

BRITISH RAILWAYS

(LONDON MIDLAND REGION)

No. 1E

SUPPLEMENTARY NOTICE OF SIGNALLING ALTERATIONS
BETWEEN CARLTON ROAD JUNCTION AND
MOORGATE

OPERATIVE FROM TUESDAY, 2nd MAY, 1989

**IMPORTANT—This Notice to be acknowledged immediately on receipt to
"Operating OD.14 Crewe" using the code "ARNO 1E."**

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

Description of Scheme

The work will involve mainly the provision of additional signals on the down and up Moorgate lines to increase line capacity between Carlton Road Jn and Moorgate station. However, two existing signals will be taken away and others will be re-numbered (see below).

No alterations will be made to the track layout and signal routes/indications will remain unchanged.

Summary of signalling alterations

The following signals will be taken away:—

Down Moorgate

WH.423 (Between Camden Road Tunnel and Kentish Town)

Up Moorgate

WH.416 (King's Cross Tunnel)

The following new signals will be provided:—

Down Moorgate

<i>Signal</i>	<i>Type</i>	<i>Location</i>
WH.485	Controlled	Farringdon end of Smithfield Tunnel
WH.387	Auto	Clerkenwell Tunnel No. 1
WH.389	Auto	Clerkenwell Tunnel No. 3 (approaching King's Cross Thameslink station)
WH.393	Auto	King's Cross Tunnel
WH.397	Auto	King's Cross Tunnel
WH.421	Auto	Camden Road Tunnel
WH.423	Controlled	Between Camden Road Tunnel and Kentish Town station

A banner repeating signal will be provided for signal WH.393.

Up Moorgate

<i>Signal</i>	<i>Type</i>	<i>Location</i>
WH.422	Auto	Approaching Kentish Town station
WH.418	Auto	Approaching Camden Road Tunnel
WH.398	Auto	} King's Cross Tunnel
WH.396	Auto	
WH.394	Auto	
WH.392	Auto	King's Cross Tunnel (approaching King's Cross Thameslink station)
WH.390	Auto	Clerkenwell Tunnel No. 1
WH.412	Controlled	Approaching Farringdon station
WH.400	Controlled	Smithfield Tunnel (approaching Barbican station)

A banner repeating signal will be provided for signal WH.412.

The following existing signals will be re-numbered: —

Down Moorgate

<i>Old No.</i>	<i>New No.</i>
WH.417	WH.391
WH.419	WH.395
WH.421	WH.419

Up Moorgate

<i>Old No.</i>	<i>New No.</i>
WH.422	WH.424
WH.418	WH.416

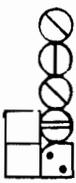
Signal WH.413 situated on the down Moorgate line at Farringdon station will become a controlled signal.

Signal WH.412 situated on the up Moorgate line in Clerkenwell Tunnel No. 1 will be re-numbered WH.388 and become an automatic signal.

EXPLANATION OF SIGNALLING SYMBOLS

MAIN RUNNING SIGNALS

ROUTE INDICATOR → □ OR / — JUNCTION INDICATOR

ROUTE INDICATORS FOR POSITION LIGHT SIGNAL →  ← SECOND YELLOW ASPECT
 ← GREEN ASPECT
 ← YELLOW ASPECT
 ← RED ASPECT
 ← POSITION LIGHT SIGNAL NORMALLY OUT SHOWS TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.

RIGHT AWAY INDICATOR → 

SHUNTING SIGNALS

ROUTE INDICATOR →  ← POSITION LIGHT SHUNT SIGNAL SHOWING ONE RED & ONE WHITE LIGHT FOR NORMAL INDICATION. TWO WHITE LIGHTS INCLINED AT 45° FOR PROCEED.

FLASHING ASPECTS

 ← FLASHING YELLOW ASPECT

MISCELLANEOUS

 AUTOMATIC SIGNAL.

 EMERGENCY REPLACEMENT FROM SIGNAL BOX.

 EMERGENCY REPLACEMENT ON SIGNAL POST OR IN VICINITY.

TELEPHONES AT ALL RUNNING SIGNALS.

 AWS

 AWS EFFECTIVE FOR MOVES IN DIRECTION OF ARROW ONLY, SUPPRESSED FOR MOVES IN THE OPPOSITE DIRECTION.

 AWS EFFECTIVE FOR MOVES IN BOTH DIRECTIONS.

 PERMANENT MAGNET ONLY.

