

For the information of Railway Staff only.



Eastern Region

J. MIDCALF

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

MONDAY 9 AUGUST 1976

AT

REDCAR NEW
B.S.C. MINERAL TERMINAL

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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GRANGETOWN (TOD POINT JUNCTION): B.S.C. REDCAR MINERAL TERMINAL

On and from Monday 9 August facilities for the rapid discharge of coal and limestone will be brought into use at a new B.S.C. mineral terminal connected to the existing ore terminal line at Tod Point.

The facilities will consist of Mineral Arrival and Departure lines leading to and from Inward lines 1 and 2 and Outward lines 1 and 2 respectively.

From the Inwards lines a Reception Line will give access to a coal Arrival and a limestone Arrival line; these Arrival lines will be provided with engine run-round lines.

The Coal Arrival and Limestone Arrival lines will also provide access to the Coal Hopper and Limestone Hopper lines which will be equipped with Bunker discharge signals which in turn will lead onto the Outwards line 1 or 2 and ultimately to the Mineral Departure line and Departure signal.

A two-lever ground frame electrically released by Redcar B.S.C. signal box will be provided on Outwards line No. 1 giving access to a Cripple Siding.

G106 signal will be equipped with an additional junction indicator, position 2.

Method of Working

Trains for discharge will arrive at signal 201 on the Mineral Arrival Line and proceed onto Inwards Line 1 or 2. From Inwards Line 1 or 2 trains will proceed onto No. 1 Reception Line for gross weighing to be completed and then depending on type of load, coal or limestone, be routed to the appropriate arrival line.

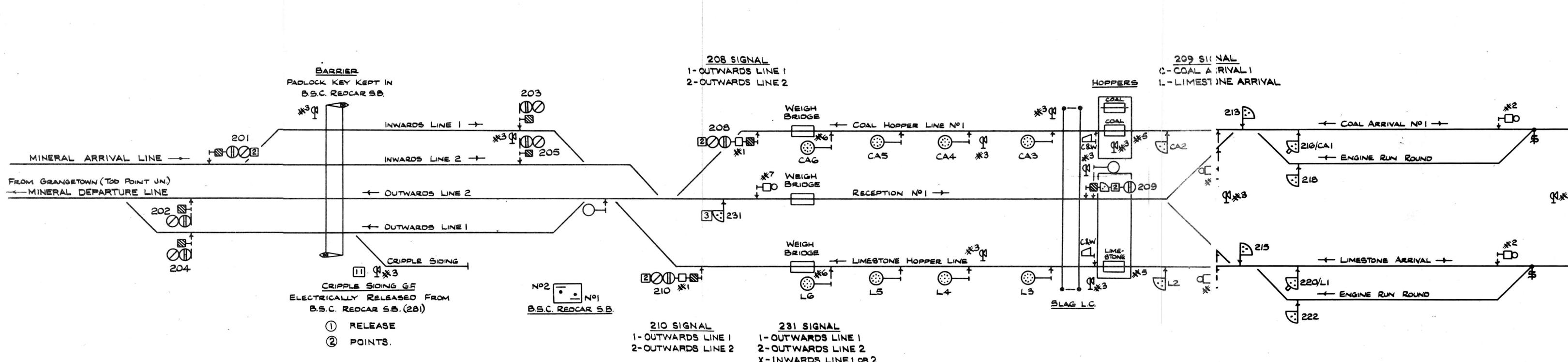
Notice boards worded "Stop, Apply Wagon Brakes Before Uncoupling And Running-Round" are located at the end of the Arrival lines. On arrival at these boards and after carrying out the instructions, locomotives will run-round via the run-round line under the authority of ground position light signals. Notice boards worded "Engines Running Round Not To Pass This Point" are located just in advance of the convergence of the Coal Arrival and Limestone Arrival lines and the Engine Run-Round line.

After re-coupling to the train, the locomotive will draw the train towards the bunker to come under control of the bunker discharge signals and proceed to the furthest bunker discharge signal passing through the bunker at a speed not exceeding ½ m.p.h.

After discharge, trains will proceed to 208 or 210 signals for tare weighing to be completed. An indication will be given on these signals (C) for cripple and (NC) for no cripple and depending on this indication trains will be routed to Outwards Line 1, if required to detach cripples into the cripple siding, or to Outwards Line 2.

Speed of trains through the tare and gross weighbridges should not exceed 10 m.p.h. White flashing light indications will be activated if the speed does exceed 10 m.p.h. and these are located on Reception No. 1 line for incoming trains and on Outwards Lines 1 and 2 for outgoing trains.

Trains will depart from Outwards Line 1 or 2 and proceed to G15 signal for Main Line departure.



- KEY TO SYMBOLS**
- COLOUR LIGHT SIGNAL
 - WITH SUBSIDIARY SIGNAL
 - TOTON SIGNAL
 - WHITE LIGHT
 - RED LIGHT
 - △ POSITION LIGHT SHUNTING SIGNAL
 - △ WITH SLOT
 - STENCIL ROUTE INDICATOR
 - TELEPHONES
 - YELLOW
 - RED
 - DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
 - ⊞ STOP IMMEDIATELY
 - ⊞ PREPARE TO STOP
 - ⊞ MOVE AT LOW SPEED IN DIRECTION FOR UNLOADING
 - ⊞ MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT FOR UNLOADING (FLASHING)
 - ⊞ GROUND FRAME
 - ⊞ C & W - EXAMINER TO HAVE A 'STOP IMMEDIATELY' CONTROL ON TOTON SIGNALS
 - WHITE FLASHING LIGHT DENOTES EXCESS SPEED OVER WEIGHBRIDGE
 - ⊞ SPRING POINTS
 - ⊞ ILLUMINATED NOTICE BOARD
 - *1 STENCIL TYPE R.1. INDICATION 'C' FOR 'CRIPPLE' & 'NC' FOR 'NO CRIPPLE' OPERATED BY C & W EXAMINER & INDICATIONS REPEATED IN B.S.C. REDCAR S.B.
 - *2 TELEPHONE LOCATION LINKED TO B.S.C. REDCAR S.B. (SLAG CROSSING PHONES IN PARALLEL)
 - *3 NOTICE BOARD WORDED 'STOP. APPLY WAGON BRAKES BEFORE UNCOUPLING AND RUNNING ROUND'
 - *4 NOTICE BOARD WORDED 'ENGINES RUNNING ROUND MUST NOT PASS THIS POINT'
 - *5 NOTICE BOARD AT HOPPER ENTRANCE TO READ 'ENGAGE 1/2 M.P.H. GEAR'
 - *6 NOTICE BOARD AT TARE WEIGHBRIDGE TO READ 'MAX. SPEED 10 M.P.H.'
 - *7 NOTICE BOARD AT GROSS WEIGHBRIDGE TO READ 'LIGHT ENGINES NOT TO PASS THIS POINT EXCEPT BY PERMISSION OF THE PERSON IN CHARGE'

B.S.C. REDCAR MINERAL TERMINAL