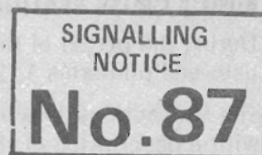


For the information of Railway Staff only.



EASTERN REGION

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the Line

from

FRIDAY 4 TO SUNDAY 13 MARCH 1977

AT

KINGS CROSS STATION

York
March, 1977

MO42.1001

G.R.H. Orbell
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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KING'S CROSS STATION : RESIGNALLING

During the period of this work Friday 4 to Sunday 13 March, platforms 7-10 will be brought back into use. and platforms 1, 2, 3 and 14 will be taken out of use.

The connections into platforms 7-10 have been remodelled and resignalled and the new layout, together with a description of the new signalling is included in this notice. The area will be controlled by a new panel in King's Cross signal box.

Platforms 1, 2 and 3 will be similarly remodelled and resignalled and will be brought into use at a later date, to be described in a similar notice.

The Fast and Slow lines between the South end of Gasworks Tunnel and the South end of Copenhagen Tunnel will be worked in both directions.

The ground frame operated crossover between platforms 5 and 6 will be secured out of use in the normal position.

The West Sidings area and loco inlet will be brought into use on 13 March.

Staff Warning Facilities

- *1. The full size theatre type indicators will be located as shown on the diagram North of the platforms, and will show the platform number from which a train is signalled to depart.
- *2. Miniature theatre type indicators will be located at the South end of Gasworks Tunnel, and they will show to which route an incoming train is signalled e.g. 8 - platform 8, W - West Sidings.
- *3. Indicators and bells located at the North end of Gasworks Tunnel, visual and audible, applicable to the line on which a Down train is signalled through Gasworks Tunnel.
Warning bells on No.1 Slow and No.1 Fast line and klaxons on No.2 Slow line will be brought into use in Gasworks Tunnel in respect of shunting movements requiring only K12, K14, or K16 signals cleared.

General

A description of the new signals is included in this notice and the diagram which illustrates the layout is attached. During the period of this work points and 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

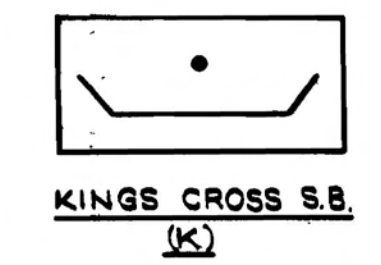
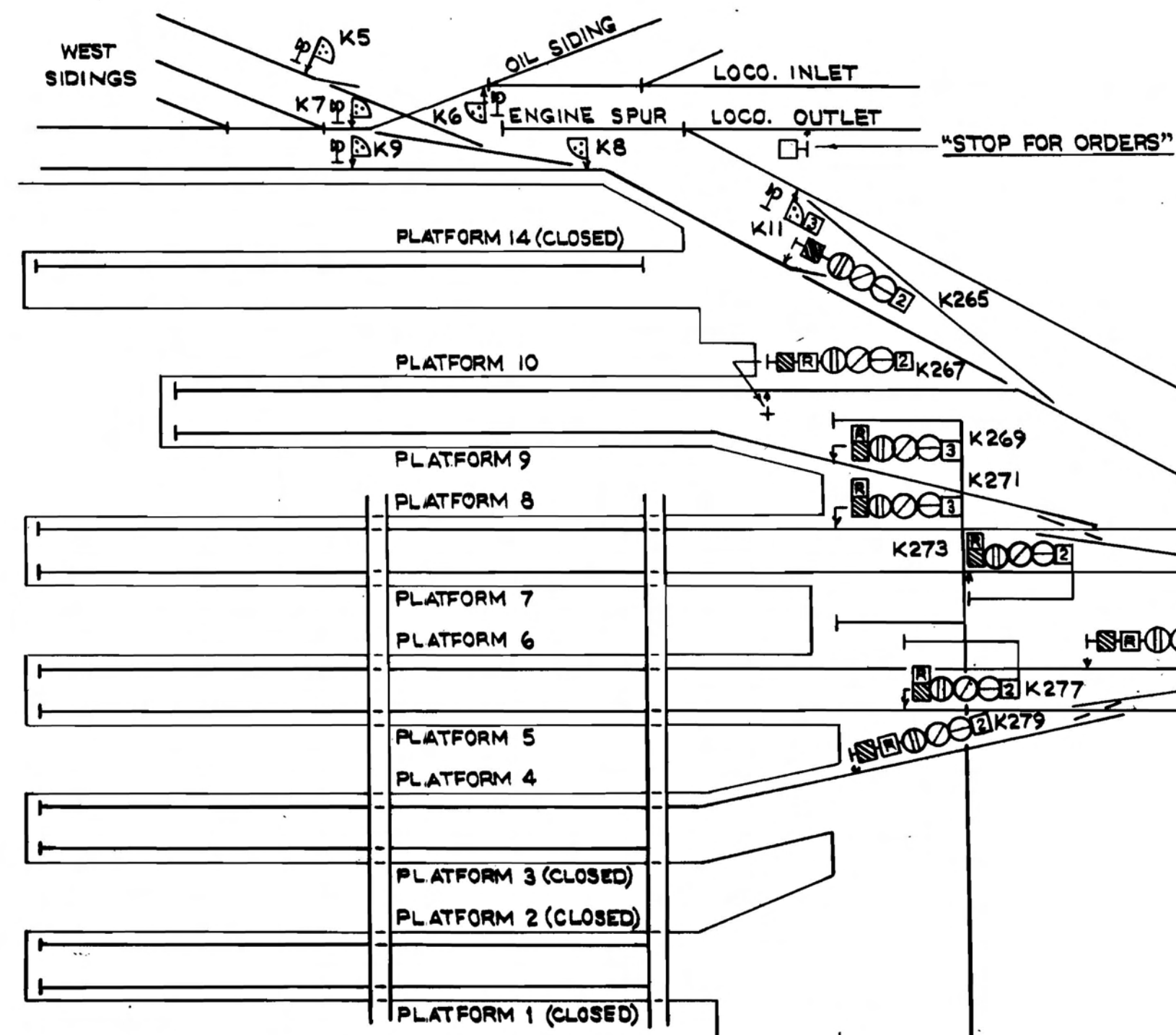
K = Kings Cross

