

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 300G

This notice must be kept strictly private and must not be given to the public.

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS
RESPECTING PERMANENT WAY AND SIGNAL ALTERATIONS
AT EUSTON.**

**IMPORTANT :—This notice is to be acknowledged IMMEDIATELY on
receipt to “TRAINS, CREWE” using the code :—
“ ARNO 300G.”**

The diagram with schedule of signal route indications, which is attached to this notice shows remodelling, during stagework, at Euston. The work of bringing into use new connections between the Up Fast, Up Slow, Down Slow, Down Fast and Up Engine line No. 1 will commence at 10.0 p.m. on Saturday, 4th April, 1964, and is due to be completed by 6.0 a.m. on Monday, 6th April, 1964. During this period, points and signals will be disconnected as required and Drivers will be hand-signalled as necessary. Further details of the working during this period will be found in Section “B” of the appropriate Weekly Notices.

On completion of the work the signalling will be as shown on the diagram and the following notes are intended to supplement the information given thereon.

The existing Up Fast line Home 1 and Up Slow line Home 2 signals carried on a gantry spanning the Up Fast and Slow lines and the existing Up Fast line Home 2 and Up Slow line Home 3 signals carried on a gantry spanning the Up Fast and Slow lines will be taken away.

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The new Up Fast and Up Slow line Home 2 signals will be carried on a new gantry and the existing Camden No. 1 box Up Fast line Starting signal will, in future, be controlled additionally as the Up Fast line Home 1 signal for Euston box.

The existing signals applying to set back movements from the Down Fast line and running movements from Up Engine line 1 and Backing Out Roads Nos. 1, 2, 3 and 4 carried on a gantry spanning the Down Fast line and the connections from Up Engine line 1 and the Backing Out Roads will be taken away.

The existing position light ground signals applying to movements from the Backing Out Roads Nos. 1, 2, 3 and 4 will be superseded by new two-aspect colour light Home signals with lower subsidiary aspects and associated route indicators.

A new Up Engine line 1 two-aspect colour light Home signal will be provided and the existing position light ground signal reading from that line will be superseded by a new two-aspect colour light Starting signal with lower subsidiary aspect and route indicators.

The existing Down Main line Home 1 signals carried as the two right-hand dolls of a bracket signal situated between the Down Fast and Slow lines applying to movements via the Up Slow or Down Slow lines to the Down Fast or Down slow lines will be taken away. The Down Fast line Home 1 signal carried on the same bracket will in future additionally display route indications "F" or "S."

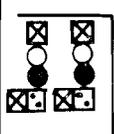
Telephones communicating with the box will be provided at certain main running signals as indicated on the diagram.

CREWE.
April, 1964.

J. ROYSTON,
Line Manager.

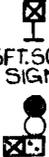
EUSTON

ALTERATIONS TO COLOUR LIGHT SIGNALLING
SCHEDULE REFERRING TO ATTACHED
SIGNALLING PLAN.

SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE INDR.	ROUTE
	UP FAST HOME 2 & UP SLOW HOME 2.	MAIN	3	PLATFORM 3
			4	PLATFORM 4
			5	PLATFORM 5
			6	PLATFORM 6
			10	PLATFORM 10
			12	PLATFORM 12
			13	PLATFORM 13
			14	PLATFORM 14
			15	PLATFORM 15
		SUB.	3	PLATFORM 3
			4	PLATFORM 4
			5	PLATFORM 5
			6	PLATFORM 6
			10	PLATFORM 10
			12	PLATFORM 12
			13	PLATFORM 13
			14	PLATFORM 14
			15	PLATFORM 15
			SR	SIDING 11
			SR	PARCELS PLAT. 'B'
			SR	ENGINE LIE-BYE.
			SR	CARRIAGE DOCK.
			SR	BRAKE PIT ROAD
			SR	MIDDLE SIDING
			SR	ROAD 2
			SR	SIDING 19
			SR	ENGR'S SIDING 9.

EUSTON

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SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE INDR.	ROUTE	
	UP ENGINE LINE 1 HOME	MAIN		UP ENG. LINE 1	
<div style="display: flex; flex-direction: column; align-items: center; gap: 20px;">  <p style="font-size: small;">23 FT. SOUTH OF SIGNAL</p>  </div>	UP ENGINE LINE 1 STARTING	MAIN	5	PLATFORM 5	
				6	PLATFORM 6
				10	PLATFORM 10
				12	PLATFORM 12
				13	PLATFORM 13
				14	PLATFORM 14
				15	PLATFORM 15
	&			5	PLATFORM 5
				6	PLATFORM 6
				10	PLATFORM 10
				12	PLATFORM 12
				13	PLATFORM 13
				14	PLATFORM 14
				15	PLATFORM 15
	BACKING OUT ROAD Nº1. HOME		SUB.	S	SIDING 11
				S	PARCELS PLAT. 'B'
				S	ENGINE LIE-BYE
				S	CARRIAGE DOCK
				S	BRAKE PIT ROAD
				S	MIDDLE SIDING
			S	ROAD 2	
			S	SIDING 19	
			S	ENGR'S SIDING 9.	

EUSTON

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SIGNAL PROFILE	SIGNAL	ASPECT	ROUTE INDR	ROUTE.
<div style="margin-bottom: 10px;">  </div> <div style="margin-bottom: 10px;">  </div> <div>  </div>	BACKING OUT ROAD Nº2. HOME	MAIN	5	PLATFORM 5
	6		PLATFORM 6	
	10		PLATFORM 10	
	12		PLATFORM 12	
	13		PLATFORM 13	
	14		PLATFORM 14	
	15	PLATFORM 15		
	5	PLATFORM 5		
	6	PLATFORM 6		
	10	PLATFORM 10		
	12	PLATFORM 12		
	13	PLATFORM 13		
	14	PLATFORM 14		
	15	PLATFORM 15		
	S	SIDING 11		
S	PARCELS PLAT. 'B'			
S	ENGINE LIE-BYE			
S	CARRIAGE DOCK			
S	BRAKE PIT ROAD			
S	MIDDLE SIDING			
S	ROAD 2			
S	SIDING 19			
S	ENGR's SIDING 9			
R	REFUELLING SIDING.			

10/11/2011
 10/11/2011
 10/11/2011

