 to Up Fast | Main | Y | — | | | Springwood Up Fast to Branch Home & Branch Starting "Off" Springwood Up Fast Home "Off" |
| | | Main | Y & Min. G | — | | | |
| 144 | Platform 1 to Up Fast | Main | G | — | | | Illuminated S |
| | | Sub. | — | — | | | |

GROUND SUBSIDIARY SIGNALS. UP DIRECTION

| Signal No. | Nomenclature | Signal No. | Nomenclature | Signal No. | Nomenclature |
|------------|--|------------|---|------------|--|
| 79 | Down Slow to No. 85 Subsidiary Signal to Platform 6 to Platform 8 to Up Loop to No. 88 Subsidiary Signal to No. 82 Subsidiary Signal | 85 | Down Fast to No. 86 Subsidiary Signal to Platform 5 to Platform 6 to Platform 8 | 113 | Down Slow to Up Loop to Down Loop |
| 80 | Shunting Line to No. 82 Subsidiary Signal | 88 | Down Slow to No. 113 Subsidiary Signal to Down Sidings | 114 | Down Sidings to Up Loop to Down Siding No. 2 |
| 82 | Shunting Line to No. 88 Subsidiary Signal to Down Sidings | 86 | Down Fast to Dock to Platform 3 to Platform 1 to Up Main to Down Main to Platform 4 | 120 | Down Main to 147 Signals to Platform 4 |
| | | | | 152 | Platform 7 to Up Slow |
| | | | | 158 | Down Loop to Down Spur |

HUDDERSFIELD SIGNAL BOX—DESCRIPTION OF SIGNALS—RUNNING SIGNALS DOWN DIRECTION

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead R=Red Y=Yellow YY=Double Yellow G=Green | Remarks |
|------------|---------------------------------|--------------|------------------|------------------|---|--|
| A | Down Fast Distant | | G | — | 165 at G | |
| B | Down Slow Distant from Lockwood | | G | — | 169 at G | |
| C | Down Slow Distant from Longwood | | G | — | 169 at G | |
| 165 | Down Fast to Platform 4 | Main | Y | 4 | 125 at R | |
| | to Down Main | Main | G | 4 | 125 at YY or G | |
| | | Main | Y | M | 123 at R | |
| | | Main | G | M | 123 at YY or G | |
| 166 | Down Fast to Platform 4 | Sub. | — | 4 | | Illuminated C. Track in rear of 125 occupied |
| | to Down Main | Sub. | — | — | | |
| | | Sub. | — | M | | Illuminated C. Track in rear of 123 occupied |
| | | Sub. | — | — | | |

HUDDERSFIELD SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS DOWN DIRECTION—continued

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead | | Remarks | |
|------------|--------------------------------|--------------|------------------|------------------|-------------------------|--------------------------|--|--|
| | | | | | R=Red Y=Yellow | YY=Double Yellow G=Green | | |
| 169 | Down Slow to Down Loop | Main | Y | L | 103 at R | | | |
| | | Main | G | L | 103 at Y or G | | | |
| | to Platform 8 | Main | Y | 8 | 101 at R | | | |
| | | Main | G | 8 | 101 at Y or G | | | |
| | to Platform 4 | Main | Y | 4 | 125 at R | | | |
| Main | | G | 4 | 125 at YY or G | | | | |
| 170 | Down Slow to Down Loop | Sub. | — | L | | | Illuminated C. Track in rear of 103 occupied | |
| | | Sub. | — | — | | | | |
| | to Platform 8 | Sub. | — | 8 | | | | Illuminated C. Track in rear of 101 occupied |
| | | Sub. | — | — | | | | |
| | to Platform 7 to Platform 4 | Sub. | — | 7 | | | | Illuminated C |
| Sub. | | — | 4 | | | | Illuminated C. Track in rear of 125 occupied | |
| 123 | Down Main to Platform 4 | Main | Y | 4 | 97 at R | | | |
| | | Main | YY | 4 | 97 at Y | | | |
| | to 93 Signal | Main | G | 4 | 97 at G | | | |
| | | Main | Y | M | 93 at R | | | |
| | Main | YY | M | 93 at Y | | | | |
| Main | G | M | 93 at G | | | | | |
| 124 | Down Main to Platform 4 | Sub. | — | 4 | | | | |
| | | Sub. | — | — | | | | Illuminated C. Track in rear of 97 occupied |
| | to No. 93 Signal | Sub. | — | M | | | | Illuminated C. Track in rear of 93 occupied |
| 125 | Platform 4 to 97 Signal | Sub. | — | — | | | | |
| | | Main | Y | 4 | 97 at R | | | |
| | Main | YY | 4 | 97 at Y | | | | |
| | to Down Main | Main | G | 4 | 97 at G | | | |
| | | Main | Y | M | 93 at R | | | |
| | Main | YY | M | 93 at Y | | | | |
| Main | G | M | 93 at G | | | | | |