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or Towards
Down				
K.265	West Siding Line	M	D	No.1 Slow K.289
		M	C	No.2 Slow K.291
K.267	10 Platform	M	D	No.1 Slow K.289
		M	C	No.2 Slow K.291
K.269	9 Platform	M	D	No.1 Slow K.289
		M	C	No.2 Slow K.291
		M	B	No.1 Fast K.293
K.271	8 Platform	M	D	No.1 Slow K.289
		M	C	No.2 Slow K.291
		M	B	No.1 Fast K.293
K.273	7 Platform	M	B	No.1 Fast K.293
		M	C	No.2 Slow K.291
K.275	6 Platform	M	B	No.1 Fast K.293
		M	C	No.2 Slow K.291
K.277	5 Platform	M	B	No.1 Fast K.293
		M	C	No.2 Slow K.291
K.279	4 Platform	M	B	No.1 Fast K.293
		M	C	No.2 Slow K.291

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or Towards
Down - continued				
K.289	No.1 Slow Down	M	-	K.297
K.291	No.2 Slow Down	M	-	K.299
K.293	No.1 Fast Down	M	-	K.301
K.301	No.1 Fast Down	M	-	Down Fast K.309
		M	S	Down Slow K.307
K.297	No.1 Slow Down	M	-	K.307 Down Slow
K.299	No.2 Slow Down	M	-	K.307 Down Slow
K.303	No.2 Fast Down	M	-	K.309 Down Fast
K.307	Down Slow	M	-	Down Slow K.311 (existing)
K.309	Down Fast Auto	M	-	Down Fast K.313 (existing)
Up				
K.320 (existing)	Up Fast	M	-	Up Fast K.312
		M	Position 1	Up Slow K.310
K.322 (existing)	Up Slow	M	-	Up Slow K.310
		M	Position 4	Up Fast K.312
K.312	Up Fast Auto	M	-	Up Fast K.304
K.310	Up Slow	M	-	Up Slow K.302
		M	Position 4	Down Slow Up K.300
K.304	Up Fast	M	-	No. 2 Fast K.296 (fixed red) N
		M	Position 4	No. 1 Fast K.294
K.302	Up Slow	M	-	No. 2 Slow Up K.292
		M	B	No. 1 Fast Up K.294
K.300	Down Slow	M	-	No. 1 Slow Up K.290
		M	B	No. 1 Fast K.294
		M	C	No. 2 Slow K.292
		S	Y	Freight Terminal
		S	N	North London Incline
K.294	No. 1 Fast	M or S	4	Platform 4
		M or S	5	Platform 5
		M or S	6	Platform 6
		M or S	7	Platform 7
		M or S	8	Platform 8
		M or S	9	Platform 9
		S	B	K.16 Signal
K.292	No. 2 Slow	M or S	4	Platform 4
		M or S	5	Platform 5
		M or S	6	Platform 6
		M or S	7	Platform 7
		M or S	8	Platform 8
		M or S	9	Platform 9
		M or S	10	Platform 10
S	C	K.16 Signal		
K.290	No. 1 Slow	M or S	8	Platform 8
		M or S	9	Platform 9
		M or S	10	Platform 10
		S	D	K.12 Signal

