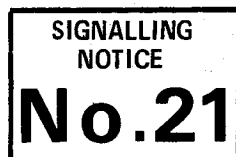


r the information of Railway Staff only.



**Eastern Region**

**SUPPLEMENTARY NOTICE  
OF  
SIGNALLING ALTERATIONS**

**affecting the working of the line  
from**

**SUNDAY 10 JANUARY 1971**

**between**

**DURHAM RELLY MILL AND  
HETT MILL**

## BETWEEN DURHAM RELLY MILL AND HETT MILL – RESIGNALLING

During the period of this work on Saturday and Sunday 9 and 10 January, Relly Mill and Browney signal boxes will be abolished. The existing semaphore signals at Browney, and certain semaphore signals at Hett Mill, will be replaced by colour light signals. Certain existing colour light signals will be repositioned, altered in form or renumbered.

Full track circuiting will be provided on the Down and Up Main lines between Relly Mill and Hett Mill and the Track Circuit Block Regulations will apply between Hett Mill and Tyne signal boxes.

## ALTERATIONS TO EXISTING SIGNALLING

### Relly Mill

Relly Mill Down Main Distant signal RM4, a 3 aspect colour light signal capable of displaying Yellow, Double Yellow or Green aspects, will be equipped with a Red aspect and will become a 4 aspect automatic signal. The signal will be lettered and numbered TY401, and a telephone will be provided communicating with Tyne signal box.

Relly Mill Down Main Home signal RM3, a 4 aspect colour light signal, will become an automatic signal and will be lettered and numbered TY399. The signal telephone will communicate with Tyne signal box.

Relly Mill Up Main Home signal RM2, a 2 aspect colour light signal capable of displaying Red and Green aspects, will become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow or Green aspects, and will be lettered and numbered HM398. The signal telephone will communicate with Hett Mill signal box.

The Up Main 3 aspect colour light automatic signal No. 370, situated at the south end of Durham Station, will become a 4 aspect colour light signal controlled from Tyne signal box, and the signal telephone will communicate with Tyne signal box.

### Hett Mill

The existing Turstable Up Main Distant signal T1, a 3 aspect colour light signal capable of displaying Yellow, Double Yellow and Green aspects, will be equipped with a Red aspect and will become Hett Mill Up Main Starting signal, also acting as Turstable Up Main Distant signal. The signal will be lettered and numbered HM5 and a telephone will be provided communicating with Hett Mill signal box.

## CATCH POINTS

Catch points will be provided as follows:—

Line	Location	Gradient Rising
Down Main	970 yards before reaching TY403 signal	1 in 140
Down Main	911 yards before reaching TY401 signal	Level
Down Main	914 yards before reaching TY399 signal	1 in 200
Up Main	1100 yards before reaching HM406 signal	1 in 470
Up Main	800 yards before reaching HM4 signal	1 in 150
Up Main	850 yards before reaching T2 signal	1 in 200

## GENERAL

A description of the signals is included in this notice, and a diagram which illustrates the revised signalling is attached.

A.W.S. track equipment will be provided for all new colour light signals which are capable of displaying a caution aspect.

During the period of this work signals will be disconnected, and Drivers will be hand signalled as necessary. Further details will be included in the Weekly Notice of Engineering Operations.

## DESCRIPTION OF SIGNALS

TY = Tyne. RM = Relly Mill. HM = Hett Mill. T = TurSDale.

The numbers of semaphore signals are quoted for reference purposes only.

## Down Direction Running signals

No.	Description or Location	Aspect M=Main	Application to or towards
HM11 (existing signal)	Down Main Home	Semaphore	HM10
HM10	Down Main Starting	M	TY403
TY407	Down Main Outer Distant for TY403	M	TY403
TY405	Down Main Inner Distant for TY403	M	TY403
TY403	Down Main Auto	M	TY401 (formerly RM4)
TY401	Down Main Auto	M	TY399 (formerly RM3)
TY399	Down Main Auto	M	TY371 (existing signal)

## Up Direction Running Signals

TY370 (existing signal)	Up Main	M	HM398 (formerly RM2)
HM398	Up Main Auto	M	HM400
HM400	Up Main Auto	M	HM402
HM402	Up Main Auto	M	HM404
HM404	Up Main Auto	M	HM406
HM406	Up Main Auto	M	HM4
HM4	Up Main Home	M	HM5 (formerly T1)
HM5	Up Main Starting and TurSDale Up Main Distant	M	T2 (existing signal)

