

C. J. Woodsterholnes

For the information of Railway Staff only.



Eastern Region

**SUPPLEMENTARY NOTICE
OF
SIGNALLING ALTERATIONS**

affecting the working of the line

from

MONDAY 19 JUNE 1972

AT

WELBECK COLLIERY

including the internal signalling at the

N.C.B. BUNKER LOADING PLANT

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulley and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

WELBECK COLLIERY : N.C.B. BUNKER LOADING PLANT SIGNALLING

On and from Monday, 19th June, new rapid loading facilities will be brought into use at Welbeck Colliery together with bunker loading signals. The facilities will consist of a rapid loading bunker served by a bunker line together with run-round line. Notice boards at intervals of 40 yards will be provided between the bunker loading signals and these will serve as a guide only to the driver as to the distance a train is required to move between one loading operation and the next. The new layout will be as illustrated in the attached diagram.

Method of Operation**Merry-Go-Round Trains****Arrival**

A train for bunker loading will obtain the key token at Welbeck Colliery Junction signal box and proceed onto the bunker line passing over the weighbridge and through the bunker at a speed not exceeding 10 m.p.h. for tare weighing to be completed. On completion the train will proceed to the furthest bunker loading signal.

Loading

When loading is to commence the required aspect will be displayed by the bunker loading signals. The driver will engage slow speed control and commence to propel the train through the loading bunker for wagons to be loaded in rakes of four on a stop and start basis (where the number of wagons on the train is not divisible by four, rakes less than four will be loaded at the commencement or termination of loading) under the control of the bunker operator.

Departure

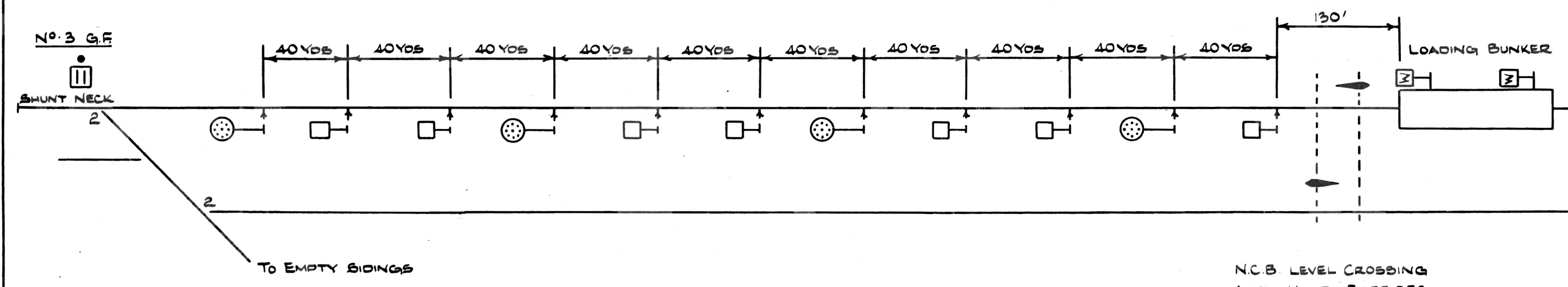
When loading is completed the train will proceed over the weighbridge for gross weighing at not more than 10 m.p.h. An audible warning will warn colliery staff when a train is being propelled to load or weigh. On completion of gross weighing the guard will pin down wagon brakes to enable the locomotive to run round the train prior to departure via the run round line.

Conventional Trains

Conventional trains of empties will proceed in similar manner on to the Shunt Neck clear of Ground Frame No.3 not exceeding 10 m.p.h. when passing over the weighbridge. The brake van will be detached and the wagons placed in the empty sidings. The brake van will be placed and secured on the Arrival/Bunker line. The locomotive will proceed to the branch end of the Loaded Sidings via Ground Frame No.2 and draw a loaded train from the Loaded Sidings via No.1 Ground Frame. When the last wagon has been drawn clear the guard will run his brake van down and couple it to the train ready to depart.

