

For the information of Railway Staff only.

C. J. Woolsterholmes.



EASTERN REGION

**SUPPLEMENTARY
NOTICE
of
SIGNALLING
ALTERATIONS**

affecting the working of the line

from

SUNDAYS 17 and 24 APRIL 1983

**ULCEBY JUNCTION -
HABROUGH JUNCTION -
BROCKLESBY JUNCTION**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, Simon Lowe, John McCrickard, John Midcalf, Roger Newman, Richard Pulleyn and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the [Archivist](#) in the first instance.

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

If you have benefited from this PDF copy, why not [join](#) the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS [books](#) and other [publications](#) at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

ULCEBY JUNCTION – HABROUGH JUNCTION – BROCKLESBY JUNCTION (also Roxton Sidings) RESIGNALLING

Between Sunday 17 April and Sunday 24 April – new colour-light signalling will be progressively brought into use in accordance with the 'staging details' included herein.

All semaphore signalling within the main area affected by the new colour light signalling (i.e. excepting those semaphore signals shown on the diagram) will be abolished.

Permanent Way Alterations

Habrough Station

The Main to Main trailing crossover will be abolished.

Between Ulceby South Junction and Habrough Junction (stage 1)

The Down and Up Branch lines will be singled to form the Up/Down Barton single line. Habrough Junction points will be relocated 550 yards nearer to Ulceby Junction.

(stage 2)

The Track Circuit Block Regulations will apply over the new single line. (Until the new signalling at Ulceby Junction is fully operative on Sunday 24 April the single line will be worked by Pilotman).

Ulceby North Junction and Ulceby South Junction

Ulceby South Junction will be remodelled to form a Single lead junction, with two-way working over the Down Immingham through Ulceby Station.

Ulceby North Junction will be remodelled to form a single lead junction.

The trailing crossover at the north end of Ulceby Station will be relayed/remodelled and used by all passenger trains passing through or calling at Ulceby Station (using the platform adjacent to the Down Immingham) in either direction.

Between Habrough Junction and Brocklesby Junction Exclusive

The Down and Up Main lines will follow the course of the former Up Main and Down Branch respectively and the former Down Main will be taken out of use between the former Habrough Junction and 100½m.p. where the Main and Branch lines diverge West of Habrough. The Track Circuit Block Regulations will apply.

Between Ulceby South Junction and Brocklesby Junction (Stage 1)

The Down and Up Main lines will be renamed Down and Up Immingham and the Track Circuit Block Regulations will apply.

The trap points in the Down Immingham on the immediate approach to Brocklesby Junction will be secured out of use pending removal.

Ulceby South Junction (stage 2)

The Up/Down Branch trailing crossover will be abolished. The Siding between the former Down Main (Down Immingham) and Down Branch will be abolished.

Between Ulceby North Junction and Goxhill

The Down and Up Main lines will be renamed Down and Up Barton lines respectively.

Between Immingham Reception Sidings and Ulceby North Junction

The Down and Up Branch lines will be renamed Down and Up Immingham respectively.

Signalling Alterations

Ulceby Junction

Down Immingham signal **U50** will be replated **UJ19**.

Brocklesby Junction

A semaphore distant signal will be provided below the Up Goods Starting signal to Up Immingham, situated 526 yards before reaching the new Up Immingham **UJ51** signal.

Roxton Sidings

The Up Main semaphore Distant signal will be abolished.

The Up Main Distant signal will be incorporated in the Habrough Junction new colour light Starting signal H7 which is 1,484 yards before reaching the existing Roxton Sidings Up Main Home signal.

STAGING DETAILS

The new signalling will be brought into use in two stages as follows:—

STAGE 1 – SUNDAY 17 APRIL

The new colour light signalling at Brocklesby Junction and Habrough Junction will be commissioned together with the relocation of Habrough Junction 550 yards further West.

No Permanent Way alterations will take place at Ulceby Junction at this stage and existing signalling will remain except as described below between Ulceby South Junction and Habrough Junction and between Ulceby South Junction and Brocklesby Junction.

