



British Rail

No. 46A

Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

THURSDAY 21 NOVEMBER 1968

between

CUTSYKE, FEATHERSTONE
AND KNOTTINGLEY

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN CUTSYKE, FEATHERSTONE AND KNOTTINGLEY -- SIGNALLING ALTERATIONS

Between 08 00 hours Thursday 21 November and 23 59 hours Sunday 24 November Pontefract East and Pontefract West signal boxes will be abolished and Prince of Wales Sidings signal box will be re-named Prince of Wales. With the exception of certain shunting signals at Prince of Wales Signal box the existing semaphore signalling between Cutsyke and Pontefract and between Featherstone and Knottingley will be replaced by colour light signalling, with full track circuiting.

Certain existing colour light signals will be renumbered.

The new signalling will be controlled by Prince of Wales signal box, except for the junction formerly controlled by Pontefract East leading to the Down and Up Goods lines, which will be controlled by Knottingley signal box. The Track Circuit Block Regulations will apply between Cutsyke and Prince of Wales, between Featherstone and Prince of Wales and between Prince of Wales and Knottingley signal boxes.

Pontefract Up Sidings

Signals Numbers 371 and 372 will be maintained in the 'off' position in order to enable shunting movements to take place, except when movements are required to or from the running line via Nos. 2107 and 2108 points.

Alterations to Existing Signalling

Cutsyke Down Methley Main Starting signal (No.5) which at present exhibits only a Red or Green aspect will become a three aspect automatic signal and will be re-numbered 1037.

Signals Nos. 375 and 377 were formerly Pontefract East Nos. 40 and 44 respectively. Signal 376 was formerly Pontefract East No.45 and will become a four aspect signal.

Catch Points

Catch points are provided as follows:-

Line	Position	Gradient
Down Methley Main	756 yards before reaching Prince of Wales No.35 signal.	Rising 1 in 57
Up Goole	670 yards before reaching 374 signal.	Rising 1 in 150
Up Goole	696 yards before reaching 360 signal.	Rising 1 in 150
Up Goole	890 yards before reaching 354 signal. (worked catch points)	Rising 1 in 150
Up Goole	910 yards before reaching 352 signal.	Rising 1 in 150
Up Goole	920 yards before reaching 350 signal.	Rising 1 in 150

General

A description of signals is included in this notice and a diagram which illustrates the revised signalling is attached.

During the period of the work, points and signals will be disconnected and Drivers will be hand signalled as necessary.

Details regarding the staging of the work are shown in Sections 'B' and 'C' of the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
1037 auto (formerly Cutsyke Down Main Starting signal No. 5)	Down Methley Main	M	--	35

DOWN DIRECTION RUNNING SIGNALS – continued

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
35	Down Methley Main	M	—	Down Goole 369 signal
		M S	Position 1 —	Down Goods 361 signal Down Goods 361 signal (line occupied)
361	Down Goods	M	—	368
		S	—	368 (line occupied)
Feather- stone Down Goole starting signal	Down Goole	—	—	349 Auto.
349	Down Goole	M	—	351 Auto.
351	Down Goole	M	—	353 Auto.
353	Down Goole	M	—	355
355	Down Goole	M	—	369
		M	Position 1	Down Goods 368 signal
		S	—	Down Goods 368 signal (line occupied)
368	Down Goods	M	—	Down Goole 375 signal (formerly Pontefract East No. 40).
369	Down Goole	M	—	375 (formerly Pontefract East No. 40).

UP DIRECTION RUNNING SIGNALS

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
376 (former- ly Ponte- fract East No.45)	Up Goole	M	—	374
377 (former- ly Ponte- fract East No.44)	Up Goods (from Ferrybridge)	M	—	374
374	Up Goole	M	—	360
360	Up Goole	M	—	354 Auto.
		M	Position 4	Up Methley Main No.2

UP DIRECTION RUNNING SIGNALS —continued

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or Towards
354	Up Goole	M	—	352 Auto.
352	Up Goole	M	—	350 Auto.
350	Up Goole	M	—	Featherstone Up Goole Home signal (existing signal)
2	Up Methley Main	M	—	4
4	Up Methley Main	M	—	C.32 (existing signal)

NOTE : The position numbers quoted in the column headed Route or Junction Indication refer to Rule 35 (e).

POSITION LIGHT SHUNTING SIGNALS

No.	Route Indication	Application to or Towards
Located at Pontefract		
357	—	Up Goole to Down Goods or Down Goole
362	U X	Down Goole to Up Goole Down Goole to Down Methley Main
363	—	Down Sidings to Down Goods
364	U X G S	Down Goods to Up Goole Down Goods to Down Methley Main Set back on Down Goods Down Goods to Down Sidings
365	—	Up Goole to Up Sidings
366	—	Up Sidings to Up Goole
367	—	Down Sidings to Down Goole
371	—	Up Sidings to Down Goole or Spur
372	—	Spur to Up Sidings
373	L U X G S	Down Goole to Up Sidings Down Goole to Up Goole Down Goole to Down Goole Down Goole to Down Goods Down Goole to Down Sidings
Located at Prince of Wales		
21	—	Set back on Up Methley Main or Up Methley Main to Colliery (also controlled by Colliery Ground Frame lever No.1 when No.2 Ground Frame points reversed).