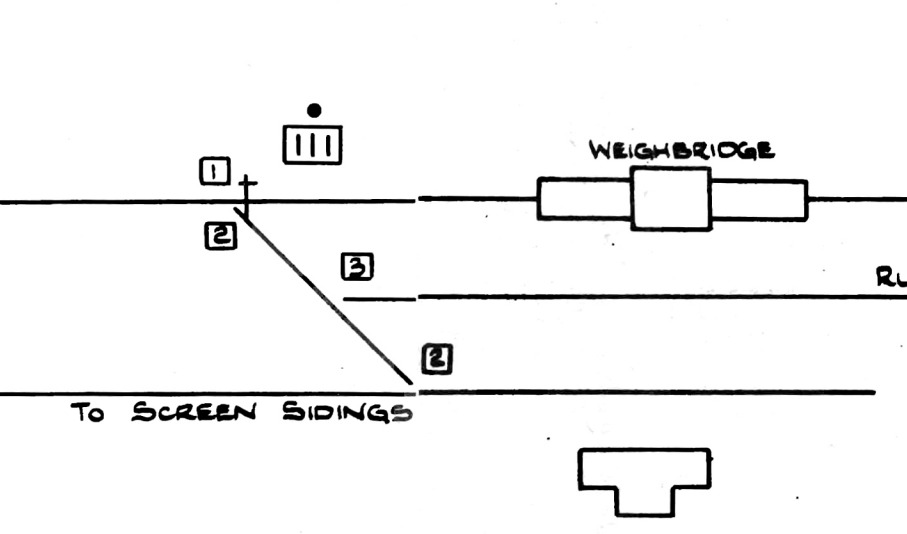
No 3 G.F.
RELEASED BY ANNETTS KEY ATTACHED
TO KEY TOKEN
1 RELEASE
2 POINTS

BUNKER LOADING SIGNALS & NOTICE BOARDS
SPACED AT FOUR WAGON LENGTHS



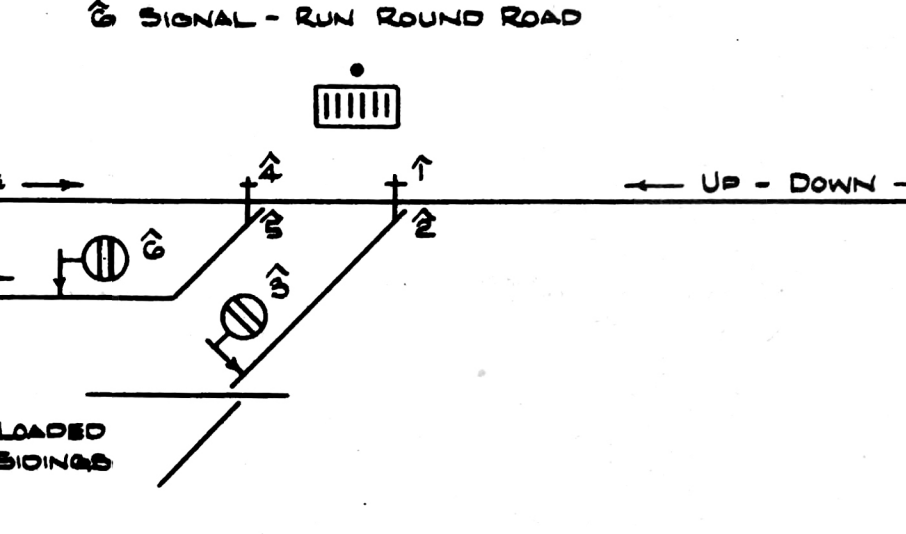
- LOADING SIGNALS TO DISPLAY**
- ⊙ STOP IMMEDIATELY (OUTER LIGHTS RED)
 - ⊙ PREPARE TO STOP
 - ⊙ MOVE SLOWLY IN DIRECTION OF LOADING
 - ⊙ MOVE SLOWLY IN OPPOSITE DIRECTION TO THAT OF LOADING (FLASHING WHITE LIGHTS)

No 2 G.F.
1 F.P. LOCK (NORMALLY IN) RELEASED BY ANNETTS KEY ATTACHED TO KEY TOKEN
2 POINTS - SIDINGS
3 POINTS - RUN ROUND ROAD



WEIGH OFFICE
TELEPHONE TO WELBECK COLLIERY JN. S.B.
TELEPHONE TO BUNKER OPERATOR.

No 1 G.F.
↑ F.P. LOCK (NORMALLY IN) RELEASED BY ANNETTS KEY ATTACHED TO KEY TOKEN.
2 POINTS - SIDINGS
3 SIGNAL - SIDINGS
4 F.P. LOCK (NORMALLY IN) RELEASED BY ANNETTS KEY ATTACHED TO KEY TOKEN.
5 POINTS - RUN ROUND ROAD
6 SIGNAL - RUN ROUND ROAD



KEY TO SYMBOLS

- ⊙ BUNKER LOADING SIGNAL
- ⊙ DISC SIGNAL
- ⊙ SIGNAL RELEASED BY KEY TOKEN
- ⊙ NOTICE BOARD
- ⊙ WHISTLE BOARD
- ⊙ TELEPHONE
- ⊙ GROUND FRAME
- ⊙ SPRING POINTS
- ⊙ FACING POINT LOCK
- ⊙ LEVEL CROSSING WITH HALF BARRIERS

BRITISH RAIL EASTERN REGION
WELBECK COLLIERY JN. S.B.
WELBECK COLLIERY
BUNKER SCHEME SIGNALLING
NOT TO SCALE