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
Ground Position Light Signals				
K.5	West Sidings 3	—	—	To K.265 Sig.
K.7	West Sidings 2.	—	—	To Oil Siding or K.265 signal.
K.9	West Sdgs. 1	—	—	To K.265 signal.
K.8	West Sdgs. Entrance	—	—	To West Sdgs. 1 or West Sdgs. 2 or West Sdgs. 3.
K.6	Oil Siding	—	—	To West Sidings 2.
K.10	Loco Depot	—	—	To Loco Spur.
K.11	Loco Spur	—	L D C	Depot No.1 Slow K.289 No.2 Slow K.291
K.12	No.1 Slow Up	—	8 9 10 W L	Platform 8 Platform 9 Platform 10 West Sdgs. Line Loco Spur.
K.14	No.2 Slow Up	—	4 5 6 7 8 9 10 W L	Platform 4 Platform 5 Platform 6 Platform 7 Platform 8 Platform 9 Platform 10 West Sdgs. Loco Spur
K.16	No.1 Fast Up	—	4 5 6 7 8 9	Platform 4 Platform 5 Platform 6 Platform 7 Platform 8 Platform 9

The position numbers quoted in the column headed 'Route or Junction Indication' refer to Rule C.3.1.6.



GASWORKS TUNNEL

COPENHAGEN TUNNEL

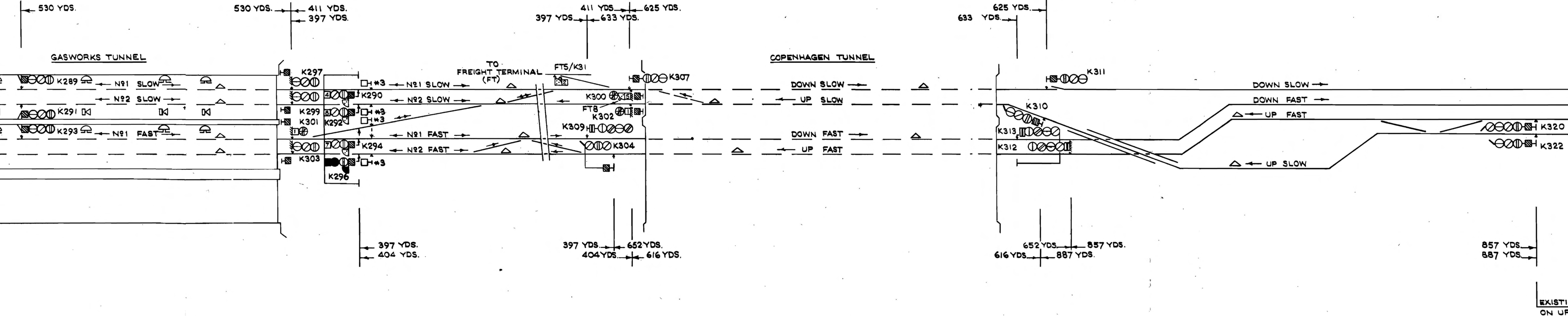
TO FREIGHT TERMINAL (FT)

TO PETERBOROUGH

KINGS CROSS STATION

KINGS CROSS
RESIGNALLING
MARCH 4TH - 13TH 1977

- KEY TO SYMBOLS**
- ⊖ RED } DOUBLE LINE INDICATES ASPECT NORMALLY DISPLAYED
 - ⊙ YELLOW } ASPECT NORMALLY DISPLAYED
 - ⊕ GREEN } ASPECT NOT IN USE
 - ASPECT NOT IN USE
 - ⊖ WITH JUNCTION INDICATOR.
 - ⊖ SEARCHLIGHT WITH SUBSIDIARY SIGNAL.
 - ⊖ POSITION LIGHT SHUNTING SIGNAL WITH SLOT.
 - ⊖ ROUTE INDICATOR (FIGURE INDICATES NUMBER OF ROUTES)
 - ⊖ SIGNAL POST TELEPHONE
 - ⊖ OTHER TELEPHONES
 - ⊖ "RIGHT AWAY" INDICATOR
 - ⊖ AUTO SIGN
 - ⊖ A.W.S. INDUCTOR
 - ⊖ WARNING BELL
 - ⊖ KLAXON
 - *1 } STAFF WARNING INDICATORS
 - *2 }
 - *3 }



EXISTING SIGNALLING ON DOWN LINES

EXISTING SIGNALLING ON UP LINES