10

| | | | | | | | |
|-----|----------------------------|------|---|---|--|--|--|
| 126 | Platform 4 to 97 Signal | Sub. | — | 4 | | | |
| | | Sub. | — | — | | | |
| | to Down Main | Sub. | — | M | | | |

| | | | | | | |
|-----|---|--------------|--------|--------|-------------------------|--|
| 126 | Platform 4 to 97 Signal | Sub. | — | 4 | | Illuminated C. Track in rear of 97 occupied |
| | to Down Main | Sub. Sub. | — — | — M | | Illuminated C. Track in rear of 93 occupied |
| 103 | Down Loop to Down Slow | Sub. | — | — | | |
| | | Main Main | Y G | S S | 73 at R 73 at Y or G | |
| 104 | Down Loop to Shunting Line | Sub. Sub. | — — | G — | 83A subsidiary "Clear" | |
| 93 | Down Main to 91 Signal | Main Main | Y G | — — | 91 at R or Y 91 at G | |
| 97 | Platform 4 to 91 Signal | Main Main | Y G | — — | 91 at R or Y 91 at G | |
| 91 | Down Main or Platform 4 to Down Slow | Main Main | Y G | S S | 73 at R 73 at Y or G | |
| | to Down Fast | Main Main | Y G | F F | 71 at R 71 at Y or G | |
| 92 | Down Main or Platform 4 to Down Slow | Sub. Sub. | — — | — — | | |
| 95 | Platform 5 to Down Slow | Main Main | Y G | S S | 73 at R 73 at Y or G | |
| | to Down Fast | Main Main | Y G | F F | 71 at R 71 at Y or G | |
| 96 | Platform 6 to Down Slow | Sub. Sub. | — — | — — | | |
| | to Down Fast | Main Main | Y G | S S | 73 at R 73 at Y or G | |
| 99 | Platform 6 to Down Slow | Main Main | Y G | S S | 73 at R 73 at Y or G | |
| | to Down Fast | Main Main | Y G | F F | 71 at R 71 at Y or G | |
| 100 | Platform 6 to Down Slow | Sub. Sub. | — — | — — | | |
| | to Down Fast | Sub. Sub. | — — | — — | | |

=

HUDDERSFIELD SIGNAL BOX. DESCRIPTION OF SIGNALS. RUNNING SIGNALS DOWN DIRECTION—continued

| Signal No. | Nomenclature | Main or Sub. | Aspect Displayed | Route Indication | Aspect of Signals ahead R=Red Y=Yellow YY=Double Yellow G=Green | Remarks |
|------------|--|------------------------------|------------------|------------------|---|---|
| 101 | Platform 8 to Down Slow to Down Fast | Main Main Main Main | Y G Y G | S S F F | 73 at R 73 at Y or G 71 at R 71 at Y or G | |
| 102 | Platform 8 to Down Slow to Down Fast | Sub. Sub. | — — | — — | | |
| 71 | Down Fast | Main Main | Y G | — — | | Hillhouse Down Fast Home and Starting "Off" |
| 73 | Down Slow | Main Main | Y G | — — | | Hillhouse Down Slow Home and Starting "Off" |

GROUND SUBSIDIARY SIGNALS, DOWN DIRECTION

| Signal No. | Nomenclature | Signal No. | Nomenclature | Signal No. | Nomenclature |
|------------|--------------|------------|--------------|------------|--------------|
| | | | | | |

