

BRITISH RAILWAYS
LONDON MIDLAND REGION
(WESTERN DIVISION)

SPECIAL NOTICE

THIS NOTICE MUST BE KEPT STRICTLY PRIVATE, AND MUST NOT BE GIVEN TO THE PUBLIC

**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND
OTHERS RESPECTING THE RESIGNALLING AND
REMODELLING AT EUSTON.**

IMPORTANT :—This notice to be acknowledged **IMMEDIATELY** on receipt to “**TRAINS CREWE**” using the code :—
“**DERWENT 620 G.**”

The diagram appended hereto shows the completed scheme of resignalling and remodelling at Euston. An explanation of the symbols used is given on the diagram, and the accompanying schedules show the route indications which will be displayed at those signals which are lettered on the diagram.

The work will be carried out in stages, the first stage commencing at 1.0 a.m. on Sunday, 5th October, 1952, and all concerned should refer to the Weekly Notices for details of this and successive stages, and relate the information given there to the attached diagram.

A new power worked signal-box, situated on the north side of Hampstead Road bridge (No. 5), with colour light signalling and track circuiting, will replace Nos. 1, 2 and 3 boxes ; and the control of the up and down fast and slow lines by No. 4 box will be transferred to the new box. No. 4 box will be renamed Euston Carriage Sidings box.

Dwarf shunting signals will be in the form of position light signals, and where these signals are situated ahead of main running signals they will precede the latter, and will also precede “calling-on” signals where provided, i.e., they will be worked for all running movements in addition to shunting movements. All “calling-on” signals at Euston will carry the distinguishing letter “C.”

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

DIGITAL ARCHIVE

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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.

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The train starting indicators shown on the diagram are not normally illuminated, and immediately the guard's signal to start a train has been given, the person in charge of the platform will press the plunger which will cause the indicator to display the letter " R " on a white background. This will be an indication to the driver that the guard's signal to start has been given.

The new signalling is designed to link up with the existing colour light installation and so provide continuous colour light signalling between Euston and Sudbury Junction.

The permanent way layout at the approaches to the station will be remodelled, and platforms Nos. 1, 2, 3, 6, 7 and 15 will be lengthened to provide additional standage accommodation.

A number of alternative routes to and from the station will be available, and a **permanent speed restriction of 20 m.p.h.** will apply in the up direction from the up fast home 2 and up slow home 3 signals, situated immediately north of the new box, to all routes.

Temporary speed restrictions will be imposed during the various stages of the work which will be published in the Weekly Notices.

W. B. SHELTON,
Divisional Operating Superintendent.

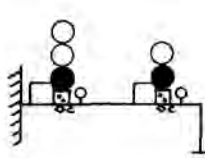


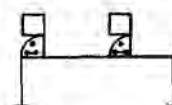
Crewe,

September, 1952.

EUSTON

REF. NO ON DIAGRAM	SIGNAL PROFILE	ROUTE AVAILABILITY				
		ROUTE	ASPECT	FRONT ROUTE INDR	BACK ROUTE INDR	
A		STARTING FROM PLATFORMS 1, 2 & 3 TO	DN EMPTY CARR. LINE. DN. SLOW. DN. FAST. UP FAST LIMIT OF SHUNT. UP SIDE SHED.	MAIN OR SHUNTING (RULE 47) SHUNTING ONLY SMALL YELLOW.	C S F XUF —	— — — — —
B		STARTING FROM PLATFORMS 4 & 5 TO	DN EMPTY CARR. LINE. UP SLOW. DN. SLOW. DN. FAST. UP FAST LIMIT OF SHUNT. UP SIDE SHED.	MAIN OR SHUNTING (RULE 47) SHUNTING ONLY SMALL YELLOW	C US S F XUF —	C US S F XUF SHD
C		SIGNAL FROM HORSE BOX LINE TO	UP SIDE SHED. DN EMPTY CARR. LINE. UP SLOW. DN SLOW. DN FAST. UP FAST LIMIT OF SHUNT		SHD C US S F XUF	— — — — —
D		STARTING FROM PLATFORMS 6 & 7 TO	DN EMPTY CARR. LINE. DN. SLOW. DN. FAST. UP FAST LIMIT OF SHUNT. UP SIDE SHED	MAIN OR SHUNTING (RULE 47) SHUNTING ONLY SMALL YELLOW	C S F XUF —	C S F XUF SHD
E		STARTING FROM PLATFORMS 8 & 9 TO	DN EMPTY CARR. LINE. DN. SLOW. DN. FAST. UP FAST LIMIT OF SHUNT. UP SIDE SHED. TOWARDS BACKING OUT RDS.	MAIN OR SHUNTING (RULE 47) SHUNTING ONLY RH SMALL YELLOW. LH SMALL YELLOW.	C S F XUF — —	C S F XUF SHD. B
F		SIGNAL FROM SDG. 10 TO	DN. SLOW. DN. FAST. TOWARDS BACKING OUT RDS.		S F B	S F B
G		SIGNAL FROM ENG. LIE-BY CARR. DOCK & SDG. 11 TO	DN. SLOW. DN. FAST. TOWARDS BACKING OUT RDS.		S F B	— — —
H		STARTING FROM PLATFORM 12 TO	DN. SLOW. DN. FAST. TOWARDS BACKING OUT RDS.	MAIN OR SHUNTING (RULE 47) SMALL YELLOW.	S F —	S F B
		STARTING FROM PLATFORM 13 TO	DN. FAST TOWARDS BACKING OUT RDS.	MAIN OR SHUNTING (RULE 47) SMALL YEL DW.	— —	F B

