

For the information of Railway Staff only.



SIGNALLING
NOTICE
No.82

Eastern Region

SUPPLEMENTARY NOTICE

OF

NEW TRACK

AND SIGNALLING

affecting the working of the line

between

**FINSBURY PARK-DRAYTON PARK
-MOORGATE
(NORTHERN CITY LINE)**

York
MAY, 1976

MO/42.1008

F.J. Burge
Chief Operating Manager

SIGNALLING RECORD SOCIETY

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BETWEEN FINSBURY PARK – DRAYTON PARK – MOORGATE

New lines and signalling will be brought into use between the above locations. The actual operative date will be advised through the weekly signalling notice.

The temporary connection and trapping facilities from Down Moorgate to Drayton Park Sheds is unsignalled and movements to and from the Sheds will be under local supervision.

The new layout and signalling is shown on the attached diagram.

The new signalling will be controlled by Finsbury Park signal box and in the main consists of red/green and yellow/green automatic colour light signals. The signalling of trains between Drayton Park and Moorgate will be automatic in both directions controlled by track circuit occupation and clearance.

Moorgate Station area can be operated from a switch panel located at Moorgate and signal No.42 and 44 are only operative when such local working is in operation. No.44 signal reads to either No.9 or No.10 platform line occupied and No.42 signal to either No.9 or No.10 platform line clear or occupied.

All signal post telephones, the tunnel telephone system, and the head wall telephones communicate with Finsbury Park signal box at this stage.

Train stop apparatus will be provided at all signals in the tunnel section capable of displaying a red aspect and at intervals along the platforms at Moorgate for speed regulation purposes. In addition signals 358, 360, 361, 362, 363, 374, and 46 outside the tunnel section will also be equipped with train stop apparatus.

This notice should be used in conjunction with B.R.29987/9 – Working Instructions for the D.C. Electrified Lines between Moorgate and Drayton Park dated May, 1976.