GROUND SUBSIDIARY SIGNALS, DOWN DIRECTION

| Signal No. | Nomenclature | Signal No. | Nomenclature | Signal No. | Nomenclature |
|------------|--|------------|--|------------|--|
| 164 | Up Fast to Platform 4 to Down Main to Up Main to Platform 1 to Platform 2 | 138 | Up Main to 136 Subsidiary Signal to 134 Subsidiary Signal | 115 | Up Loop to Down Sidings to No. 83 Subsidiary Signal to Down Slow to Down Slow ,via Up Slow |
| 168 | Up Slow to Up Loop to Platform 8 to Platform 7 to Platform 4 to Up Main | 134 | Platform 1 to 110 Subsidiary Signal to 109 Subsidiary Signal | 107 | Dock to Down Slow to Down Fast |
| 160 | Down Spur to Down Loop to Up Loop | 136 | Up Main to 110 Subsidiary Signal to 109 Subsidiary Signal | 108 | Platform 3 to Down Slow to Down Fast |
| | | 109 | Platform 1 to Down Slow to Down Fast | 84 | Down Sidings to 83 Subsidiary Signal to Down Slow |
| | | 110 | Up Main to Down Slow to Down Fast | 83A | Shunting Line Down Direction |
| | | | | 83B | Shunting Line to Down Slow |

THIS NOTICE MUST BE KEPT FOR FUTURE REFERENCE

York,
24th November, 1958

O.9176

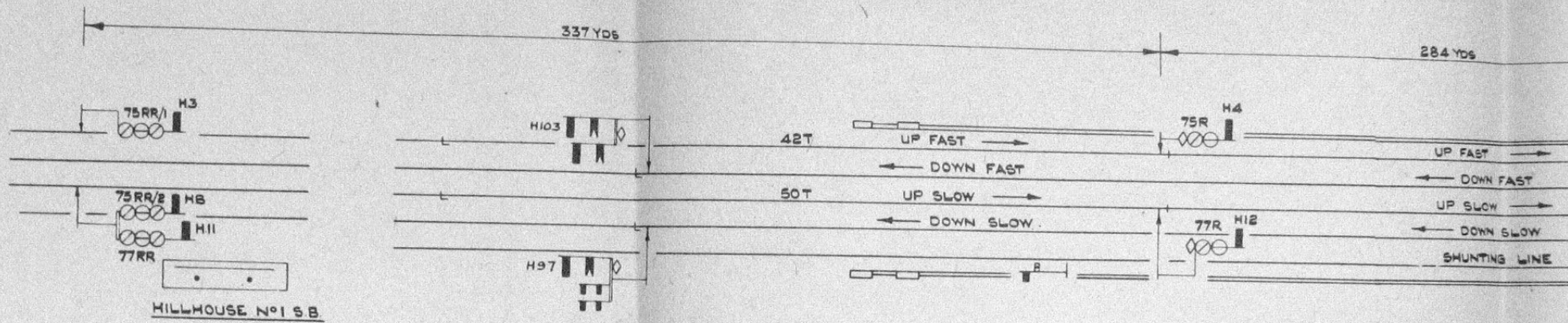
L. SPROAT,
Operating Officer

Receipt of this Notice must be acknowledged.

Advise your Superior Officer by telegram as follows:—"DERWENT SIG. PROG. 48A".