REF. N ^o ON DIAGRAM	SIGNAL PROFILE	ROUTE AVAILABILITY			
		ROUTE	ASPECT	FRONT ROUTE IND ^o	BACK ROUTE IND ^o
J		SIGNAL FROM ROAD 2 TO	{ DN. FAST TOWARDS BACKING OUT ROS	F B	- -
K		STARTING FROM PLATFORMS 14 & 15 TO	{ DN. FAST TOWARDS BACKING OUT ROS	MAIN OR SHUNTING (RULE 47) SMALL YELLOW	- B
L		SIGNAL FROM SHUNTING LINE TO	{ BACKING OUT ROAD 1 " " " 2 " " " 3 " " " 4	SMALL YELLOW OR SHUNTING (RULE 47)	1 2 3 4
M		SIGNAL FROM UP SLOW TO	{ DN. SLOW. DN. FAST UP SLOW LIMIT OF SHUNT	MAIN OR SHUNTING (RULE 47). SHUNTING ONLY.	S F XUS
		DN. SLOW HOME 1 TO	{ DN. SLOW DN. FAST	MAIN OR SHUNTING (RULE 47)	S F
		DN. FAST HOME 1 TO	{ DN. FAST BACKING OUT ROAD 1 " " " 2 " " " 3 " " " 4	MAIN OR SHUNTING (RULE 47) SMALL YELLOW OR SHUNTING (RULE 47)	- 1 2 3 4
N		SIGNAL FROM NECK TO	{ DN. EMPTY CARR. LINE. UP SIDE SHED.		C SHD
P		SIGNAL FROM UP SIDE SHED TO	{ PLATFORM 1 " 2 " 3 " 4 " 5 " 6 " 7 " 8 " 9 HORSE BOX LINE. IRISH MAIL LINE. FIELD SIDINGS.	MAIN OR CALLING-ON (RULE 44) SMALL YELLOW	1 2 3 4 5 6 7 8 9 - -
Q		UP ENG. LINE 2 HOME TO	{ PLATFORM 1 " 2 " 3 " 4 " 5 " 6 " 7 " 8 " 9 HORSE BOX LINE IRISH MAIL LINE FIELD SIDINGS	MAIN OR CALLING-ON (RULE 44) SMALL YELLOW	1 2 3 4 5 6 7 8 9 - -

REF. NO ON DIAGRAM	SIGNAL PROFILE	ROUTE AVAILABILITY			
		ROUTE	ASPECT	FRONT ROUTE INDR	BACK ROUTE INDR
Z		SIGNAL FROM DN. FAST TO <ul style="list-style-type: none"> PLATFORM 4 • 5 • 6 • 7 • 8 • 9 • 12 • 13 • 14 • 15 	MAIN OR CALLING-ON (RULE 44)	4	—
	HORSE BOX LINE IRISH MAIL LINE FIELD SIDINGS SIDING 10 ENGINE LIE-BY CARRIAGE DOCK SIDING 11 BRAKE PIT ROAD ROAD 2 SIDING 18	SMALL YELLOW		—	—
	SIGNAL FROM SHUNTING LINE TO <ul style="list-style-type: none"> PLATFORM 8 • 9 • 12 • 13 • 14 • 15 		MAIN OR CALLING-ON (RULE 44)	8	—
	IRISH MAIL LINE FIELD SIDINGS SIDING 10 ENGINE LIE-BY CARRIAGE DOCK SIDING 11 BRAKE PIT ROAD ROAD 2 SIDING 18 SIDING 19 (TURNABLE SDG)	SMALL YELLOW		—	—
AA			SIGNAL FROM DN. EMPTY CARR. LINE TO <ul style="list-style-type: none"> LIMIT OF SHUNT UP ENGINE LINE 1 		X E1
BB		SIGNAL FROM UP ENGINE LINE TO <ul style="list-style-type: none"> UP ENGINE LINE 1 UP ENGINE LINE 2 		E1 E2	— —
CC		SIGNAL FROM SHUNTING NECKS 1&2 TO <ul style="list-style-type: none"> DN. SIDE CARR. SHED BACKING OUT RD 1 • • • 2 • • • 3 • • • 4 		SHD 1 2 3 4	— — — —

