



EASTERN REGION

SUPPLEMENTARY NOTICE

of

SIGNALLING ALTERATIONS

affecting the working of the line

from

MONDAY 26 JUNE 1972

AT

IMMINGHAM AND SANTON

ORE TERMINALS

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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IMMINGHAM B.S.C. ORE TERMINAL – SANTON FOREIGN ORE TERMINAL

On and from Monday 26 June new rapid loading and discharging facilities will be brought into use at Immingham and Santon respectively, together with new sidings and colour light signalling. At Immingham the facilities will consist of a loading bunker served by a Bunker line and an arrival and departure line, together with run-round facilities, Cripple, Make up and Spare Set Sidings. At Santon the facilities will consist of a Tippler Plant served by a Tippler line, an arrival/run-round line and Cripple and End Wagon Sidings. The new layouts and signalling will be as illustrated in the attached diagrams.

METHOD OF OPERATION FOR IMMINGHAM B.S.C. ORE TERMINAL

Arrival

An ore train for loading will arrive on the reception siding and after instructions have been obtained from the Bunker Control Operator and signal 1/W.201 has been cleared will propel via the arrival line to the Bunker coming to a stand with the Locomotive at illuminated Bunker Marker Board which indicates that the train is now in position for loading, the driver applies the train brakes in the "on" position. Red flashing lights are located at intervals on the arrival line, activated by the Bunker Control Operator in case of any emergency which may arise.

Loading

The Bunker Operator will engage wagon positioner and inform the Driver to release his brakes, after the Driver has done this and placed the controller in the neutral position the complete train will now be under full control of the B.S.C. Operator. The loading will be carried out 3 wagons at a time, the train stopping each time 3 wagons are loaded.

Departure

When the last 3 wagons have been loaded the Bunker Operator signals to the Driver, by means of an illuminated "B" indication on the 21 wagon marker board located 289 yards from the loading Bunker, on the departure line, to apply the train brakes. When this has been done the Driver operates the plunger located at cab level adjacent to the marker board and this confirms that the brakes have been applied and the loco is in control of the train. The Bunker Operator signals to the Driver, by means of a steady white light at the 21 wagon marker board that the control of the train has been transferred to the locomotive.

The train then draws forward to an illumination Stop board located 365 yards from the loading bunker for C. & W. Examination, after examination the train departs via W.204 signal after telephoning for route clearance from Immingham West signal box.

Change of Wagon Set

When a train requires to change a wagon set it will arrive on the reception siding in the normal way and the Bunker Operator will be informed that a wagon set is to be changed. After clearance of signal 1/W.201 the train will be propelled until the locomotive is at the Marker Board 340 yards (train length) from the ground frame points. After the Guard has obtained Ground Frame release and set the points, he signals the Driver to propel into the siding.

After securing the train and detaching the locomotive the Guard prepares fresh wagon set, attaches locomotive and carries out a brake test. On authority from the Bunker Operator the train draws forward towards W.204 clear of the Ground Frame points and after the Ground Frame is returned to normal the train can set back under the authority of the Bunker Operator to the Bunker Marker Board for loading to take place in the normal manner.

METHOD OF OPERATION FOR SANTON FOREIGN ORE TERMINAL

Arrival

Trains will enter the terminal under the authority of the subsidiary signal on signal No.1 and proceed to position light signal No.2 and on receiving an "A" indication in the theatre type indicator at this signal moves onto the arrival/run-round line at a speed not exceeding 2 m.p.h. to enable C. & W. Examination to take place. The train then proceeds through the facing crossover under the authority of position light signal No.7 coming to a stand at the buffer stop, 337 yards from the trailing end of the facing crossover.

METHOD OF OPERATION FOR SANTON FOREIGN ORE TERMINAL – continued**Discharge**

When position light signal 11 clears the train will set back towards the Tippler Plant coming to a stand with the trailing cab of the locomotive in direction of travel, opposite the marker boards provided for 19, 20 or 21 wagon trains as appropriate. The Guard will secure the train and release the locomotives in order they can run-round the train under the authority of position light signals 11, 4 and 2, the latter displaying a "T" route indication and come to a stand at position light signal No.6. The Guard will inform the B.S.C. wagon mover driver that the locomotives have been released and the train will come under B.S.C. control for tipping. The Guard will release the hand and air brakes and inform the B.S.C. wagon mover driver accordingly.

