

**BRITISH RAIL
EASTERN REGION**

SPECIAL NOTICE

**NOTICE TO DRIVERS, GUARDS AND OTHERS
RESPECTING SIGNALLING ALTERATIONS AT**

IMMINGHAM RECEPTION SIDINGS

**AND THE PROVISION OF NEW PRIVATE SIDINGS FOR
THE LINDSEY OIL COMPANY AND
THE CONTINENTAL OIL COMPANY**

**YORK
OCTOBER, 1967.**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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**IMMINGHAM RECEPTION SIDINGS SIGNAL BOX,
LINDSEY OIL COMPANY PRIVATE SIDINGS AND
CONTINENTAL OIL COMPANY PRIVATE SIDINGS**

The attached diagram shows the new connections to the running line between Ulceby Junction and Immingham Reception Sidings signal boxes, the revised signalling in connection therewith, also the layout of the Lindsey Oil Company Sidings and details of the internal signalling. Details of the layout of the Continental Oil Company Sidings will be published at a later date.

The new connections and running line signalling will be brought into use on Thursday, 26th October, 1967, except as detailed below, and further information will be published in the Weekly Notice of Engineering Operations.

The signalling controlled by the Lindsey Oil Company Control Tower Operator also the subsidiary signals working in conjunction with signals IR.100, IR.112 and IR.113 and applicable to the Lindsey and Continental Oil Companies sidings will be brought into use at a later date. Details will be shown in Section C of the Weekly Notice of Engineering Operations.

ULCEBY JUNCTION

A new down main to Immingham line calling-on signal will be provided beneath the down main to Immingham starting signal and will apply towards signal IR.112 when the line is occupied.

IMMINGHAM RECEPTION SIDINGS

New multiple aspect colour light signals together with position light subsidiary signals will be provided to control movements to and from the Lindsey Oil Company sidings and the Continental Oil Company sidings. A schedule of these signals is included in this notice.

LINDSEY OIL COMPANY SIDINGS

The sidings are under the control of the Lindsey Oil Company Control Tower Operator and all movements entering or leaving the sidings will be controlled by permanent red aspect colour light signals and/or position light subsidiary signals. A schedule of these signals is included in this notice. Detailed operating instructions are shown in the Sectional Appendix.

CONTINENTAL OIL COMPANY SIDINGS

All internal signalling will be brought into use at a later date and will be detailed in a separate notice.

**SCHEDULE OF MAIN RUNNING SIGNALS AND
POSITION LIGHT SUBSIDIARY AND SHUNTING SIGNALS**

IR indicates Immingham Reception Sidings signal box.

CT indicates Lindsey Oil Company Control Tower.

* indicates route to be brought into use at a later date.