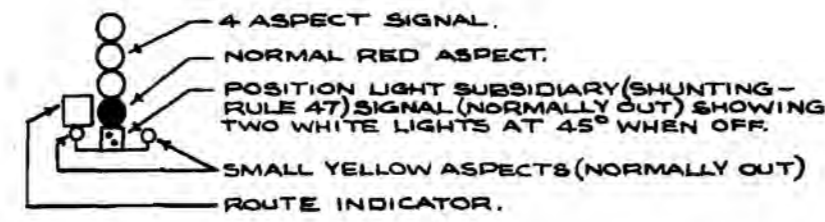
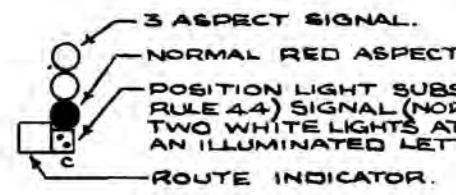
SIGNALS INDICATED BY LETTER ARE DESCRIBED IN THE SCHEDULE.

▲ DENOTES SIGNAL FITTED WITH TRAIN STARTING INDICATOR (DOUBLE SIDED ON SIGNALS FITTED WITH BACK INDICATORS).

⊕ DENOTES SIGNAL FITTED WITH BACK INDICATOR.

⊖ DENOTES DOUBLE SIDED INDICATOR DISPLAYING OFF WHEN PLATFORM STARTING SIGNAL 'OFF'.

☎ TELEPHONE.



▲ POSITION LIGHT SUBSIDIARY (SHUNTING) SIGNAL SHOWING ONE RED LIGHT ON THE LEFT AND ONE WHITE LIGHT ON THE RIGHT WHEN NORMAL AND TWO WHITE LIGHTS AT 45° WHEN OFF.

CAMDEN NO.1 UP STARTING SIGNALS.

UP FAST →

UP SLOW →

← DOWN SLOW

← DOWN FAST

← DN. EMPTY CARR. LINE.

← DN. EMPTY CARR. LINE.

← DN. EMPTY CARR. LINE.

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← DN. EMPTY CARR. LINE.

← DN. EMPTY CARR. LINE.

KEY TO ROUTE INDICATIONS AT EUSTON CARRIAGE SIDINGS.

- A NUMBER BY ITSELF REFERS TO THE CORRESPONDING BACKING OUT ROAD.
- X - TOWARDS DOWN EMPTY CARRIAGE LINE LIMIT OF SHUNT (WRONG DIRECTION).
- E1 - TO UP ENGINE LINE 1.
- E2 - TO UP ENGINE LINE 2.
- SHD - TO CARRIAGE SHED.

OPERATED BY SHUNTERS PLUNGER AT SIGNAL AHEAD WHEN THAT SIGNAL IS OFF TO OTHER THAN RE-FUELLING SIDINGS.

- UP DIRECTION.
- A NUMBER REFERS TO THE CORRESPONDING PLATFORM LINE.
 - OF - TO DOWN FAST.
 - SH - TO SHUNTING LINE.
 - SDG - TO RE-FUELLING SIDINGS.
 - CD - TO CARRIAGE DOCK OR ENGINE LIE-BY.

- DOWN DIRECTION.
- A NUMBER REFERS TO THE CORRESPONDING BACKING OUT ROAD.
 - F - TO DOWN FAST.
 - S - TO DOWN SLOW.
 - US - TO UP SLOW.
 - C - TO DOWN EMPTY CARRIAGE LINE.

- SHD - TO UP SIDE SHED.
- XUF - TOWARDS UP FAST LIMIT OF SHUNT (WRONG DIRECTION).
- XUS - TOWARDS UP SLOW LIMIT OF SHUNT (WRONG DIRECTION).
- B - TOWARDS BACKING OUT ROADS.

EUSTON

