



REGIONAL RAILWAYS
(NORTH-EAST).

SUPPLEMENTARY NOTICE
OF
SIGNALLING & PERMANENT
WAY ALTERATIONS

affecting the working of the lines

at

HUDDERSFIELD

and between

**BRADLEY JUNCTION AND DIGGLE,
HUDDERSFIELD AND PENISTONE.**

to apply from

SATURDAY 24th APRIL 1993.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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PART ONE

HUDDERSFIELD RESIGNALING

The area from Diggle 17½ M.P. to a point on the Leeds side of Huddersfield at approx. 27¾ M.P., also between Huddersfield and Penistone will be resignalled over a 10 day period commencing 24th April 1993. During the period of commissioning trains between Diggle and Huddersfield will be controlled under Temporary Block Working Instructions whilst trains between Huddersfield and Penistone will be worked on one train working principles with Pilotman.

Full details of the Temporary Block Working Instructions and Method of Working etc are contained in Part Two of this notice.

On and from 00.01 hours, Saturday 24th April, Marsden Signalbox will be abolished with the Track Circuit Block method of working being introduced between Diggle—Huddersfield—Healey Mills, signalboxes.

Huddersfield signalbox will work to the existing signalboxes at Diggle, Healey Mills and Penistone.

Details of revised signalling is shown on the accompanying diagram.

NOTE: In some cases the existing signals are re-used with new prefix letter and number. All distances are shown in yards.

The application of all running signals is to the next running signal capable of showing a Red aspect and the new signals with route indications are shown in this notice, as are details of all new Position Light signals. All signals controlled from Huddersfield are prefixed HU.

Method of Working

The Track Circuit Block Regulations will apply throughout between Diggle signalbox and Healey Mills signalbox and on the Single Line between Huddersfield signalbox and Penistone signalbox.

Bi-directional working is provided, as now, over the Up Main line between Springwood Junction and Huddersfield and in the Huddersfield Station area.

—continued

Level Crossings

At Carr Head Farm Accommodation Crossing (11m 76ch) on the Penistone Line, the telephone will be transferred from Huddersfield to Penistone signalbox.

A.W.S. Equipment

AWS equipment will be provided as shown on the diagram.

Telephones

All Huddersfield running signals capable of showing a Red aspect will be provided with a telephone communicating with Huddersfield signalbox. Other telephones are indicated on the diagram contained in this notice.

**NUMERICAL LIST OF MAIN RUNNING SIGNALS
WITH MORE THAN ONE ROUTE.**

SIGNAL NO.	ASPECT	ROUTE/ JN IND.	ROUTE	SIGNAL NO.	ASPECT	ROUTE/ JN IND.	ROUTE
HU 704	MAIN MAIN	- POS.1 -	UP MAIN UP LOOP	HU 767	MAIN PL	- X	DN MAIN DN MAIN
HU 753	MAIN MAIN PL	- POS.1 -	PLAT. 2 PLAT. 4 UP MAIN	HU 769	MAIN PL	- X	DN MAIN UP MAIN
HU 761	MAIN MAIN PL PL	4 8 4 8	PLAT. 4 PLAT. 8 PLAT. 4 PLAT. 8	HU 770	MAIN PL	1 4 5 6 1 4	PLAT. 1 PLAT. 4 PLAT. 5 PLAT. 6 PLAT. 1 PLAT. 4
HU 762	MAIN MAIN	- POS. 1	UP MAIN UP BRCH				
HU 763	MAIN PL	- X	DN MAIN UP MAIN				
HU 764	MAIN MAIN PL	- POS. 1 X	UP MAIN UP BRCH DN MAIN				


NUMERICAL LIST OF POSITION LIGHT SIGNALS.

HU 1401	PL PL	X W	UP MAIN UP LOOP	HU 1412	PL PL PL PL PL	4 5 6 X S	PLAT. 4 PLAT. 5 PLAT. 6 PLAT. 8 DN SDNGS
HU 1402	PL PL	L U	UP LOOP UP MAIN	HU 1413	PL	X	UP MAIN LOS
HU 1410	PL	X	DN MAIN LOS	HU 1417	PL	-	DN MAIN
HU 1411	PL PL	X 4	PLAT. 1 PLAT. 4				

EXPLANATION OF SYMBOLS

MAIN LINE COLOUR LIGHT SIGNAL

- ⊙ GREEN ASPECT
- ⊖ YELLOW ASPECT
- ⊖ RED ASPECT
- aspect not in use

 BANNER REPEATING SIGNAL

 - telephones



4 - aspect



3 - aspect




2 - aspect

POSITION LIGHT/SHUNTING SIGNALS



POSITION LIGHT
(NORMALLY OUT)
PROCEED ASPECT
2 WHITE LIGHTS 45 °

 GROUND MOUNTED
POSITION LIGHT

 LIMIT OF SHUNT

(SEE RULE BOOK SECTION C)

ROUTE INDICATORS



JUNCTION TYPE
(SEE RULE BOOK SECTION C)

STENCIL TYPE



NUMBER INDICATES
NUMBER OF ROUTES
WHICH CAN BE
DISPLAYED

THEATRE TYPE



MISCELLANEOUS

 AUTOMATIC SIGNAL

TRS
⊙ TRAIN READY TO START PLUNGER

△ AWS

∇ AWS OPERATIONAL ONLY IN THE
DIRECTION OF TRAVEL

∇ AWS OPERATIONAL IN
BOTH DIRECTIONS

 Co-acting wheel stop.