IMMINGHAM RECEPTION SIDINGS SIGNAL BOX

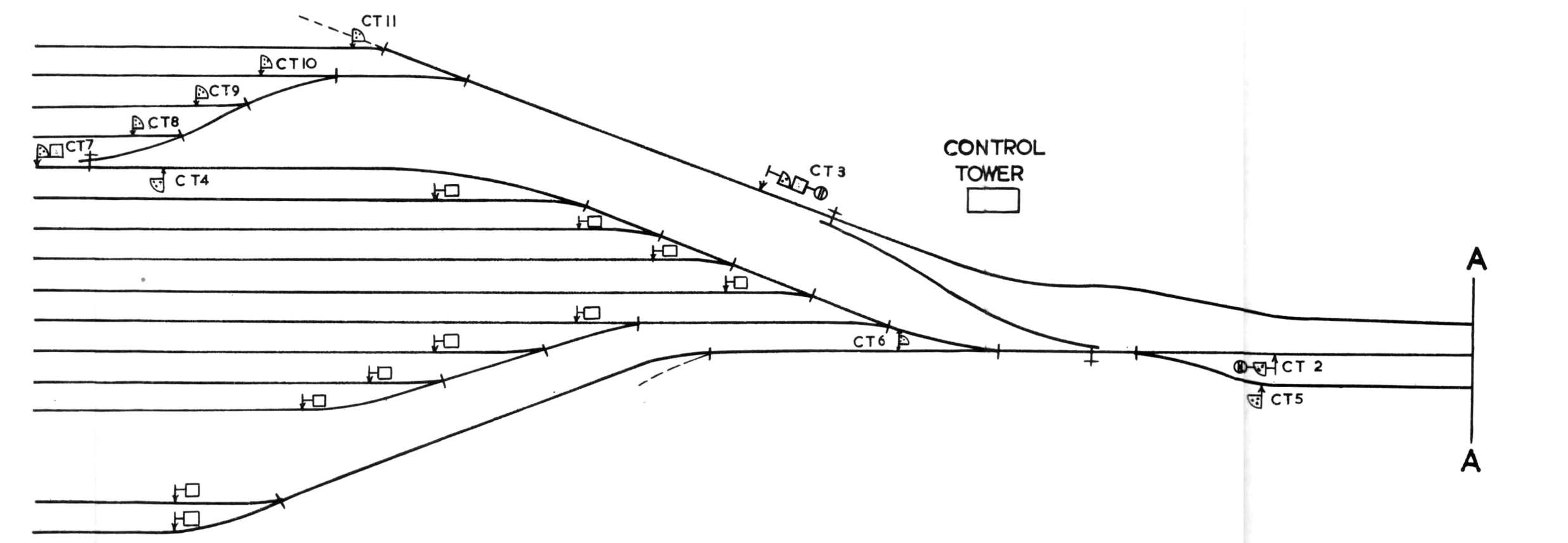
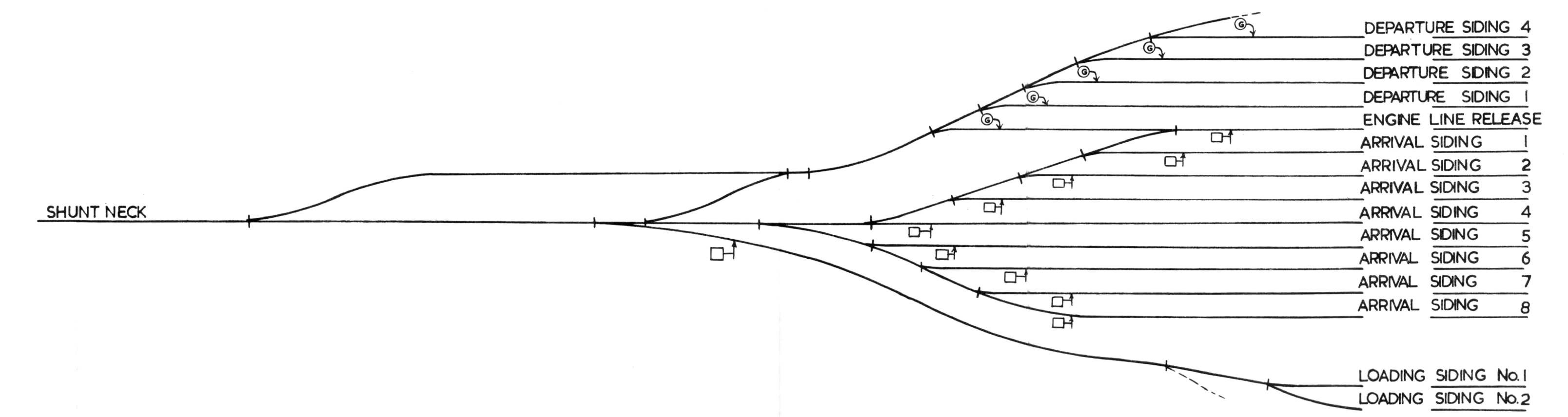
<i>Signal No.</i>	<i>Type of Signal</i>	<i>Aspect to Driver</i>	<i>Application</i>
IR.100	2 Aspect and Subsidiary with Route Indicator	G Subsidiary with Indication L* Subsidiary with Indication M Subsidiary with Indication C*	Line clear to Ulceby Junction Down Immingham 1st Home Signal To Lindsey Oil Company Sid- ings CT.1 Call-on to Down Main Line occupied To Continental Oil Company Sidings
IR.103	2 Aspect and Subsidiary with Route Indicator	G Subsidiary with Indication M	Line clear to Ulceby Junction Down Immingham 1st Home Signal Call-on to Down Main Line occupied
IR.105	2 Aspect and Subsidiary with Route Indicator	G Subsidiary with Indication M	Line clear to Ulceby Junction Down Immingham 1st Home Signal Call-on to Down Main Line occupied
IR.112	3 Aspect with Subsidiary	Y G Subsidiary*	IR.113 at R IR.113 at Y or G To Continental Oil Company Sidings
IR.112R	2 Aspect	Y G	IR.112 at R Proceed Aspect at IR.112
IR.113	3 Aspect with Subsidiary	Y G Subsidiary*	Line clear to Immingham Re- ception Sidings IR.89/91 Signals Immingham Reception Sidings IR.89/91 Signal OFF. To Lindsey Oil Company Sid- ings CT.2
IR.117	2 Aspect	Y	Line clear to Immingham Re- ception Sidings IR.89/91 Signals
IR.121	2 Aspect	Y	Line clear to Immingham Re- ception Sidings IR.89/91 Signals

