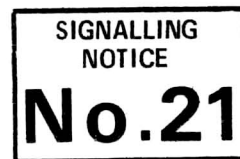


For the information of Railway Staff only.



Eastern Region

*c. J. Woolstenholme,*

**SUPPLEMENTARY NOTICE**  
**OF**  
**SIGNALLING ALTERATIONS**

affecting the working of the line  
from

**SUNDAY 10 JANUARY 1971**

between

**DURHAM RELLY MILL AND**  
**HETT MILL**

# SIGNALLING RECORD SOCIETY

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

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

## 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 on 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 and 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 Tursdale 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 Tursdale 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

Tyne. RM = Relly Mill. HM = Hett Mill. T = Tursdale.

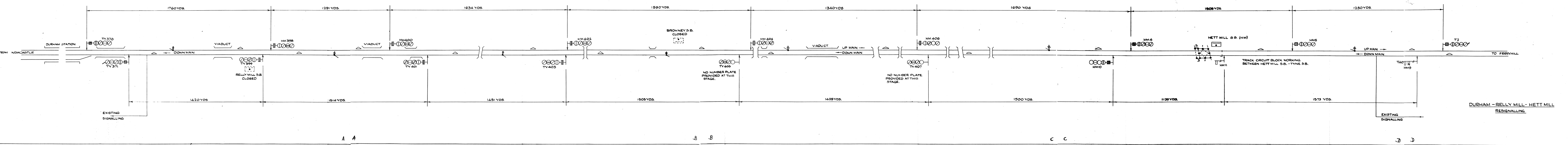
Numbers of semaphore signals are quoted for reference purposes only.

## In Direction Running signals

	Description or Location	Aspect M=Main	Application to or towards
1 (existing signal)	Down Main Home	Semaphore	HM10
0	Down Main Starting	M	TY403
7	Down Main Outer Distant for TY403	M	TY403
5	Down Main Inner Distant for TY403	M	TY403
	Down Main Auto	M	TY401 (formerly RM4)
	Down Main Auto	M	TY399 (formerly RM3)
	Down Main Auto	M	TY371 (existing signal)
<b>In Direction Running Signals</b>			
0 (existing signal)	Up Main	M	HM398 (formerly RM2)
8	Up Main Auto	M	HM400
0	Up Main Auto	M	HM402
2	Up Main Auto	M	HM404
4	Up Main Auto	M	HM406
6	Up Main Auto	M	HM4
	Up Main Home	M	HM5 (formerly T1)
	Up Main Starting and Tursdale Up Main Distant	M	T2 (existing signal)

**KEY TO SYMBOLS USED:**

- ⊖ RED MULTI-UNIT TYPE SIGNAL
- ⊙ YELLOW TYPE SIGNAL
- ⊕ GREEN TYPE SIGNAL
- A DOUBLE LINE DENOTES NORMAL ASPECT - E.G. ⊖ RED.
- WITH JUNCTION INDICATOR
- AUTOMATIC SIGNAL
- TELEPHONE
- A.W.S. INDUCTOR
- RUN BACK CATCH POINTS.



**DURHAM - RELLY MILL - HETT MILL**  
RESIGNALLING