Departure

As the wagons emerge from the Tippler Plant the C. & W. Examiner will carry out an examination. When the discharging is complete, the train will be secured and position light 6 cleared authorising the locomotives to set back onto the train. After recoupling, releasing of hand brakes, and the provisions of Rule 131(1) have been carried out the train will draw forward to signal S.19 prior to departure.

Defective wagons

When it is necessary to detach a defective wagon the C. & W. Examiner will operate a plunger which will illuminate a "C" indication at position light No.5. The Guard and Tippler Operator will contact each other on the movements to be made for the disposal of the vehicle(s). The Guard will also collect the key for the padlocks securing the hand points. Movements into the Tippler and End wagon siding will be controlled by position light signals 2 and 6. If it is necessary to enter on the single line controlled by the Signalman at Santon, the movements will be under the authority of subsidiary signal S.20 mounted under S.19.

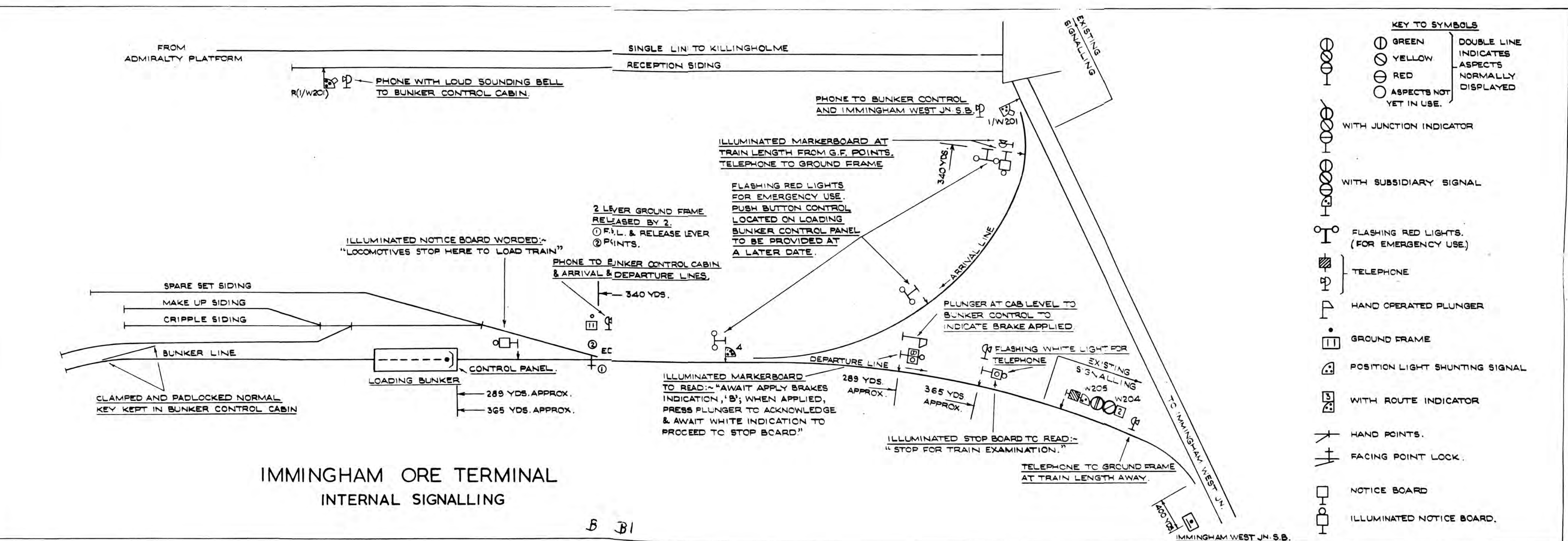
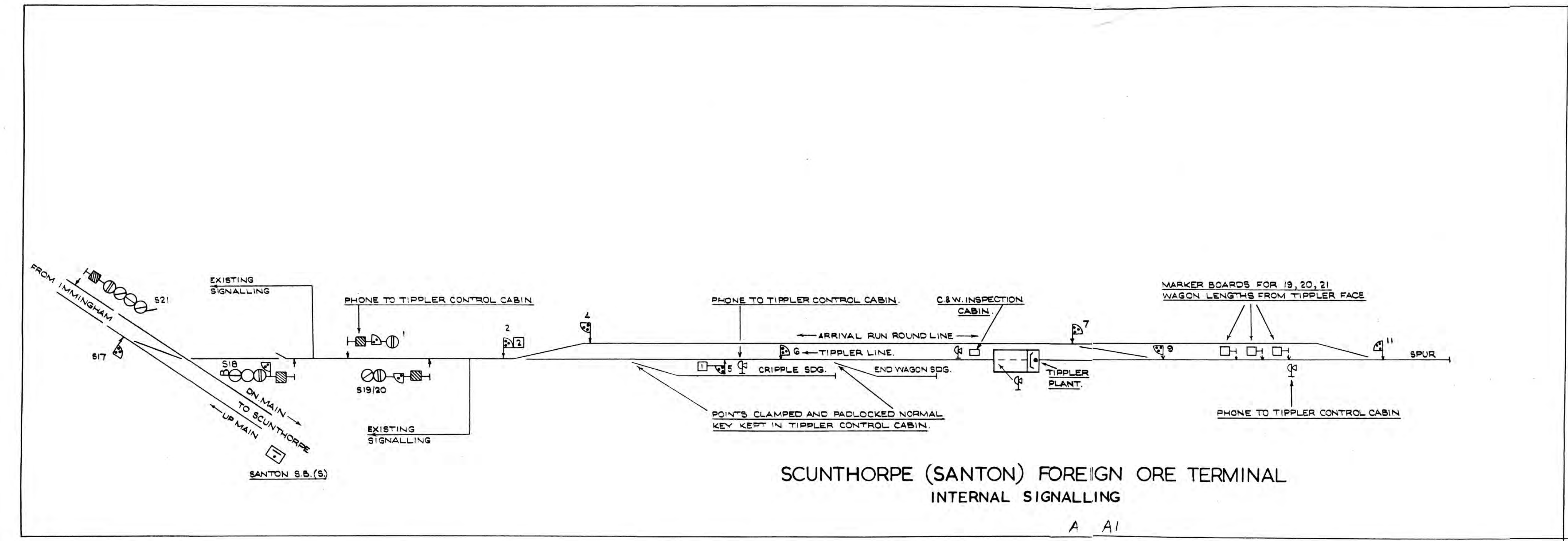
The end wagon siding will hold match wagons to replace defective end wagons, when these are used the Guard must ride in the match wagon.