Herald, York—R19293

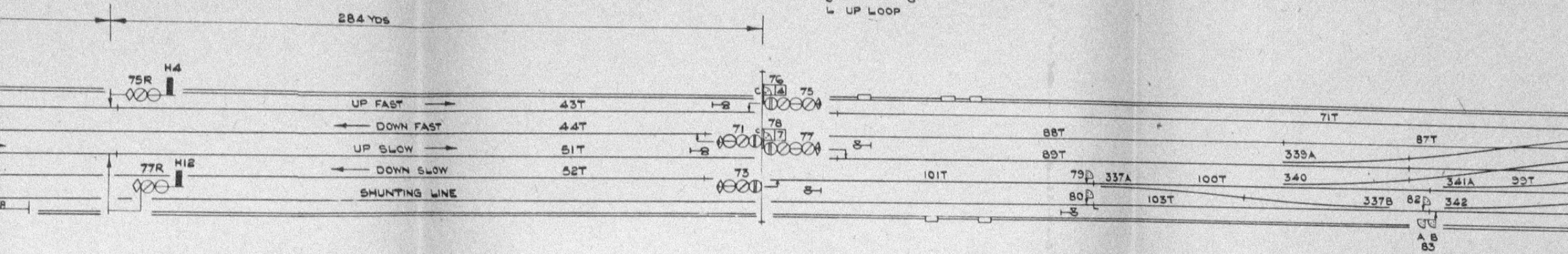
FROM BRADLEY



NOT TO SCALE

ROUTE INDICATIONS

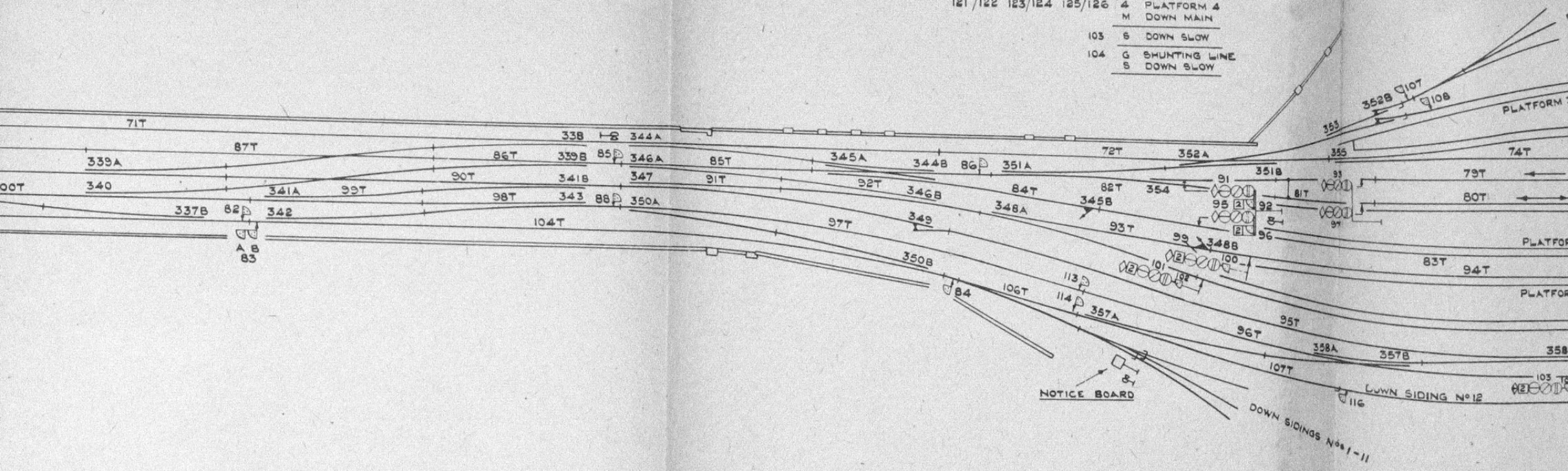
| | | | | | |
|-------|---|------------|-------|---|------------|
| 75/76 | I | PLATFORM 1 | 77/78 | I | PLATFORM 1 |
| M | | UP MAIN | M | | UP MAIN |
| 4 | | PLATFORM 4 | 4 | | PLATFORM 4 |
| 5 | | - | 5 | | - |
| | | | 6 | | - |
| | | | 8 | | - |
| | | | L | | UP LOOP |



