

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 1 TO SUNDAY 4 APRIL 1977

at

KINGS CROSS STATION

York
APRIL, 1977

MO42.1001

G.R.H. Orbell
Chief Operating Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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KING'S CROSS STATION : RESIGNALLING

During the period of this work Friday, 1 to Monday, 4 April Platforms 1, 2 and 3 would be brought back into use after remodelling and resignalling.

No.2 Fast Line will also be brought into use between K296 signal and the South End of Gasworks Tunnel.

K296 Signal previously showing fixed red will have the yellow aspect, subsidiary signal, and theatre indicator brought into use.

K294 Signal will have the number of routes increased to 10.

K16 Subsidiary Signal will have the number of routes increased to 9.

Staff Warning Facilities

*1 4 full size theatre type indicators are located as shown on the diagram north of the platforms and will show the platform number from which a train is signalled to depart e.g. "8 - Platform 8W - West Sidings." (17/4/77)

*2 4 full size theatre type indicators are located at the south end of Gas Works Tunnel and they will show to which route an incoming train is signalled as in *1.

*3 4 indicators are located at the north end of Gas Works Tunnel visual and audible applicable to the line on which a down train is signalled through Gas Works Tunnel. (17/4/77)

2 indicators are located in the area underneath the North London Line overbridge applying to up direction movements along the Up Slow or Up Fast signalled into Copenhagen Tunnel from Holloway. (17/4/77)

1 indicator located immediately north of Copenhagen Tunnel applying to Up Fast lines (17/4/77)

Two indicators located immediately to the north of Bridge 8 applying to the Down Slow and Down Fast lines for a train signalled to leave Copenhagen Tunnel along either Down Slow or Down Fast lines. (17/4/77)

The date shown after certain paragraphs is the anticipated operational date all other facilities will be operational by 3/4/77.

Any of these indicators illuminated will signify no train is signalled on that line but an indicator non-illuminated will signify a train is signalled on that line and will be accompanied by audible warning.

Warning bells on No.1 Slow and No.1 Fast lines and Klaxons on No.2 Fast and No.2 Slow lines will operate in respect of shunting movements requiring only K12, K14, K16, or K18 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 = King's Cross

No. Down	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
K265	West Siding Line	M M	D C	No.1 Slow K289 No.2 Slow K291

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
K267	10 Platform	M	D	No. 1 Slow K289
		M	C	No. 2 Slow K291
K269	9 Platform	M	D	No. 1 Slow K289
		M	C	No. 2 Slow K291
		M	B	No. 1 Fast K293
K271	8 Platform	M	D	No. 1 Slow K289
		M	C	No. 2 Slow K291
		M	B	No. 1 Fast K293
K273	7 Platform	M	B	No. 1 Fast K293
		M	C	No. 2 Slow K291
K275	6 Platform	M	B	No. 1 Fast K293
		M	C	No. 2 Slow K291
K277	5 Platform	M	A	No. 2 Fast K295
		M	B	No. 1 Fast K293
		M	C	No. 2 Slow K291
K279	4 Platform	M	A	No. 2 Fast K295
		M	B	No. 1 Fast K293
		M	C	No. 2 Slow K291
K281	3 Platform	M	B	No. 1 Fast K293
		M	A	No. 2 Fast K295
K283	2 Platform	M	B	No. 1 Fast K293
		M	A	No. 2 Fast K295
K285	1 Platform (South)	M	B	No. 1 Fast K293
		M	A	No. 2 Fast K295
		M	1	K287
K287	1 Platform (North)	M	—	No. 2 Fast K295
K289	No. 1 Slow (Down)	M	—	K297
K291	No. 2 Slow (Down)	M	—	K299
K293	No. 1 Fast (Down)	M	—	K301
K295	No. 2 Fast (Down)	M	—	K303
K297	No. 1 Slow (Down)	M	—	K307 Down Slow
K299	No. 2 Slow (Down)	M	—	K307 Down Slow
K301	No. 1 Fast (Down)	M	—	Down Fast K309
		M	S	Down Slow K307
K303	No. 2 Fast (Down)	M	—	K309 Down Fast
K307	Down Slow	M	—	Down Slow K311 (existing)
K309	Down Fast Auto	M	—	Down Fast K313 (existing)

