

For the information of Railway Staff only.



Eastern Region

C. J. Woolstenholmes

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 3 MAY

AT

IMMINGHAM RECEPTION SIDINGS

including the internal signalling

at the

N.C.B. COAL TERMINAL

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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IMMINGHAM RECEPTION SIDINGS AND N.C.B. COAL TERMINAL—SIGNALLING

On and from Sunday 3 May a new junction will be brought into use at Immingham Reception Sidings leading to the new N.C.B. Coal Terminal together with new colour light signals. Colour light signalling will also be provided within the new Coal Terminal.

Method of Operation at the N.C.B. Coal Terminal

Arrival and Run Round

The Arrival line accommodates 3 trains. When signal S.4 is operated the first train proceeds on to the Waiting line and the driver must bring the train to a stand at the notice board worded LOCO TO UNCOUPLE AT THIS POINT. The Guard will then uncouple the locomotive and the Driver may commence the run round movement. After proceeding along the Run Round line the locomotive must be brought to a stand at the notice board worded MOVEMENTS FROM THE RUN ROUND LINE MUST NOT PASS THIS POINT following which the movement back on to the train will be authorised by No. S.7 signal. After recoupling to the train, signal S.5 will be operated to allow the train to draw forward to signal S.6.

Unloading

When signal S.6 is operated, the driver must engage the slow speed control and proceed through the Unloading House obeying the aspects displayed by signals S.8 to S.15 inclusive. In the event of it being necessary to detach crippled wagons in the Cripple Siding, a letter 'C' will be illuminated beneath S.15 signal.

Departure

When ready for departure trains must be drawn towards signal I.R.203.

Sequence of Train Movements

When the first train has passed from the Waiting line to signal S.6 the next train may run to the Waiting line for the locomotive to run round ready to proceed to signal S.6 when the first train has passed clear of signal S.6. Subsequent trains may move along the Arrival line in turn and stand at signal S.3 to await the operation of signal S.4.

DESCRIPTION OF SIGNALS

Immingham Reception Sidings Running Signals

No	Location	Aspect M=Main S=Sub	Route Indication	Application to or towards
IR.207	Down Main	M	—	IR.100 (existing signal)
IR.213	Up Main	M	—	Up Main semaphore signal (No.88)
		M	T	N.C.B. Terminal Arrival line (line clear)
		M	B	Immingham West Junction (line clear)
		S	T	N.C.B. Terminal Arrival line (line occupied)
		S	B	Immingham West Junction (line occupied)
IR.203	N.C.B. Terminal Departure line	M	—	IR.100 (existing signal)
IR.206	Down Branch	M	—	IR.100 (existing signal)

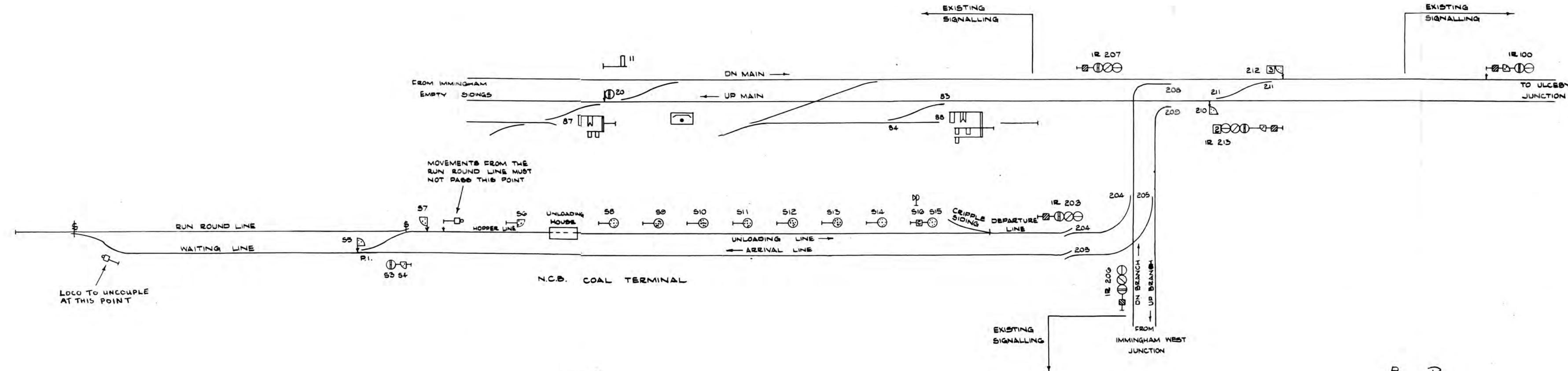
DESCRIPTION OF SIGNALS – continued

Immingham Reception Sidings – Subsidiary Signals

No.	Location	Route Indication	Application to or towards
IR.212	Down Main	B	Up Branch
		T	N.C.B. Terminal
		M	Up Main
IR.210	Up Main	–	Down Main

N.C.B. Terminal – Internal Signalling

	Location	Application to or towards
S.3	Arrival Line	Stop
S.4	Arrival Line	Notice board worded LOCO TO UNCOUPLE AT THIS POINT
S.7	Hopper Line	Waiting Line
S.5	Waiting Line	S.6
S.6	Hopper Line	Unloading Line
S.8 to S.15 inclusive	Unloading Line	Unloading signals
S.16	Unloading Line	Crippled wagons to be detached (when indication 'C' is illuminated)

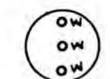


KEY TO SYMBOLS

- MULTI-ASPECT SIGNAL
 - GREEN
 - YELLOW
 - RED
- MULTI-ASPECT SIGNAL WITH ROUTE INDICATOR & SUBSIDIARY SIGNAL
- POSITION LIGHT SHUNT SIGNAL
 - WITH ROUTE INDICATOR
- UNLOADING SIGNAL
 - WITH 'C' INDICATOR
- ILLUMINATED NOTICE BOARD
- SIGNAL POST TELEPHONE
- HAND POINTS
- SPRING POINTS
- TELEPHONE

UNLOADING SIGNAL ASPECTS:-

MOVE AT LOW SPEED IN DIRECTION FOR UNLOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR UNLOADING



FLASHING LIGHTS

STOP IMMEDIATELY



R : RED
W : WHITE
ASPECTS APPLICABLE ONLY DURING UNLOADING

IMMINGHAM RECEPTION SIDING

NCB TERMINAL

A A

B B