

P. G. BARLOW ESQ. CP60

For the information of Railway Staff only.



SIGNALLING NOTICE

**No. 120**

EASTERN REGION

**SUPPLEMENTARY  
NOTICE  
of  
SIGNALLING  
ALTERATIONS**

affecting the working of the line

from

**SUNDAY 27 MARCH 1983**

**SHELL HAVEN OIL TERMINAL  
(THAMES HAVEN BRANCH)**

# SIGNALLING RECORD SOCIETY

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

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**THAMES HAVEN BRANCH – NEW SHELL HAVEN OIL TERMINAL**

On Sunday 27 March – the new Shell Haven Oil Terminal will be brought into use.

A diagram illustrating the new layout, signalling and notice boards is included herein.

**New Signals** L - Low Street

Signal No.	Line	Aspect Displayed	Application to or towards
L39	Down Branch Single	Main Sub	Down Branch Oil Terminal Arrival Line
L44	Up Branch Single	Main	Up Branch
L45	Departure Line	Main	Up Branch

**Altered Signal**

Down Branch 2-aspect colour light signal L39 will be replaced L39R and the associated offset subsidiary applying towards Curry Marsh Shell Sidings will be abolished. This signal will be converted to a Distant signal (995 yards before reaching new L39 signal).

**Signals Abolished**

Down Branch T2 signal.

Low Street Up Branch L44 signal.

Existing Down Branch L39R signal

**Level Crossing**

**Hydrocracker level crossing automatic half-barriers** (across the Branch Single line and Shell Departure Line) will be brought into use. Telephone communication will be provided between the level crossing and Low Street signal box.

**Shell No.2 Ground Frame**

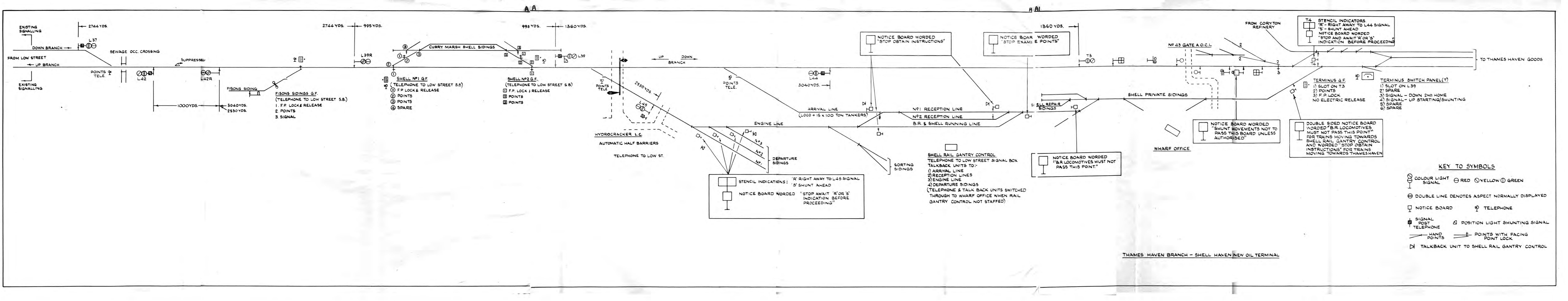
This ground frame will be released from Low Street signal box (previously from Terminus No.5).

**TALKBACK UNITS**

'Talkback' Units will provide the means of communication between Drivers within the Terminal (on the Arrival line, Reception lines, Engine line and Departure Sidings) and the Shell Rail Gantry Control.

When the Shell Rail Gantry Control is unstaffed, the 'Talkback' unit will be switched through to the Wharf Office.

Instructions for operating the Talkback units are provided on site adjacent to the instruments.



A A

A A

T4 STENCIL INDICATORS.  
 'R' - RIGHT AWAY TO L44 SIGNAL  
 'S' - SHUNT AHEAD  
 NOTICE BOARD WORDED  
 "STOP AND AWAIT 'R' OR 'S'  
 INDICATION BEFORE PROCEEDING"

NOTICE BOARD WORDED  
 "STOP OBTAIN INSTRUCTIONS"

NOTICE BOARD WORDED  
 "STOP EXAMINE POINTS"

TERMINUS G.F.  
 1) SLOT ON T3  
 2) POINTS  
 3) F.P. LOCK  
 NO ELECTRIC RELEASE

TERMINUS SWITCH PANEL (T)  
 1) SLOT ON L39  
 2) SPARE  
 3) SIGNAL - DOWN 2ND HOME  
 4) SIGNAL - UP STARTING/SHUNTING  
 5) SPARE  
 6) SPARE

NOTICE BOARD WORDED  
 "SHUNT MOVEMENTS NOT TO  
 PASS THIS BOARD UNLESS  
 AUTHORIZED"

DOUBLE SIDED NOTICE BOARD  
 WORDED "B.R. LOCOMOTIVES  
 MUST NOT PASS THIS POINT"  
 FOR TRAINS MOVING TOWARDS  
 SHELL RAIL GANTRY CONTROL  
 AND WORDED "STOP OBTAIN  
 INSTRUCTIONS" FOR TRAINS  
 MOVING TOWARDS THAMES HAVEN

NOTICE BOARD WORDED  
 "B.R. LOCOMOTIVES MUST NOT  
 PASS THIS POINT."

STENCIL INDICATORS: 'R' RIGHT AWAY TO L45 SIGNAL  
 'S' SHUNT AHEAD  
 NOTICE BOARD WORDED  
 "STOP AND AWAIT 'R' OR 'S'  
 INDICATION BEFORE  
 PROCEEDING"

SHELL RAIL GANTRY CONTROL  
 TELEPHONE TO LOW STREET SIGNAL BOX  
 TALKBACK UNITS TO:-  
 1) ARRIVAL LINE  
 2) RECEPTION LINES  
 3) ENGINE LINE  
 4) DEPARTURE SIDINGS  
 (TELEPHONE & TALK BACK UNITS SWITCHED  
 THROUGH TO WHARF OFFICE WHEN RAIL  
 GANTRY CONTROL NOT STAFFED)

- KEY TO SYMBOLS**
- ⊗ COLOUR LIGHT SIGNAL ⊕ RED ⊖ YELLOW ⊕ GREEN
  - ⊖ DOUBLE LINE DENOTES ASPECT NORMALLY DISPLAYED
  - NOTICE BOARD ☎ TELEPHONE
  - ⊕ SIGNAL POST ☎ TELEPHONE
  - ⊕ POSITION LIGHT SHUNTING SIGNAL
  - ⊕ HAND POINTS ⊕ POINTS WITH FACING POINT LOCK
  - ⊕ TALKBACK UNIT TO SHELL RAIL GANTRY CONTROL

THAMES HAVEN BRANCH - SHELL HAVEN NEW OIL TERMINAL