PART TWO

HUDDERSFIELD AREA RESIGNALLING

COMMISSIONING WORKS

The area of line between approx. 27¾ M.P. (Leeds side of Huddersfield Station) and Diggle (exclusive), and between Huddersfield and Penistone (exclusive) will be resignalled with control from Huddersfield Signalbox. The work will take place over a ten day period between Saturday 24th April 1993 and Monday 3rd May 1993.

SEE PART ONE OF THIS NOTICE FOR FULL DETAILS OF THE RESIGNALLING

TEMPORARY WORKING DURING COMMISSIONING PERIOD

00.01 Saturday 24th April—05.00 Monday 3rd May—or until advised.

Marsden signalbox will be abolished and signalling by the Track Circuit Block method of working will be introduced between Diggle and Healey Mills signalboxes. During the period of signal commissioning trains will be signalled by the Temporary Block Working method between Diggle and Healey Mills (Heaton Lodge Junction exclusive) signalboxes.

Also during this period the One Train method of working with Pilotman will be in force between Penistone and Huddersfield.

The detailed method of working which will apply is shown below. A sketch depicting this is also contained in this notice.

UP LINE

HEALEY MILLS HM652 SIGNAL

This signal will be maintained at Red and a Handsignalman will be positioned at the signal. Providing the Signalman has been given authority the Driver will be issued with a Temporary Block Working Ticket by the Handsignalman coloured WHITE who will also exhibit a yellow handsignal which will give authority for the Driver to proceed to a STOP BOARD situated at the MANCHESTER end of Huddersfield No. 1 platform where he will hand in the WHITE Ticket to the Handsignalman positioned at the STOP BOARD.

HUDDERSFIELD STATION

After the Handsignalman has collected the WHITE Ticket and has obtained authority from the Signalman at Huddersfield he will issue a PINK ticket to the Driver and providing the signalman has given authority exhibit a Yellow handsignal.

The Driver, on receipt of the PINK Ticket and the Yellow handsignal will then have authority to proceed to a STOP BOARD situated at the MANCHESTER end of Marsden Up Main Platform where he will hand in the PINK Ticket to the Handsignalman positioned at the STOP BOARD.

After the train has passed complete with tail lamp into Huddersfield South Tunnel the Handsignalman will inform the Signalman.

MARSDEN STATION

After the Handsignalman has collected the PINK Ticket and has obtained authority from the Signalman at Huddersfield he will issue a YELLOW Ticket to the Driver and, providing the signalman has given authority exhibit a Yellow handsignal.

The Driver, on receipt of the Yellow Ticket and the Yellow handsignal will then have authority to proceed to DIGGLE signal DE2 situated at the exit from STANDEDGE TUNNEL. After the train has passed 200 yards clear complete with tail lamp the Handsignalman will inform the Signalman.

DIGGLE (DE2 SIGNAL)

The Driver will hand in the Ticket to the Handsignalman positioned at DE2 signal. The Driver will OBEY this signal.

DOWN LINE

DIGGLE SIGNAL DE24

This signal, situated at the entrance to Standedge tunnel will be maintained at Red and a Handsignalman will be positioned at this signal. Providing the Signalman has given authority the Driver will be issued with a Temporary Block Working Ticket coloured Green by the Handsignalman who will exhibit a Yellow handsignal which will give authority for the Driver to proceed to a STOP BOARD situated at the LEEDS end of Marsden Down platform where he will hand in the Green Ticket to the handsignalman positioned at the STOP BOARD.

MARSDEN STATION

After the Handsignalman has collected the Green Ticket and has obtained authority from the Signalman at Huddersfield he will issue a BLUE ticket to the Driver and exhibit a Yellow handsignal.

The Driver on receipt of the BLUE Ticket will then have authority to proceed to a STOP BOARD situated at the LEEDS end of Huddersfield Platform 4 where he will hand in the BLUE Ticket to the Handsignalman positioned at the STOP BOARD.

After the train has passed 200 yards clear complete with tail lamp the Handsignalman will inform the Signalman.

HUDDERSFIELD STATION

After the Handsignalman has collected the BLUE Ticket and has obtained authority from the Signalman at Huddersfield he will issue a GOLD Ticket to the Driver and providing the signalman has given authority exhibit a Yellow handsignal.

