



Eastern Region
J. MIDCALF

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND

PERMANENT WAY ALTERATIONS

affecting the working of the line

from

TUESDAY 29 NOVEMBER 1977

at

**BUTTERWELL OPENCAST RAPID
LOADING INSTALLATION**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BUTTERWELL BUNKER LOADING FACILITIES

On and from Tuesday 29 November, rapid loading facilities will be brought into use on a new N.C.B. single line, rail connected from the Down and Up E.C.M.L. approximately ½ mile north of Longhirst signal box, and will join up with the Down Exchange Siding on the Linton side of Potland level crossing.

The loading point and sidings at Linton will be taken out of use and the connection to the sidings will be secured out of use for through running between Ashington and the Bunker.

The Butterwell single line between Ashington N.C.B. No.1 Loop signal box and signal B.6 also between the E.C.M.L. connections and signal B.1 will be worked in accordance with the T.C.B. Regulations (single lines).

The facilities will consist of a Bunker line, a Run-round, Large Coal line, and Down and Up Loop lines. At No.1 Loop a new Standage siding will be brought into use and will be connected to the Butterwell single line approximately 416 yards from the signal box.

Bunker Area

A ground frame "A" released by the Butterwell Bunker Operator will be provided at the points leading from the Bunker line (at the Longhirst end) to the Run-round or Large Coal line.

Ground frames "B" and "C" also released by the Bunker Operator, will control the catch points at the Ashington end of the Bunker and Large Coal lines.

All loading movements through the bunker will be controlled by special position light Bunker loading (Toton) signals.

Level Crossings

New Moor, Potland and Linton Lane will be provided with red flashing lights applicable to road traffic and they will be manned. The N.C.B. level crossing will continue to operate as hitherto. Advance warning boards and Stop Boards will be provided.

General

Details of the track layout, signalling, notice boards etc., are shown on the attached diagram. A list of new signals is included in this notice.

Description of Signals

(LT = Longhirst, B = Controlled by Bunker Operator, A = N.C.B. No.1 Loop)

No.	Location	Aspect	Route or	Application to or towards
		M = Main S = Sub.	Junction Indication	
LT.9 (existing)	Down Main	M	—	D.21
LT.2 (existing)	Up Butterwell Bunker	M	Position 4	B.1 LT.5
B.1	Down Butterwell Bunker	S	—	Bunker shunting area.
B.2	Up Butterwell Bunker	S	—	LT.2 Released by Longhirst.
B.3	Bunker	S	—	B.5
B.4	Bunker	S	—	B.2
B.5	Bunker	S	—	B.7
B.6	Down Loop	S	—	B.4
B.7	Up Loop	S	—	A.33
A.33	Up Loop	M	—	No.1 Loop Up Butterwell 1st Home (31)
A.32	Down Butterwell	M	—	B.6
A.31	Up Butterwell	M	—	Up Butterwell 2nd Home (23)
A.30	Up Butterwell	S	—	29 disc.

Description of Signals – continued

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
.28	Down Butterwell	M	—	A.32
.29	Up Butterwell	S	—	Up Butterwell 2nd Home (23) or Standage Siding.
.27	Down Butterwell	M	—	Down Butterwell starting (28)
.25	Standage Siding	S	—	Down Butterwell starting (28)
.23 (existing)	Up Butterwell	M	—	Ashington (B.R.) Up Butterwell Home (20)

The semaphore signal numbers are shown for reference purposes only).

Outline Method of Working

Terry-Go-Round Trains

The train arrives onto the Bunker line via the Longhirst connections, and draws through the Bunker to ground frame "B." The locomotive is uncoupled and runs round the train, the Guard operating the ground frame points and the wagon brakes as necessary. The train is then drawn through the Bunker for tare weighing at 3m.p.h. until the last wagon is under the loading point.

The train is then propelled through the Bunker at ½m.p.h. for loading and gross weighing under control of the bunker loading signals. After loading is completed the train is ready to depart via the Longhirst connections.

Conventional Empty trains for Bunker Loading

All Conventional trains for Bunker loading must be tare weighed, loaded and gross weighed with the brake van between the locomotive and the train.

The train arrives from Ashington and draws forward onto the Bunker line until the brake van is standing clear of the catch points worked from ground frame "B". After the Guard has secured the train, the brake van is detached and gravitated clear of the hold-up points. The Guard operates ground frame "B" to open the catch points. The locomotive is uncoupled and runs round the train and after attaching to the brake van, runs round again and locomotive and brake van are coupled to the train at the Longhirst end – the Guard operating the hold-up points and ground frame "A" as required. The train draws through the Bunker, tare weighing at 3m.p.h., and then propels through the Bunker at ½m.p.h., loading and gross weighing under control of the Bunker loading signals.

The locomotive is uncoupled and runs round to be re-coupled at the Ashington end, the Guard securing the train and operating ground frame "A". After ground frame "B" has been operated to close the catch points, the train is ready to depart towards Ashington.

Conventional Empty Train for Large Coal Line

The train arrives from Ashington on the Bunker line, and draws forward to clear ground frame "A" points. After operating the ground frame points, the train is propelled onto the large coal line and stops at the notice board worded "Locos off propelled trains STOP – AWAIT INSTRUCTIONS". After receiving permission from the Bunker Controller, the Guard will hand-signal the train to be propelled forward until the brake van is at the loading point.

After receiving permission from the Bunker Controller, the Guard will pin down the wagon brakes of the loaded train and gravitate the brake van from the Empty train onto the loaded train standing beyond the loading point, and after attaching the Brake van onto the loaded train, the locomotive will be detached, re-round, and coupled to the loaded train, the Guard operating the points as necessary.

After the ground frame "C" points have been closed, and the wagon brakes unpinned, the train will draw forward clear of the hold-up points. When the ground frame "C" points have been restored to normal, the train is ready to depart towards Ashington.