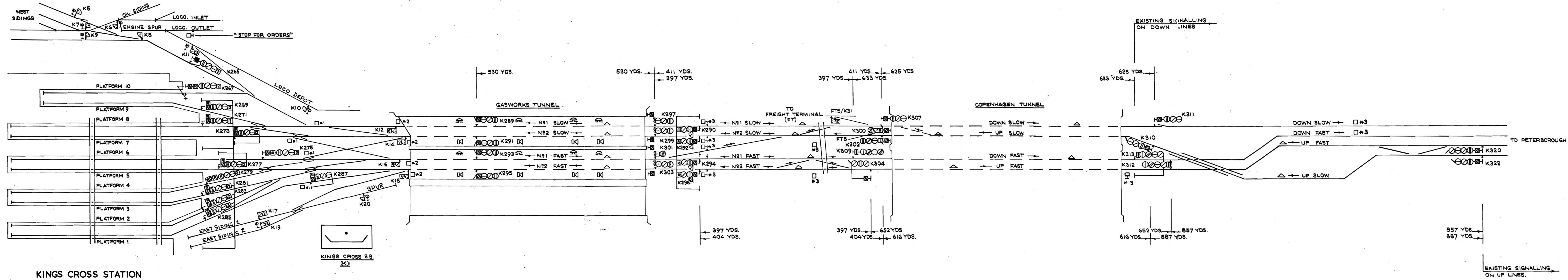
No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
Up K320 (existing)	Up Fast	M M	— Position 1	Up Fast K312 Up Slow K310
K322	Up Slow	M M	— Position 4	Up Slow K310 Up Fast K312
K312	Up Fast Auto	M	—	Up Fast K304
K310	Up Slow	M M	— Position 4	Up Slow K302 Down Slow K300 (Up)
K304	Up Fast	M M	— Position 4	No. 2 Fast K296 No. 1 Fast K294
K302	Up Slow	M M	— B	No. 2 Slow Up K292 No. 1 Fast Up K294
K300	Down Slow	M M M S S	— B C Y N	No. 1 Slow K290 No. 1 Fast K294 No. 2 Slow K292 Freight Terminal North London Incline
K296	No. 2 Fast	M or S M or S M or S M or S M or S S	1 2 3 4 5 A	Platform 1 Platform 2 Platform 3 Platform 4 Platform 5 K18 Signal
K294	No. 1 Fast	M or S M or S M or S M or S M or S M or S M or S M or S M or S S	1 2 3 4 5 6 7 8 9 B	Platform 1 Platform 2 Platform 3 Platform 4 Platform 5 Platform 6 Platform 7 Platform 8 Platform 9 K16 Signal.
K292	No. 2 Slow	M or S M or S M or S M or S M or S M or S S	4 5 6 7 8 9 10 C	Platform 4 Platform 5 Platform 6 Platform 7 Platform 8 Platform 9 Platform 10 K14 Signal
K290	No. 1 Slow	M or S M or S M or S S	8 9 10 D	Platform 8 Platform 9 Platform 10 K12 Signal
Ground Position Light Signals				
K5	West Sidings 3	—	—	K265 Signal
K6	Oil Sidings	—	—	West Sidings 2

No.	Location	Aspect M = Main S = Sub.	Route or Junction Indication	Application to or towards
K7	West Sidings 2	—	—	Oil sidings or K265 Signal
K8	West Sidings Entrance	—	—	West Sidings 1 or West Sidings 2 or West Sidings 3
K9	West Sidings 1	—	—	K265 Signal
K10	Loco. Depot	—	—	Loco. Spur
K11	Loco. Spur	—	L D C	Loco Depot No. 1 Slow K289 No. 2 Slow K291
K12	No. 1 Slow Up	—	8 9 10 W L	Platform 8 Platform 9 Platform 10 West Sidings K8 Loco. Spur
K14	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 Sidings K8 Loco. Spur
K16	No. 1 Fast (Up)	—	1 2 3 4 5 6 7 8 9	Platform 1 Platform 2 Platform 3 Platform 4 Platform 5 Platform 6 Platform 7 Platform 8 Platform 9
K17	East Siding 1	—	A H	No. 2 Fast K295 Spur
K18	No. 2 Fast Up	—	E 1 2 3 4 5	East Sidings 1 & 2 Platform 1 Platform 2 Platform 3 Platform 4 Platform 5
K19	East Siding 2	—	A H	No. 2 Fast K295 Spur
K20	Spur	—	—	East Siding 1 or 2

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

A

B B1



KEY TO SYMBOLS

- | | | | |
|---|----|---|---|
| ⊖ | OR | ⊖ | } DOUBLE LINE INDICATES ASPECT NORMALLY DISPLAYED |
| ⊙ | | ⊙ | |
| ⊕ | | ⊕ | |
- 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 }

**KINGS CROSS
RESIGNALLING**
APRIL 1st-4th 1977

KINGS CROSS STATION

KINGS CROSS S.B.
(K)

EXISTING SIGNALLING ON UP LINES.

EXISTING SIGNALLING ON DOWN LINES

TO PETERBOROUGH