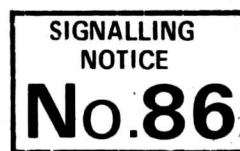


For the information of Railway Staff only.



Eastern Region
J. MIDCALF

SUPPLEMENTARY NOTICE

OF

SIGNALLING AND

PERMANENT WAY ALTERATIONS

affecting the working of the line

at

EASINGTON COLLIERY

including the internal signalling

at the

N.C.B. BUNKER LOADING PLANT

York
FEBRUARY, 1977

MO/42/5167

G.R.H. Orbell
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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EASINGTON COLLIERY RAPID LOADING FACILITIES

Facilities for the rapid loading of coal will be brought into use at a bunker installation at Easington Colliery.

The facilities will consist of two Arrival lines and a Departure line which in turn will lead to and from the Bunker line. A facing connection will be provided to the Empty Sidings from the Bunker line.

The Bunker line will be equipped with a weighbridge and bunker loading signals on the "Toton" type Marker boards and notice boards in addition to the "Toton" signals will regulate the working of trains and the method of working is outlined below :-

METHOD OF WORKING

Train arrives on No.1 or 2 Down Sidings and after acceptance by the N.C.B. Traffic Control Weigh Office the Guard, after consulting the Signalman, will set the hand-points for the appropriate arrival line and the train will run forward to notice board H.

MGR OR CONVENTIONAL TRAINS FOR BUNKER LOADING

When authorisation is given by the N.C.B. Shunter and the ground position light signal No.3 is cleared the train will draw forward onto the bunker line for tare weighing to be completed and come to a stand at the bunker line buffer stops, conventional trains will come to a stand at Toton signal B. The MGR trains will be loaded four wagons at a time stop and start, conventional trains will be loaded three wagons at a time stop and start, under the control of the bunker loading signals.

When loading and gross weighing is completed the locomotive will come to a stand between Notice Board J and black and yellow marker post M on the Departure line.

During the loading operations the Guard must position himself at the emergency stop button located in the Bunker and be prepared in an emergency to place the signals to "Stop Immediately" and must not allow loading to re-commence until he is satisfied it is safe to do so.

The locomotive will be uncoupled, after the necessary number of wagon brakes have been pinned down, and run-round via one of the Arrival Lines to Notice Board L and re-join the train. Departure will be under the authority of disc signal No.31 and semaphore signal No.13.

CONVENTIONAL TRAINS FOR THE EMPTY SIDINGS

Conventional trains from the South for the empty sidings will be routed onto the Down Siding 1 and the locomotive run-round the train, trains from the North will arrive on Down Sidings 1 or 2. In both cases when the Guard has ascertained onto which arrival line the train is required and set the points accordingly the train will propel to Notice Board H. The locomotive to come to a stand at Notice Board K lettered "Locomotives of Propelled Trains Stop - Telephone". On assurance from the Traffic Control Weigh Office that the route is set into the empty sidings the train will propel into the sidings under the authority of ground position light signal No.3.

After disposing of the train the locomotive and brake (s) will proceed to the Fulls Sidings via the Bunker and Departure lines.

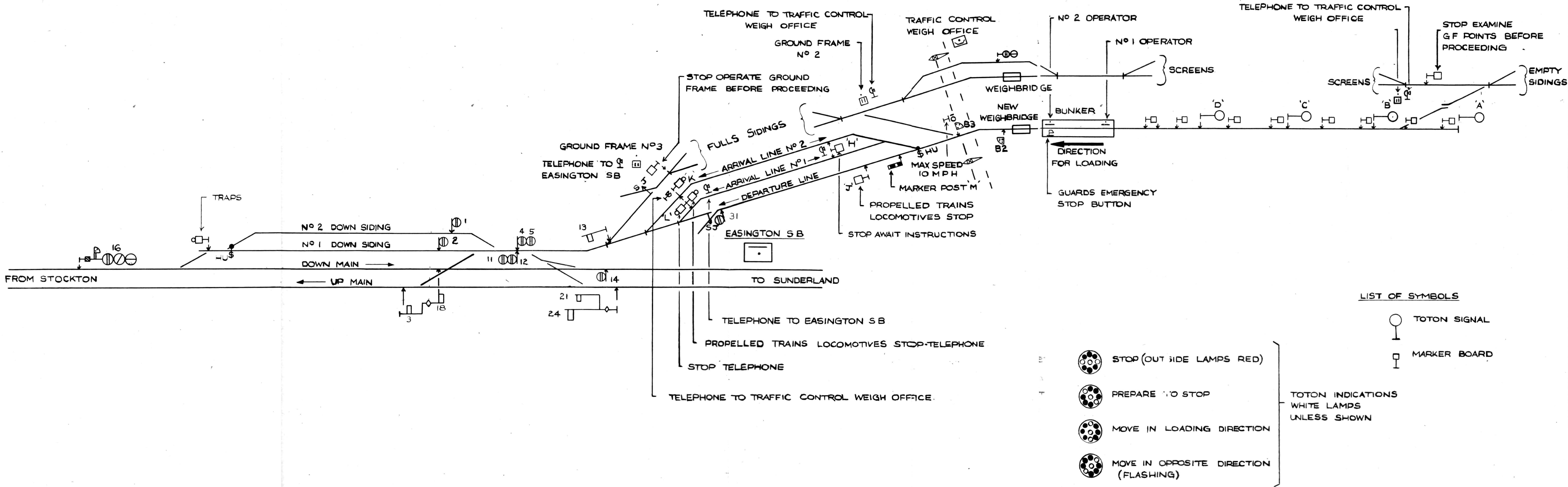
Any cripples which require detaching may be placed in the Fulls Siding under authority of the N.C.B. Shunter, who will operate ground frame No.2 for this purpose.

Working of loaded trains from the Colliery Full Sidings will remain as at present.







The N.C.B. Shunter operating ground frame 3 as necessary.

Maximum speed for all trains will be 10 m.p.h. but during the weighing operations will be 4 m.p.h.

EASINGTON COLLIERY
NEW RAPID LOADING FACILITIES



LIST OF SYMBOLS

-  TOTON SIGNAL
 -  MARKER BOARD
 -  STOP (OUTSIDE LAMPS RED)
 -  PREPARE TO STOP
 -  MOVE IN LOADING DIRECTION
 -  MOVE IN OPPOSITE DIRECTION (FLASHING)
- TOTON INDICATIONS
 WHITE LAMPS
 UNLESS SHOWN