LINDSEY OIL COMPANY CONTROL TOWER

(All signals to be brought into use at a later date)

Signal No.	Type of Signals	Aspect to Driver	Application
CT.1	Permanent Red Aspect with Subsidiary	Subsidiary	CT.2 OFF
CT.2	Permanent Red Aspect with Subsidiary	Subsidiary	Arrival or Loading Sidings
CT.3	Permanent Red Aspect with Subsidiary and Route Indicator	Subsidiary with Indication I	To Signal IR.117
		Subsidiary with Indication U Subsidiary with Indication L	To Signal IR.103 To Engine Line
CT.4	Subsidiary	—	To Engine Line Release
CT.5	Subsidiary	—	Arrival, Departure or Loading Sidings or Signal CT.4
CT.6	Subsidiary	—	Engine Line
CT.7	Subsidiary with Route Indicator	Subsidiary with Indication ←	To CT.3
		Subsidiary with Indication ↑	To CT.6
CT.8	Subsidiary	—	To CT.3
CT.9	Subsidiary	—	To CT.3
CT.10	Subsidiary	—	To CT.3
CT.11	Subsidiary	—	To CT.3

LINDSEY OIL COMPANY SIDINGS



- ⊙ GUARDS PLUNGER
- STOP BOARD
- RUN BACK CATCH POINTS
- HAND POINTS
- POINTS WITH LOCK
- SPRING POINTS
- ⊙ MULTI-UNIT TYPE SIGNALS
- ⊙ WITH POSITION LIGHT
- ⊙ SUBSIDIARY SIGNALS
- ⊙ WITH STENCIL ROUTE INDICATOR
- ⊙ TELEPHONE
- ⊙ POSITION LIGHT GROUND SHUNT SIGNAL
- ⊙ WITH ROUTE INDICATOR
- ⊙ GATE
- ⊙ RED
- ⊙ YELLOW
- ⊙ GREEN
- DOUBLE LINE DENOTES NORMAL ASPECT E.G. ⊙ RED
- POSITION LIGHT SUBSIDIARIES
 ON ASPECT :- NONE
 OFF ASPECT :- ⊙ TWO WHITE LIGHTS
- POSITION LIGHT GROUND SHUNT SIGNALS
 ON ASPECT ● WHITE
 OFF ASPECT ⊙ TWO WHITE LIGHTS