The new Up/Down Barton single line – between Ulceby South Junction and the new Habrough Junction will be brought into use and worked by Pilotman. Trains will be hand signalled onto the Single line at both Ulceby South Junction and at Habrough Junction. Trains leaving the Single line at Habrough Junction will be signalled from H3 normally. Trains leaving the single line at the Ulceby end will be signalled (by the ground Disc signal) over the Branch Crossover (reversed) to regain the former Down Branch line to Ulceby South Junction.

A new colour-light signal plated **UJ2** (maintained at Red) will be provided on the Down Barton Branch single line 587 yards before reaching Ulceby Junction signal box. This signal will be used in conjunction with the 'Pilotman' working on the Single line. Telephone communication with Ulceby Junction Signal box will be provided.

A new Ulceby Junction Up Immingham colour-light Home signal **U8** will be brought into use 48 yards on the Brocklesby Junction side of the former Brocklesby Junction semaphore (Up) starting signal.

The existing Down Immingham Ulceby Station Up Platform colour-light signal **U49**, will apply, (with position 4 Junction Indicator) towards the new Brocklesby Junction Down Immingham colour light Home signal **B93**.

STAGE 2 – SUNDAY 24 APRIL

The remodelling of Ulceby North and South Junctions to form the final track layout will take place and the new and revised signalling at Ulceby Junction will be brought into use.

The temporary Ulceby Junction Up Immingham colour-light Home Signal **U8** (brought into use in Stage 1) will be converted to an automatic signal and replated **UJ51**.

Down Immingham signal **U49** will be replated **UJ18** and its position 4 junction Indicator will be abolished. This signal will apply (without route indication) towards Down Immingham B93 signal, or with Junction Indicator position 1, towards Up Barton Branch single line.

The working by Pilotman over the Up/Down Barton single line will be superseded by the Track Circuit Block Regulations controlled by the final signalling.

Description of new Signals (UJ = Ulceby Junction ; H = Habrough Junction; B = Brocklesby Junction)

Signal No.	Line	Aspect M = Main	Junction Route Indicator Position Number	Destination
UJ2	Down Barton Branch Single	M		UJ3 (Down Immingham)
UJ3	Down Immingham (Up direction)	M	Position 1	Existing Down Barton Semaphore Starting Signal.
		M		U101 Existing Up Immingham Auto

STAGE 2 – SUNDAY 24 APRIL – continued

Signal No.	Line	Aspect M = Main	Junction Route Indicator Position Number	Destination
UJ4	Up Immingham	M	Position 1	Existing Down Barton Semaphore Starting Signal.
		M		U101 Existing Up Immingham Auto.
UJ18	Down Immingham	M	Position 1	H3 (Up Barton Branch Single)
		M		B93 (Down Immingham)
UJ51 (Auto)	Up Immingham	M		UJ4
B9	Up Main	M	Position 1	UJ51 (Up Immingham)
		M	Position 4	H5 (Up Main)
B93	Down Immingham	M		Brocklesby Jn. Down Main Existing Semaphore Home Signals.
H3	Up Barton Branch Single	M		H6
H5	Up Main	M		H6
H6	Up Main	M		H7
H7	Up Main Starting/Roxton Sidings Up Main Distant	M		Roxton Sidings Existing Up Main Home Signal.
H28	Down Main Distant			
H27	Down Main	M		H26
H26	Down Main	M		Brocklesby Jn. Down Main Existing Home Signal.
		M	Position 4	UJ2 (Down Barton Branch Single Line)

Automatic Warning System

A.W.S. track equipment will be provided in conjunction with all new colour light signals including the new semaphore Distant signal from Up Goods at Brocklesby South Junction. (A.W.S. track equipment will not be provided beyond Immingham North Junction on the Up/Down Immingham and Up/Down Barton lines)

General

A description of signals and a diagram illustrating the final layout and signalling is included in this notice. During the period of this work, points and signals will be disconnected as required and Drivers will be hand-signalled as necessary.

Details of Engineer's possessions will be published in the Weekly Operating Notice.

