

Kings Cross 'Lite' 1964

This is a pair of timetables with simplified operation as an introduction to the Kings Cross sim using 1960's timetables for added interest.

The 'passenger' version does not use a 'DAYOFTHEWEEK' decision, it simply has some train probabilities and rules. It has just under 700 trains and runs from 0000 - 27:00
The 'full' version is correct for days of the week, covering TUE-FRI and has just under 700 passenger and 150 freight trains from 03:40 to 28:00

Both timetables are suitable for operation by one person due to omitting the loco changes that would have been needed in reality. It is wholly unit train operation, it is up to the user to rationalise the services as DBSO sleepers, fleets of blue pullmans or push-pull baby Deltics etc. Train reporting numbers are also kept in a simple sequence to aid operation.

Passenger Services

To use the 1964 passenger timetable operated in a modern fashion on the sim layout, the following changes were required:

- Moorgate Widened lines (York Road, Hotel curve) trains are sent to Moorgate via Drayton Park
- Trains terminating Potters Bar or Hatfield go to Welwyn ECS
- Trains terminating Cuffley go to Hertford ECS or turn Gordon Hill
- Trains terminating Finsbury Park go to Drayton Park ECS
- Luton and Dunstable branch trains enter/exit at Welwyn Carriage sidings
- Additional ECS run as the current suburban station does not have platforms 12 or 13.

MAIN LINE Reporting Numbers

- 1Axx - To Kings Cross area
- 1Bxx - To Lincolnshire area
- 1Cxx to/from Cambridge (Buffet Express)
- 1Exx - To Kings Cross from outside Eastern Region (ie NE or Scotland)
- 1Gxx - To Leeds / York area
- 1Nxx - To Northeastern Region (Newcastle)
- 1Sxx - To Scottish Region
- 5xxx are ECS using letter/number of outbound service.

There is a fixed time set for train preparation from ECS to departure but small delays will not cause a late departure.

LOCAL Reporting Numbers

These are simplified / invented, with even numbered up, odd numbered down

- 2Axx to/from Main line Hitchin & Peterborough
- 2Cxx to/from Cambridge branch
- 2Dxx Welwyn services
- 2Exx from Broad Street
- 2Hxx Hertford loop services
- 2Jxx Moorgate - Hertford services
- 2Kxx Moorgate - Welwyn services
- 2Lxx Luton line services
- 2Mxx to Broad Street
- 3xxx are time-critical ECS to form the trains using letters as above
- 5xxx are non-time-critical ECS disposing of the trains using letters as above

Sleeper stock is serviced at Ferme Park then over to Hornsey sidings for stabling. It gets a wash before going over via Bowes Park

Pullman stock runs via Ferme Park to access the washer, then over to Hornsey sidings via Bowes Park

Main line stock is at Bounds Green

Local DMU are based at Hornsey, Hitchin and Welwyn

Hauled suburban stock uses Ferme Park and also out stables overnight at Gordon Hill, Hertford and Welwyn.

Freight Services

The reporting numbers for freight are also adjusted to modern meanings. At the time train TD were based on steam era headcodes so ran 3-8 (for old C-K). These all become 6 or 7, and 8 for trips.

The freight trains are to the 1966 freight working timetable, with minor changes to be compatible with the 1964 passenger workings. While most booked workings are used these were far from all of the services a lot of other trip / coals ran on top of the service shown. Alterations were needed as some yards have closed.

Using the 1966 timetable operated in a modern fashion, the following modifications were required:

- ‘East Goods’ trains generally are omitted. ‘East Goods’ was located roughly where the ‘Finsbury Panel on duty’ graphic is. More lines on the up side were bidirectional than now.

- No through freights to SR via Snow Hill (trips, none were in the WTT)

- ‘Ashburton Grove’ trains generally enter/exit at Kings Cross goods. Ashburton Grove was located roughly at signal K377 and is partly why the Down Canonbury is bi-directional.