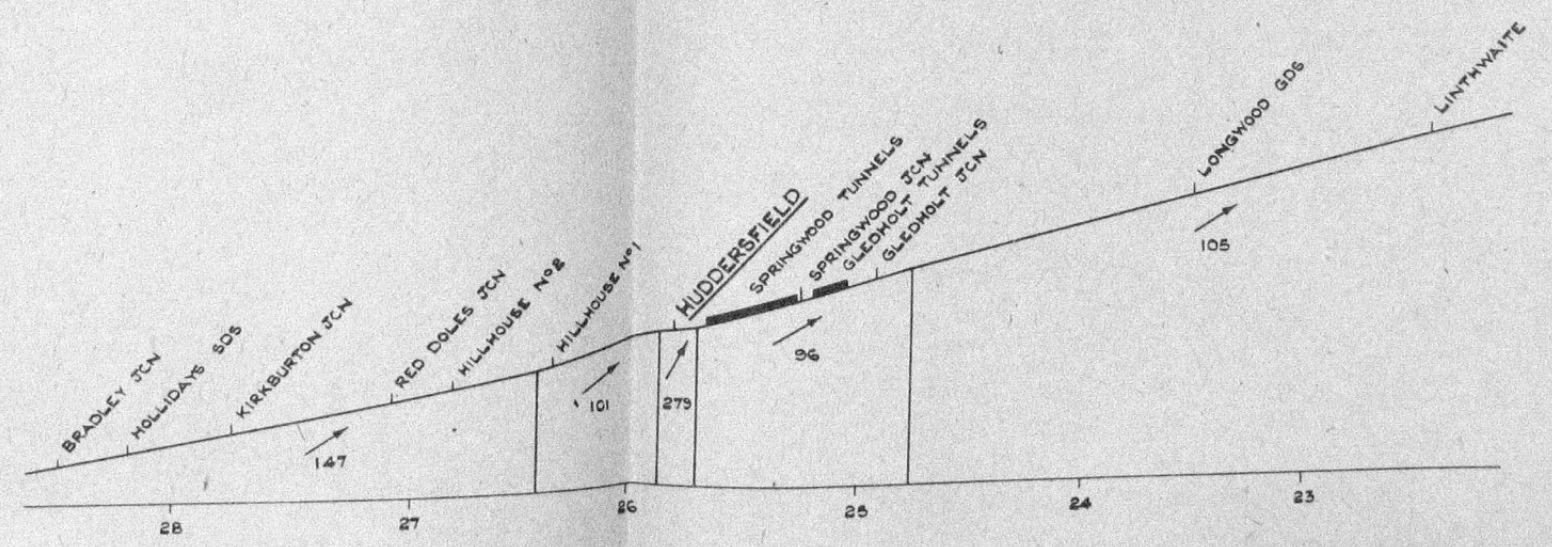
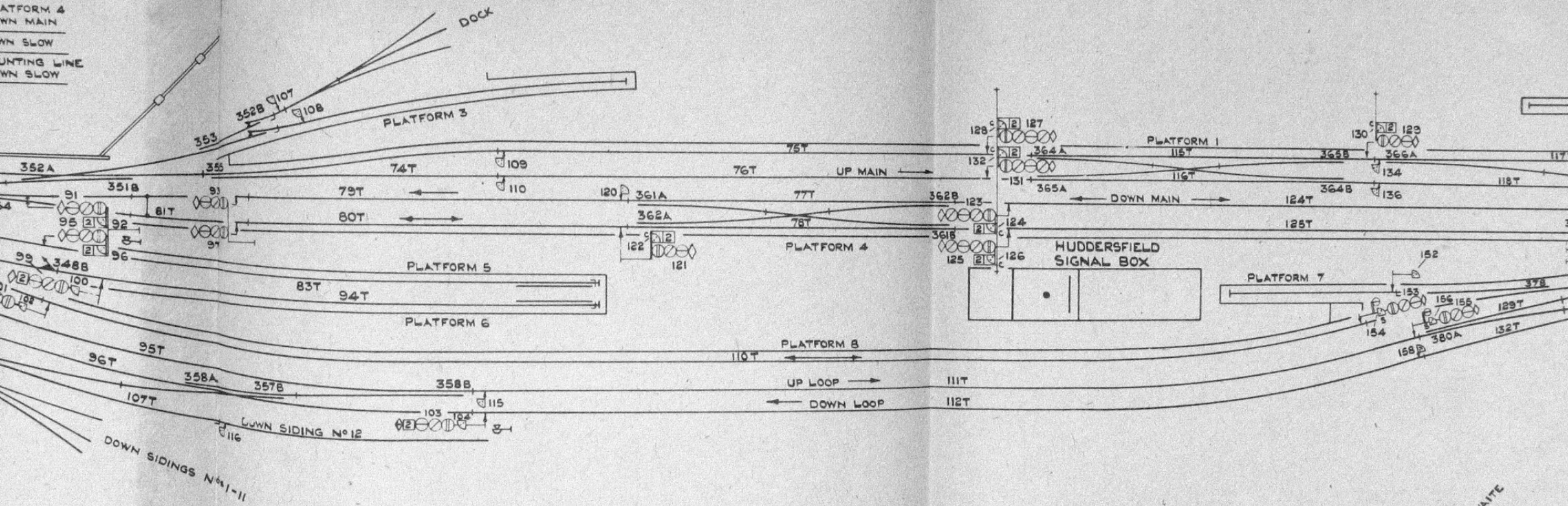
NOT TO SCALE

