

For the information of Railway Staff only.



British Rail

No. 47A

Eastern Region

SUPPLEMENTARY NOTICE

OF

SIGNALLING ALTERATIONS

affecting the working of the line

from

SUNDAY 23 NOVEMBER 1969

between

**DURHAM NORTH AND
RELLY MILL**

**York
November, 1969**

MO42/51242

**F.J. Burge
Movements Manager**

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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DURHAM NORTH AND RELLY MILL—RESIGNALLING

Between 07 30 hours Saturday 22 November and 18 00 hours Monday 24 November, Durham North and Durham South signal boxes will be abolished. The existing semaphore signalling between Durham South and Relly Mill will be replaced by colour light signalling with full track circuiting. Certain existing colour light signals will be altered in form, repositioned and re-numbered. The new signalling will be controlled by Tyne and Relly Mill signal boxes, and the Track Circuit Block Regulations will apply between these signal boxes.

Permanent Way Alterations

The Up Fast line will be slewed into the Up Slow line at Durham North and will become the Up Main line through Durham station. A new trailing connection between the Up Main and Up Slow lines will be provided, the normal position of the points will be set towards the Up Slow line.

The Down Fast line will be slewed into the former Up Fast line at Durham South and North and will become the Down Fast line through Durham station.

A new trailing crossover between the Down Fast and Up Fast lines will be provided at Durham North.

Alterations to Existing Signalling

Durham South

The theatre type route indicator on the Down Main 4-aspect colour light signal DS51 will be replaced by a junction indicator Position 1, and the associated subsidiary signal will be abolished. The signal will be re-numbered TY371.

Durham North

The existing Down Slow signal DN10, a 4-aspect colour light with junction indicator Position 4 on overhead bracket, will be renewed to the left of the Down Slow line 100 yds. further from the station, at a reduced height with the red aspect at 12 feet above rail level. A telephone will be provided communicating with Tyne signal box, and the signal will be re-numbered TY369.

The existing Up Main signal No.311, a 4-aspect colour light with junction indicator Position 1, applying Up Main to Up Fast or Up Slow, will be re-numbered TY354.

The existing Up Fast signal DN39, a 3-aspect colour light with theatre type route indicator and subsidiary signal will become a 4-aspect colour light signal. The signal will be re-numbered TY360, and the route indicator and subsidiary signal will be abolished.

The existing Up Slow signal DN44, a 3-aspect colour light with theatre type route indicator and subsidiary signal, will become a 4-aspect colour light signal. The signal will be re-numbered TY358, and the route indicator and subsidiary signal will be abolished.

A new "Limit of Shunt" indicator will be provided for the Down Slow line, situated 235 yards south of TY369 signal.

Crook Hall Ground Frame

The existing 2 lever ground frame will be replaced by a 3 lever ground frame in the same position. The additional lever will control the operation of new subsidiary signal TY364 with route indication "S" which applies Down Slow to Down Siding.

Catch Points

Catch Points will be provided as follows:—

Line	Position	Gradient Rising
Up Slow	530 yards before reaching TY370 signal	1 in 114
Up Main	1180 yards before reaching RM2 signal	1 in 114

General

A description of signals is included in this notice and a diagram, which illustrates the revised signalling and permanent way layout is attached. The new connections are shown in heavy type.

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

DESCRIPTION OF SIGNALS

TY=Tyne. RM=Relly Mill.

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Down Direction Running Signals

	Location	Aspect M=Main S=Sub	Junction Indication	Application to or towards
1.4 Relly Mill Down Main Distant	Down Main	M	—	RM.3
3 Relly Mill Down Main Home	Down Main	M	—	TY.371
371	Down Main	M M	— Position 1	TY.355 TY.369
369	Down Slow	M M	— Position 4	TY.357 TY.355
355	Down Fast	M	—	D.67 Auto (Existing signal)
357	Down Slow	M	—	D.67 Auto (Existing signal)

Direction Running Signals

37 Auto (Existing signal)	Up Main	M	—	TY.354
354	Up Main	M M	— Position 1	TY.360 TY.358
360	Up Fast	M	—	TY.370 Auto
358	Up Slow	M	—	TY.370 Auto
370	Up Main	M	—	RM.2/Relly Mill Up Main Home

Position Light Ground Shunting Signals

	Location	Route Indication	Application to or towards
356	Down Main	—	Along Down Fast to TY.366 signal or Along Down Slow to TY.364 signal
363	Up Main	—	Along Down Fast to TY.355 signal
364	Down Slow	'X' 'S'	Along Down Slow to Limit of Shunt Indicator Down Siding
366	Down Fast	—	Along Up Main to TY.370 signal or Along Down Slow to Limit of Shunt Indicator

The position numbers in the column headed Junction Indication refer to Rule 35 (e).

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KEY TO SYMBOLS

MULTI-UNIT TYPE SIGNAL	⊗	⊖	RED	TELEPHONE	☒	OR	⊥
	⊙	⊕	YELLOW				⊥
	⊙	⊕	GREEN	RUN BACK CATCH POINTS			⊥
WITH JUNCTION INDICATOR	⊗			GROUND FRAME			⊥
	⊙			LIMIT OF SHUNT IND.			⊥
POSITION LIGHT SHUNTING SIGNAL	⊗			A.W.S. INDUCTOR			⊥
WITH ROUTE INDICATOR	⊗						⊥