- Holwell and Hertford services enter/exit at Welwyn Up sidings

- Ayot / Blackbridge and Luton services enter/exit at Welwyn Carriage sidings

- Ferme Park up sidings enter/exit at Hornsey Up / EMU. Freight enters at sig86.

Reporting Numbers

These are altered and simplified to match the passenger timetable use.

Operation hints / spoilers

Baldock

There was a problem with trains terminating Baldock and then going forward to Royston refusing the route. To avoid this, these trains (eg 2C03) are changed to their new timetable at Letchworth. Baldock does not have ACI, so manual TD interpose is needed for trains starting at Baldock.

The timetable can run 'perfectly' but especially around 0800 in the morning peak this needs some surprising use of the fast lines for stopping trains, and some holding back of early running freights.

Give the 3xxx priority ECS the priority they need. Some turnbacks are quite tight.

If given a clear run most freights will gain considerable time.

Be aware of the few multiple platform occupations, both from mixing TD's and that some movements into occupied platforms are not possible. This applies especially to Welwyn P4 around 0800 when it holds 3 trains. 2D07 must arrive first, then 3M00 to join it and finally the Luton branch train.

A set of public timetables are included in the zip file on www.gensheet.co.uk, as file size limits prevent making these available via the SimSig site

- Table 1 London (Kings Cross) - Scotland
- Table 2 London (Kings Cross) - Yorkshire
- Table 6 Kings Cross & City - Hertford / Hitchin
- Table 7 Hatfield - Luton / Dunstable
- Table 8 Kings Cross - Cambridge

Links to images of the ‘real thing’ from around 1964

Near Kings Cross

<http://www.roscafen.com/signals/London/KXFP.htm>

<http://www.lner.info/forums/download/file.php?id=15804&mode=view>

http://www.nrm.org.uk/img/nrm/workspotos/Liverpool%20Street/1995-7233_LIVST_RC_262.jpg

<https://www.flickr.com/photos/pwayowen/15990737357/in/photostream/>

Suburban lines & services:

http://www.disused-stations.org.uk/k/kings_cross_york_road/

<http://www.lner.info/forums/viewtopic.php?t=7196>

<https://www.youtube.com/watch?v=rcpb9oZ6f3g>

<http://www.train-photos.com/picture/number9609.asp>

<https://www.flickr.com/photos/rgadsdon/4154962501/>

<https://www.flickr.com/photos/irishswissernie/7466258972/>

<https://www.flickr.com/photos/rgadsdon/sets/72157624322971476/detail/?page=22>

<https://www.youtube.com/embed/8ZiTRd8dT6A>

http://www.rmweb.co.uk/community/uploads/monthly_05_2014/post-5613-0-14994400-1401387754.jpg

<https://www.flickr.com/photos/kerry28/5734489082/>

<https://www.flickr.com/photos/40263244@N04/8429706198/in/set-72157626725226012>

<https://www.flickr.com/photos/40263244@N04/8354055171/in/set-72157626725226012>

<https://www.flickr.com/photos/40263244@N04/5722558630/in/set-72157626725226012>

Freight

<https://www.flickr.com/photos/31514768@N05/3509522409/>

<http://railwayherald.com/imagingcentre/view/129910/PL>

<https://www.flickr.com/photos/auchlander/5124315820/in/photostream> ‘Stink train’

