

EASTERN REGION

SUPPLEMENTARY NOTICE
J. MIDCAL

of

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

affecting the working of the Line

from

MONDAY 28 MARCH 1977

AT

HORDEN COLLIERY

including the Internal Signalling

at the

NCB BUNKER LOADING PLANT

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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HORDEN COLLIERY RAPID LOADING FACILITIES

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

The facilities will consist of Arrival Lines 1 & 2, a Departure Line and Cripple Siding. These in turn will lead to and from the actual Bunker Line.

The Bunker Line will be equipped with a weighbridge and bunker loading signals of 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 in colliery siding No.2 and after permission has been obtained from the bunker operator the train is directed to arrival line 1 or 2, coming to a stand at notice board "L".

M.G.R. or Conventional Trains for Bunker Loading

M.G.R. or conventional trains requiring to load under the bunker will, when authorised by the NCB Shunter proceed onto the bunker line for tare weighing to be completed and proceed to the bunker buffer stops, conventional trains (25 wagons) need only proceed to the second Toton signal 'B'.

The train will then be loaded four wagons at a time, stop and start, Merry-Go-Round trains, and three wagons, stop and start, conventional trains under control of the bunker loading signals. When loading is complete the locomotive will come to a stand at notice board "G" and the driver will change cabs.

During the loading operation the guard must position himself at the emergency stop button 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 that it is safe to do so.

After operation of No.3 ground frame the driver will be authorised by the illumination of the "R" indication to proceed through the bunker and stop at the South side of the bunker for the guard to rejoin the train after obtaining the train documents from the Weigh Office. A duplicate "R" indicator situated at the South side of the bunker will when illuminated authorise the driver to continue propelling of the loaded train to the departure line, coming to a stand with the locomotive between notice board "K" and marker post "N".

After permission has been given by the NCB Shunter, the locomotive will uncouple and run-round via one of the arrival lines and return to the train inside notice board "M". Before uncoupling for the run-round movement the guard must pin down the requisite number of wagon brakes. When the driver receives authorisation to pass notice board "M" the train will depart via No.48 signal.

If cripples require detaching, on arrival between notice board "K" and marker post "N" the train will be split at the defective wagon after the requisite number of wagon brakes have been pinned down and run forward clear of ground frame No.3, before detaching into the cripple siding. After detaching the defective wagon and the portions have been re-coupled the locomotive will run-round via one of the arrival lines.

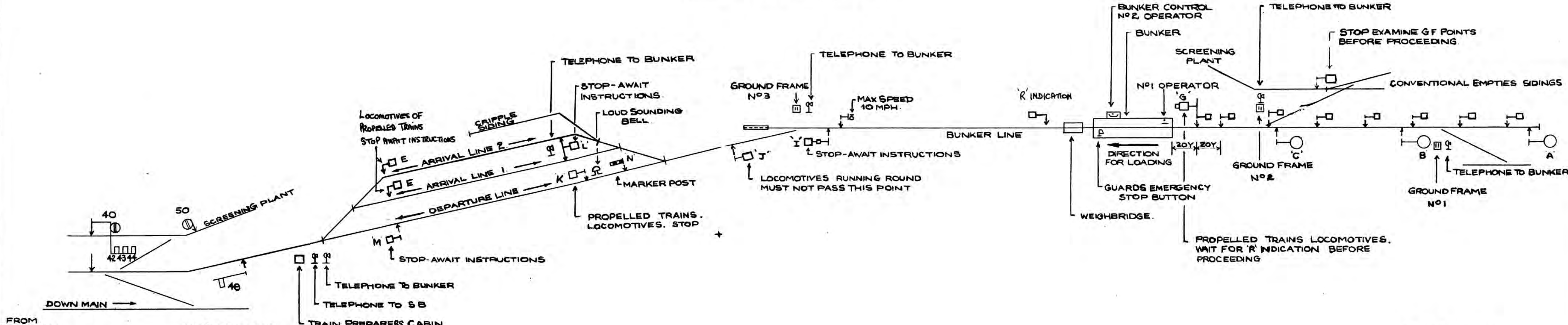
Conventional Trains for Empty Sidings

Locomotives of conventional trains from the South (Hartlepool direction) will arrive on Colliery Siding 2 and run-round. Trains from the North (Seaham direction) will propel from the Main Line to Colliery Siding 2. When the B.R. train preparer has operated the hand points the train will propel on to arrival lines 1 or 2 as far as notice boards "E", lettered "Locomotives of Propelled Trains – Stop Await Instructions". The NCB Shunter will then instruct the driver to propel to the empty sidings at 10 m.p.h. The locomotive and brake van will return to notice board "I" and when authorised proceed to notice board "M" and departure via signal 48.


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

HORDEN COLLIERY





NEW RAPID LOADING FACILITIES



FROM STOCKTON → DOWN MAIN
 ← UP MAIN TO SUNDERLAND


HORDEN
SB

NOTE: TOTOX SIGNALS AT 99Y APART.
 MARKER BOARDS AT 40Y APART.

-  STOP (OUTSIDE LAMPS RED)
-  PREPARE TO STOP
-  MOVE IN LOADING DIRECTION
-  MOVE IN OPPOSITE DIRECTION (FLASHING)

TOTOX INDICATIONS
 WHITE LAMPS UNLESS SHOWN

LIST OF SYMBOLS

-  TOTOX SIGNAL
-  MARKER BOARD