

NEW MARKS

INTRODUCTION

When the front ends of the ropes are cut, or when ropes are renewed it is necessary to obtain new marks.

The tip mark should always be taken first when the skips are full and the necessary stretch is in the rope. It is not advisable to take new tip marks with empty skips.

All other marks such as the bank, stations, loading platforms and box marks are obtained with empty skips, i.e. when there is no stretch in the rope.

There are different procedures, which may be followed to obtain new marks on a winder.

These methods are: -

The onsetter uses another winder to travel to required stations and then give new marks.

The onsetter uses the winder whose ropes have been cut.

The skip man uses another winder to travel to the required stations and then gives new

Marks

Assuming that both the skips were loaded before the cutting or renewing of the ropes and that both skips are at the shaft collar, the following procedure is followed: -

The driver will: -

Receive the clutching signal and a clear signal from the banksman.

Test both brakes separately and clutch out.

Lower the conveyance to the lowest level.

Clutch in and test both brakes separately.

Signal clutching completed signal to the banksman.

Receive the signal 4-1 from the banksman.

Raise the top skip to the tip.

Stop when skip when signalled 1 by the banksman.

On some shafts pilot lights will assist the driver by indicating that the skips are tipping.

The driver will: -

Receive the mark signal from the banksman.

Advise the fitter and electrician.

It must be stressed that tip marks may only be renewed with loaded skips. The fitter and the electrician will now connect the indicator and the Lilly and will adjust the trips to the correct setting.

The driver will: -

Acknowledge the mark signal 4-4 to the banksman.

Receive a clear signal and a call-over signal from the banksman.

Raise the other skip to the tip.

Stop the skip when signalled 1 by the banksman or indicated by the pilot lights.

Receive the mark signal 4-4 from the banksman.

Advise the fitter and electrician.

Acknowledge the mark signal 4-4 to the banksman.

Receive the clutching signal 4-4-4 and a clear signal 2-2 from the banksman.

Position the top skip until it is 2 turns below the tip.

Test both brakes separately and is satisfactory, un-clutch the top skip.

Position the bottom skip until it is 1 turn from the box.

Clutch in the top skip and test both brakes separately.

The driver must clutch in this manner because the box marks are renewed with empty skips after a few trips have been run through the shaft. Level marks are also renewed with empty conveyances.

The driver will: -

Run empty skips down and up the shaft a few times.

Stop the bottom conveyance one turn above the box.

Test both brakes separately.

Un-clutch top conveyance.

Receive the signal 4-2 from the skip supervisor.

Lower the bottom skip to the box.

Stop when signalled 1 by the skip supervisor.

Receive the mark signal from the skip supervisor.

Clutch in and test both brakes separately.

Advise the fitter and electrician.

Signal the mark signal to the skip supervisor.

Repeat the same procedure on the other side.

The driver must clutch 2 turns out of the tip and 1 turn above the box as an over-wind may result of an empty skip is taken into the tip.

The driver will: -

Receive a clutching signal, lowest level signal and a clear signal from the skip man.

Lower the top skip to the bank.

Move the man/Rock lever to the man position.

On some winders a special key is provided which enables the driver to reply to signals while the skip is above the man position. Otherwise the driver will have to depress the backing-out switch, move the man/rock lever to man position and signal.

The driver will: -

Test both brakes separately and if satisfactory, un-clutch the top skips.

Raise of lower the bottom skip to the lowest level.

Clutch in and test both brakes separately.

Signal clutching completed signal to the skip man.

Receive a 4-1 or 4-2 signal from the skip man.

Raise or lower the skip.

Stop the skip when signalled 1 by the skip man.

Receive the mark signal from the skip man.

Mark his depth indicator and drum.

Signal the mark signal to the skip man.

Receive the call-over signal and a clear signal from the skip man.

Lower the opposite skip to that level.

Receive the mark signal from the skip man.

Mark his depth indicator and drum.

Signal the mark signal to the skip man.

Receive a clear signal and the next level signal from the skip man.

Repeat the above procedure at each level and the bank.

(i) There is no other winder for the skip man to use.

The procedure to renew the tip and box marks will be the same as explained previously in this module and will not be repeated. Where there is no other winder to convey the skip man to the different levels the conveyances are rigged up as for shaft examination.

The driver will:

Countersign the entry made in the driver's logbook by the timber-man.

Receive a signal 4-2 from the banksman.

Lower the conveyance until stopped by the timber-man on the shaft bell.

Receive the signal 4-2 from the timber-man.

Lower the conveyance at a reduced speed to the first level.

Stop the conveyance when signaled 1 by the timber-man on the shaft signaling system, e.g. contact wire or pull bell. E-com.

The onsetter will then leave the conveyance and signal to the driver on the lock bell.

The driver will: -

Receive signals to position the conveyance with the level.

Stop the conveyance when signalled 1 by the onsetter.

Receive the mark signal from the onsetter.

Mark the depth indicator and drum.

Signal the mark signal to the onsetter.

Reply the signal from the onsetter.

Reply to the signal 3-3-3 from the onsetter.

Reply the next level station signal to the onsetter.

Receive the signal 2 from the onsetter.

Pause at least 10 seconds.

Await the signal to lower from the timber-man.

Lower the conveyance at a reduced speed to the next level.

Stop the conveyance when signalled 1 by the timber-man.

Repeat the procedure as described above to obtain marks at all levels.

When all the level marks have been obtained, the same procedure will be followed on the other side. Some winders are dual-purpose winders, i.e. they are used to hoist rock and men. On these winders the marks must be renewed with skips and after conveyances have been changed, with cages.