Hitchin

<http://www.flickr.com/photos/28083135@N06/6316497162>

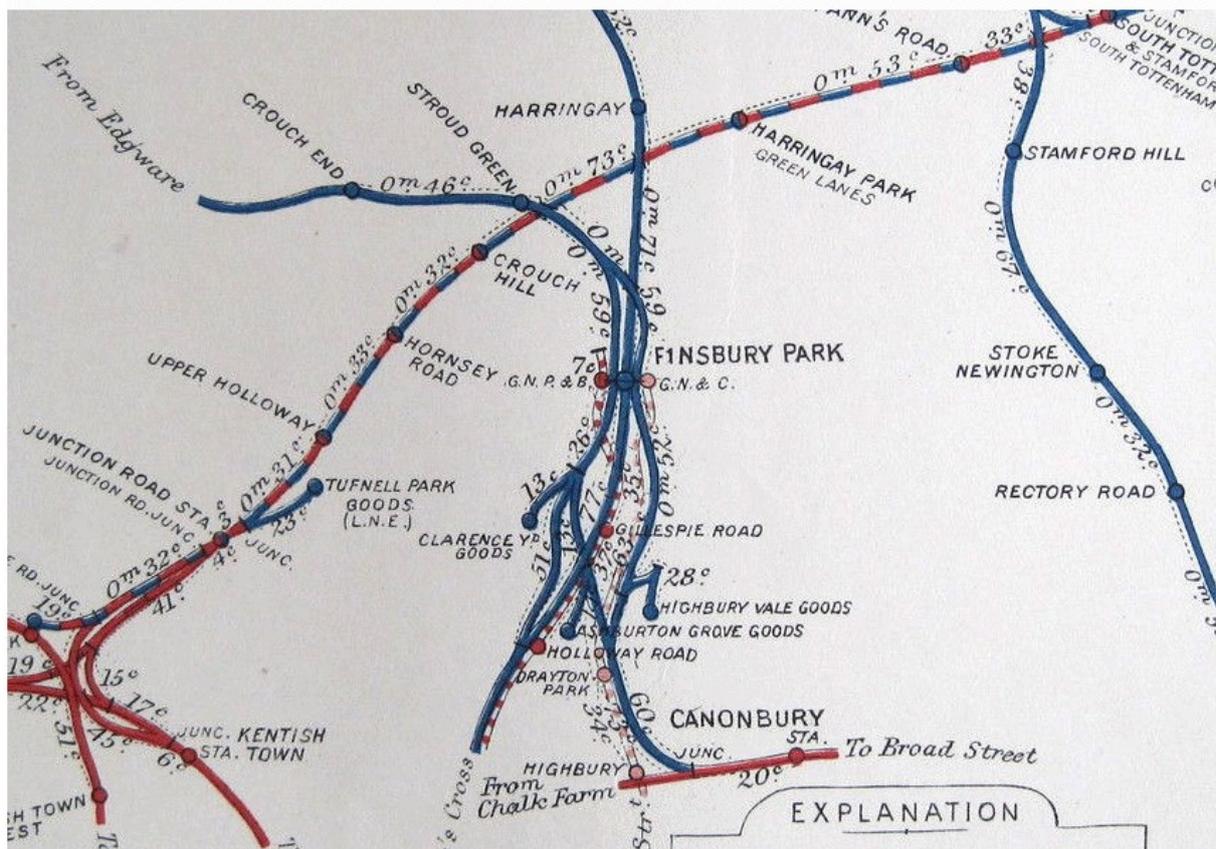
Baldock

http://en.wikipedia.org/wiki/Baldock_railway_station#mediaviewer/File:Baldock_railway_station_1745414_b6a69076.jpg

As noted above a number of the yards present in 1964 have gone. On the passenger side in 1964 there were many more stabling sidings at Gordon Hill, Cuffley, Hatfield and Potters Bar. In London there were sidings at Holloway (down side) and Finsbury Park (up) for passenger stock as well as Hornsey and Bounds Green.

For freight there were up and down yards at Ferme Park (linked by the flyover) several small yards around Drayton Park / Ashburton Grove, on at Holloway including Caledonian Road car terminal and Kings Cross Goods..

Location 1964	Location now
Kings Cross Goods	Connections to St Pancras & North London
Holloway CS	Housing
Ashburton Grove Goods (Domestic refuse) Holloway car terminal	Arsenal football ground
Finsbury Park loco	Housing
East Goods	open ground in junction complex
Ferme Park up goods	Hornsey EMU
Ferme Park down goods	Ferme Park CS



Welwyn CS and flyover and Letchworth CS opened in 1977 for EMU.