



**EASTERN REGION**

# **SUPPLEMENTARY NOTICE**

of

# **SIGNALLING ALTERATIONS**

affecting the working of the line

from

## **MONDAY 5 JULY**

AT

## **BRODSWORTH COLLIERY**

including the internal signalling

at the

## **N.C.B. BUNKER LOADING PLANT**

# SIGNALLING RECORD SOCIETY

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**BRODSWORTH COLLIERY : N.C.B. BUNKER LOADING PLANT : SIGNALLING**

On and from Monday 5th July, new rapid loading facilities will be brought into use at Brodsworth Colliery, together with new sidings and colour light signalling. The facilities will consist of two rapid loading bunkers, served by Bunker Line (S) and Bunker Line (N) respectively, together with run round facilities for each line. The new layout and signalling will be as illustrated in the attached diagram.

**METHOD OF OPERATION FOR BUNKER LINE (S)****Arrival**

A merry-go-round train for bunker loading will arrive from Skellow (Castle Hills) at No.5 signal, and when the signal is cleared the train will proceed on to Bunker Line (S) as far as No.2 signal.

**Loading**

When No.2 signal is cleared, the Driver will proceed through the bunker at 5m.p.h., when the empty wagons will be tare weighed, and come to a stand at Loading Signal D. When loading is to commence, the loading signals will be cleared. The Driver will engage the slow speed control and propel the train through the bunker at ½m.p.h., obeying the aspects displayed by the loading signals. When the last wagon has been loaded and the loading chute retracted, the Guard will instruct the Driver to proceed through the bunker to a point clear of the connection to the run round line.

**Departure**

The engine will run round the train via the run round line, and after being re-attached to the train will stand at No.4/S122 signal until cleared, when the train will proceed towards Skellow (Castle Hills)

**METHOD OF OPERATION FOR BUNKER LINE (N)****Arrival**

Trains composed of conventional or Merry-go-round wagons for bunker loading will arrive from Skellow (Castle Hills) at No.5 signal, and when the signal is cleared the train will proceed to Bunker Line (N), coming to a stand clear of the trailing connection to the run round line, when the Guard will operate the single lever to set the points wide to gauge. When No.1 signal is cleared, the train will proceed through the bunker at 5 m.p.h., and come to a stand at the notice board worded 'Stop - Uncouple Engine'. The Guard will apply a sufficient number of brakes to hold the train, uncouple the engine and operate the hand points so that the engine can proceed to the run round line and come to a stand at the notice board worded 'Stop For Orders'.

**Loading**

When the N.C.B. Mule has been attached to the leading vehicle, the Guard will release the brakes, and the wagons will be lowered through the bunker for loading, under the control of the bunker operator.

**Departure**

When loading is completed, the Guard will obtain the permission of the bunker operator for the engine to proceed along the run round line and set back to Bunker Line (N) to rejoin the train. When the engine has been attached to the train, and the N.C.B. Mule and retarders have been released, the Guard will operate the single lever to close the wide to gauge points. When No.3/S122 signal is clear, the train will proceed towards Skellow (Castle Hill).