DESCRIPTION OF SIGNALS AT IMMINGHAM**Ground Position Light Signals**

No.	Location	Aspect M=Main S=Sub	Route or Junction Indication	Application to or Towards
4	Bunker line			Along departure line W.204/205 signal

DESCRIPTION OF SIGNALS AT SANTON

1	Down Foreign ore branch	M S	— —	Fixed Red Along single line to GPL.2 signal.
Ground Position Light Signals				
2	Down Single Line	—	'A'	Along arrival line to GPL signal 7.
		—	'T'	Along Tippler line to GPL signal 6.
4	Arrival/Run-round line	—	—	To S.19/20 signal
5	Tippler Line	—	—	To S.19/20 signal
		—	'C'	Cripple Siding
6	Tippler Line	—	—	Along Tippler line or to End wagon siding
7	Arrival/Run-round line	—	—	To spur
9	Tippler Line	—	—	Along Tippler Line towards GPL.5
11	Spur	—	—	Along Tippler Line towards GPL.9 or along Arrival/Run-round Line towards GPL.4.



- KEY TO SYMBOLS**
- ⊕ GREEN DOUBLE LINE INDICATES ASPECTS NORMALLY DISPLAYED
 - ⊙ YELLOW ASPECTS NOT YET IN USE.
 - ⊖ RED
 - ASPECTS NOT YET IN USE.
- ⊕ WITH JUNCTION INDICATOR
 - ⊙ WITH SUBSIDIARY SIGNAL
 - ⊖ FLASHING RED LIGHTS. (FOR EMERGENCY USE.)
 - ⊙ TELEPHONE
 - ⊖ HAND OPERATED PLUNGER
 - ⊕ GROUND FRAME
 - ⊙ POSITION LIGHT SHUNTING SIGNAL
 - ⊖ WITH ROUTE INDICATOR
 - ⊕ HAND POINTS.
 - ⊙ FACING POINT LOCK.
 - ⊖ NOTICE BOARD
 - ⊕ ILLUMINATED NOTICE BOARD.