



Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 19 JULY 1970

AT

MARKHAM COLLIERY SIDINGS

including the internal signalling

at the

N.C.B. BUNKER LOADING PLANT.

SIGNALLING RECORD SOCIETY

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MARKHAM COLLIERY SIDINGS : N.C.B. BUNKER LOADING PLANT : SIGNALLING

On and from Sunday 19 July, a new rapid loading bunker facility will be brought into use at Markham Colliery, together with new sidings and colour light signalling. The new layout and signalling will be as illustrated in the attached diagram, except that the section of the Arrival and Departure Line between points marked 'A' and 'B' will not be brought into use until a later date.

PRELIMINARY METHOD OF OPERATION (UNTIL FURTHER NOTICE)**Arrival**

A train for bunker loading will arrive via the New Sidings, and proceed to the bunker line via the hand points connection near to the loading bunker. When ground position light signal No.2 is operated, the train will proceed through the loading bunker, and come to a stand clear of the bunker.

Loading

When loading is to commence, the required aspect will be displayed by the five loading signals. The Driver will engage the slow speed control and commence to propel the train through the loading bunker, obeying the aspects as displayed by the loading signals.

Departure

When loading is completed, the train will be propelled to the New Sidings via the hand points connection, where the engine will run round the train and draw the train forward to No.28 disc signal, ready to depart via Nos. 1 or 2 Goods Lines towards Seymour Junction.

SUBSEQUENT METHOD OF OPERATION (COMMENCING DATE TO BE ADVISED)**Arrival**

When the whole of the Arrival and Departure line is brought into use, trains will arrive and depart on this line instead of the New Sidings, obeying the aspects displayed by the ground position light signals.

The hand points connection between the Arrival and Departure line and the New Sidings will normally be clamped and padlocked out of use, and the key will be kept in the Bunker Control Room. The clearance of ground position light signal No.3 by the Bunker Control Operator will indicate that the hand points are clamped and padlocked in the proper position for an arriving train, and that the Operator is ready to receive the train for bunker loading.

Loading

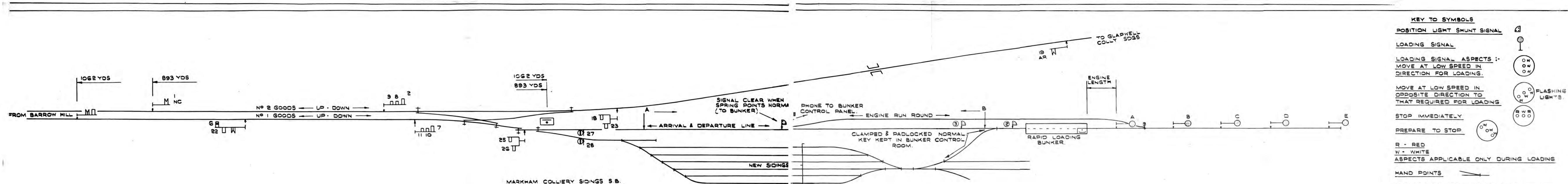
The method of operation during loading will be as previously described.

Departure

When loading has been completed, the engine will run round the train via the Engine Run Round Line, and draw the train forward to No.27 disc signal, ready to depart via Nos. 1 or 2 Goods Lines towards Seymour Junction.

Only one train may use the bunker loading facilities at any one time.

When this method of operation is to be adopted, prior advice will be given through the Weekly Notice of Engineering Operations.



1. BUNKER SIGNALS DOWN THUS ③
2. CONTROL PROVIDED TO RESTORE LOADING SIGNALS TO DANGER IN AN EMERGENCY. TO BE USED BY STAFF AT GROUND LEVEL
3. TELEPHONE PROVIDED FROM BUNKER CONTROL PANEL TO MARKHAM COLLY. SIDINGS S.B.

**MARKHAM COLLIERY
BUNKER LOADING FACILITY.**

KEY TO SYMBOLS

POSITION LIGHT SHUNT SIGNAL	
LOADING SIGNAL	
LOADING SIGNAL ASPECTS :- MOVE AT LOW SPEED IN DIRECTION FOR LOADING.	
MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING.	
STOP IMMEDIATELY	
PREPARE TO STOP	
R - RED W - WHITE	
ASPECTS APPLICABLE ONLY DURING LOADING	
HAND POINTS	
CONTROLLED FACING POINTS WITH LOCK	
SPRING POINTS	
TELEPHONE	