The Driver on receipt of the GOLD Ticket and the Yellow handsignal will then have authority to proceed to HEALEY MILLS HM645 signal.

After the train has passed 200 yards clear complete with tail lamp the Handsignalman will inform the Signalman.

HEALEY MILLS (HM645 SIGNAL)

The Driver will hand in the Ticket to the Handsignalman positioned at HM645 signal. The DRIVER will OBEY this signal.

PENISTONE BRANCH

On the Penistone Branch ONE TRAIN WORKING by Pilotman between PENISTONE STATION and HUDDERSFIELD No. 2 PLATFORM will apply throughout the period of commissioning.

Trains will run via the DOWN line in both directions through Stocksmoor loop, the first train of the day each way to be brought to a stand and the points at Clayton West Junction, Stocksmoor and Springwood Junction examined before proceeding.

At Carr Head Farm Crossing (11m 76ch) Drivers to bring ALL trains to a stand before the crossing, sound the whistle and ensure the crossing is clear before proceeding.

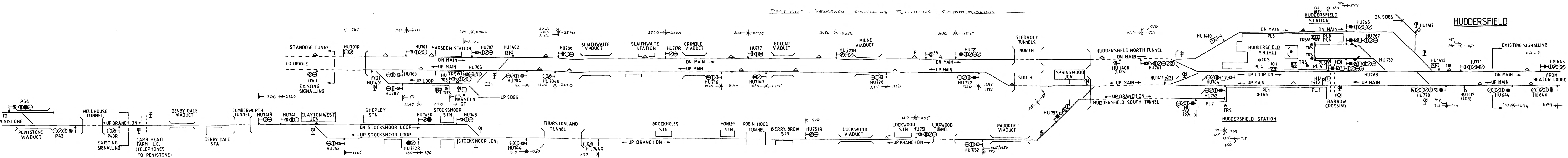
THROUGHOUT THE WHOLE AREA AFFECTED BY THE COMMISSIONING SIGNALS WILL BE DISCONNECTED AND UNDER TEST BY THE SIGNAL ENGINEER CONSEQUENTLY THEY MAY SHOW ANY ASPECT OR NO ASPECT. ALL SIGNALS EXCEPT THOSE REFERRED TO ABOVE MUST BE IGNORED FOR TRAIN WORKING PURPOSES.

THROUGHOUT THE WHOLE AREA AFFECTED BY THE COMMISSIONING WORKS A MAXIMUM SPEED LIMIT OF 50 MPH WILL APPLY WITH 15 MPH APPLYING OVER ALL FACING POINTS

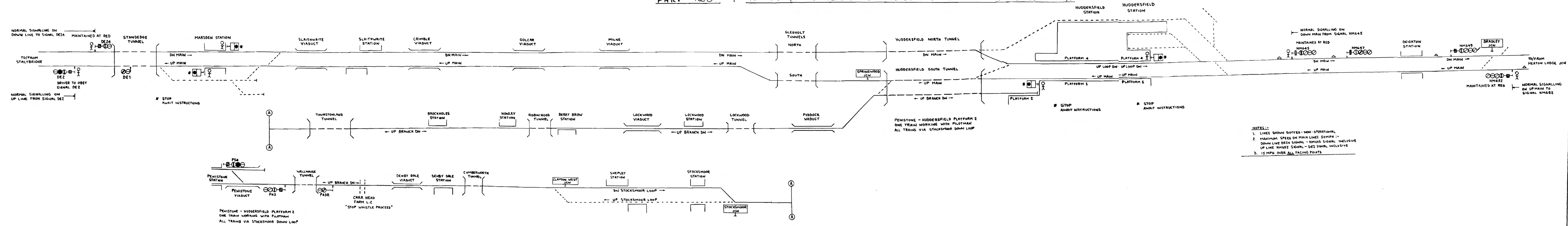
HANDSIGNALMAN

PERSONS APPOINTED TO ACT AS HANDSIGNALMAN ARE REMINDED THAT THEY MUST MAINTAIN ONE DETONATOR ON THE LINE AND EXHIBIT A HAND DANGER SIGNAL TO EACH APPROACHING TRAIN AND CARRY OUT THE PROVISIONS OF RULE BOOK SECTION B:8:6:3.

PART ONE: PERMANENT SIGNALLING FOLLOWING COMMISSIONING



PART TWO : TEMPORARY ARRANGEMENTS TO APPLY DURING COMMISSIONING PERIOD ONLY.



- NOTES:-**
1. LINES SHOWN DOTTED - NON-OPERATIONAL
 2. MAXIMUM SPEED ON MAIN LINES 50MPH :-
DOWN LINE DE24 SIGNAL - HM645 SIGNAL INCLUSIVE
UP LINE HM652 SIGNAL - DE2 SIGNAL INCLUSIVE
 3. 15 MPH OVER ALL FACING POINTS