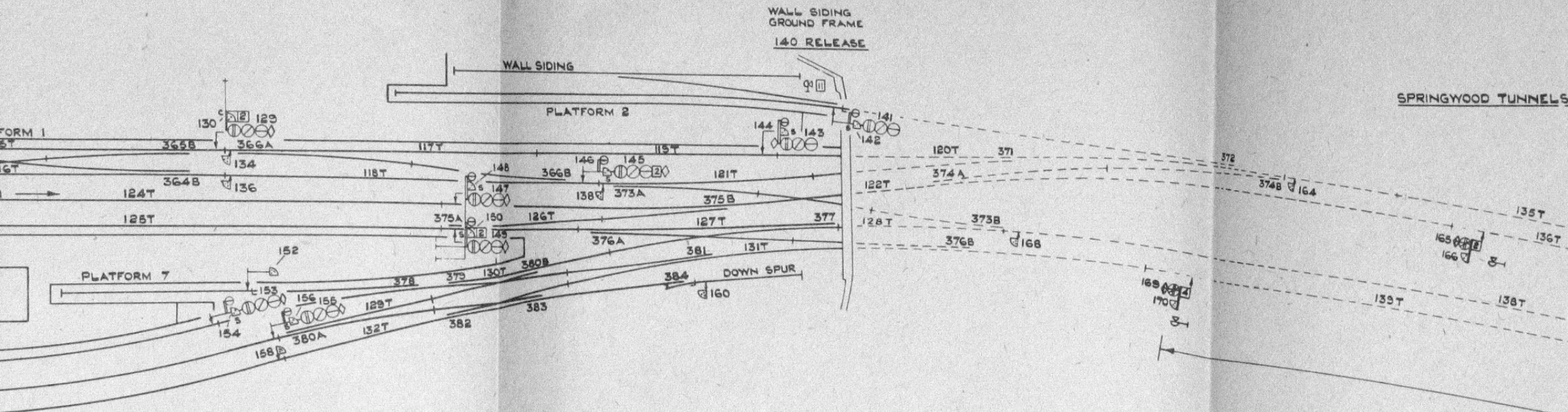
ROUTE INDICATIONS

| | | | | | |
|---------|---------|---------|---------|---------------|-----------|
| 91/92 | 95/96 | 99/100 | 101/102 | S | DOWN SLOW |
| | | | | F | DOWN FAST |
| 121/122 | 123/124 | 125/126 | 4 | PLATFORM 4 | |
| | | | M | DOWN MAIN | |
| 103 | 6 | | | DOWN SLOW | |
| 104 | G | | | SHUNTING LINE | |
| | S | | | DOWN SLOW | |



INDICATIONS
 UP SLOW
 UP FAST
 PLATFORM 4
 UP MAIN
 UP SLOW
 DOWNING LINE
 UP SLOW

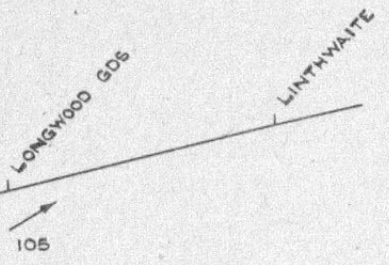




ROUTE INDICATIONS

| | | | | |
|----------|---------|---------|---|------------|
| 127/128. | 129/130 | 131/132 | 1 | PLATFORM 1 |
| | | | M | UP MAIN |
| 145/146. | 149/150 | | F | UP FAST |
| | | | S | UP SLOW |
| 165/166 | | | M | DOWN MAIN |
| | | | 4 | PLATFORM 4 |
| 169/170 | | | L | DOWN LOOP |
| | | | 8 | PLATFORM 8 |
| | | | 4 | 4 |
| 170 | 7 | | | PLATFORM 7 |

☐ Indicates telephone.



SPRINGWOOD TUNNELS

