

For the information of Railway Staff only.



**Eastern Region**

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING AND**  
**PERMANENT WAY ALTERATIONS**

**affecting the working of the line**

**from**

**MONDAY 2 FEBRUARY 1970**

**AT**

**LINDSEY OIL COMPANY'S SIDINGS,**  
**IMMINGHAM**

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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**IMMINGHAM: LINDSEY OIL COMPANY'S SIDINGS**

The internal layout at the Lindsey Oil Company's sidings has been remodelled and the attached diagram shows the new track layout and signalling. The internal signalling will be controlled by the Lindsey Oil Company Control Tower Operator and details concerning the application of the internal signals are shown below. The Main line signalling is not affected.

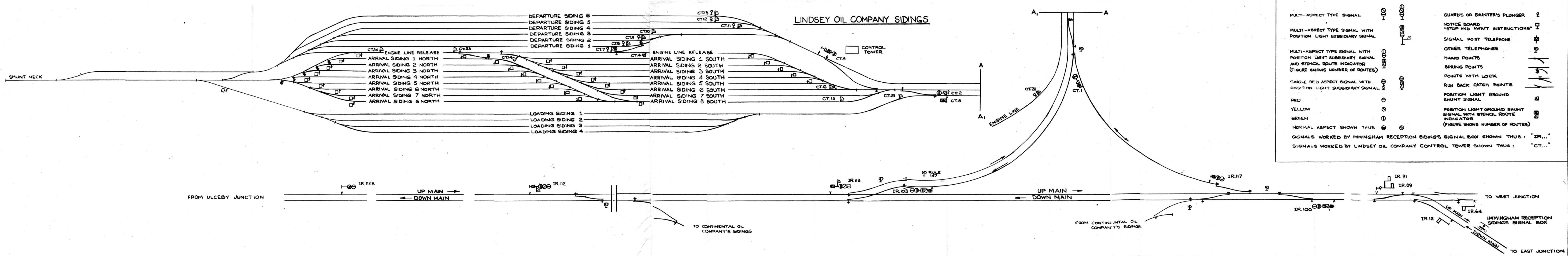
The new layout is scheduled to become operational on Monday 2nd February 1970.

**DESCRIPTION OF INTERNAL SIGNALS**

Number	Type of Signal	Location	Aspect S = Sub	Route Indication	Application towards
CT.1	Permanent red aspect with subsidiary	Arrival line from Immingham	S	—	CT.2
CT.2	Permanent red aspect with subsidiary	Arrival line	S	—	Arrival sidings
CT.3	Permanent red aspect with subsidiary	Departure Sidings	S S S	I U L	IR.117 IR.103 Engine line
CT.4	Subsidiary	Engine line release	S	—	Engine line release
CT.5	Subsidiary	Engine line	S S S	L A D	Loading sidings Arrival sidings Departure sidings
CT.6	Subsidiary	South end of arrival sidings South 1-6 and engine line release	S	—	Engine line
CT.7	Subsidiary	Engine line release	S S	← ↑	CT.3 CT.6
CT.8	Subsidiary	Departure siding No.1	S	—	CT.3
CT.9	Subsidiary	Departure siding No.2	S	—	CT.3
CT.10	Subsidiary	Departure siding No.3	S	—	CT.3
CT.11	Subsidiary	Departure siding No.4	S	—	CT.3
CT.12	Subsidiary	Departure siding No.5	S	—	CT.3
CT.13	Subsidiary	Departure siding No.6	S	—	CT.3
CT.14	Subsidiary	North end of arrival sidings South	S	—	Engine line release
CT.15	Subsidiary	South end of arrival sidings South 7 and 8	S	—	Engine line

ber	Type of Signal	Location	Aspect S = Sub	Route Indication	Application towards
1	Subsidiary	Loading sidings	S	—	Engine line
2	Subsidiary	Engine line	S	—	CT.5
3	Subsidiary	Engine line release	S	—	CT.7
4	Subsidiary	Engine line release	S	—	CT.23

Varitype Unit No. 298



MULTI-ASPECT TYPE SIGNAL		GUARD'S OR SHUNTER'S PLUNGER	
MULTI-ASPECT TYPE SIGNAL WITH POSITION LIGHT SUBSIDIARY SIGNAL		NOTICE BOARD "STOP AND AWAIT INSTRUCTIONS"	
MULTI-ASPECT TYPE SIGNAL WITH POSITION LIGHT SUBSIDIARY SIGNAL AND STENCIL ROUTE INDICATOR (FIGURE SHOWS NUMBER OF ROUTES)		SIGNAL POST TELEPHONE	
SINGLE RED ASPECT SIGNAL WITH POSITION LIGHT SUBSIDIARY SIGNAL		OTHER TELEPHONES	
RED		HAND POINTS	
YELLOW		SPRING POINTS	
GREEN		POINTS WITH LOCK	
NORMAL ASPECT SHOWN THUS		RUN BACK CATCH POINTS	
SIGNALS WORKED BY IMMINGHAM RECEPTION SIDINGS SIGNAL BOX SHOWN THUS: "IR..."		POSITION LIGHT GROUND SHUNT SIGNAL	
SIGNALS WORKED BY LINDSEY OIL COMPANY CONTROL TOWER SHOWN THUS: "CT..."		POSITION LIGHT GROUND SHUNT SIGNAL WITH STENCIL ROUTE INDICATOR (FIGURE SHOWS NUMBER OF ROUTES)	