

# BRITISH RAILWAYS

London Midland Region  
(WESTERN LINES)

## SPECIAL NOTICE 980G

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

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS  
RESPECTING THE INTRODUCTION OF NEW COLOUR LIGHT  
SIGNALLING BETWEEN CAMDEN No. 2 AND EUSTON STATION  
AND BETWEEN HAMPSTEAD ROAD JUNCTION AND CAMDEN  
No. 2**

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**IMPORTANT: This Notice is to be acknowledged IMMEDIATELY on  
receipt to "TRAINS CREWE," using the code ARNO 980G**

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The diagram with schedule of signal route indications, which is attached to this Notice shows the resignalling of the lines consequent on the bringing into use of a new power signal box to be named "Euston" located on the west side of Euston Station. The new signalling will link up in the North with the existing signalling controlled by Willesden Signal Box and also with the D.C. Electric Lines in the vicinity of South Hampstead Station (Queens Park No. 3 Signal Box).

The work will commence at 08.00 on Saturday, 25th September, 1965, and is due to be completed by 04.00 on Monday, 27th September, 1965. During this period points and signals worked from the signal boxes concerned will be disconnected and drivers handsignalled as necessary. Further details of the working during this period will be found in Sections B and C of the appropriate Weekly Notice.

The existing running signals controlled by Camden No. 2, Camden No. 1, Euston Carriage Sidings and Euston will be taken away, also the signal boxes, and replaced by new colour light signalling controlled from Euston Signal Box. Certain signalling alterations will also take place at Camden Yard Shunting Frame and Hampstead Road Junction. The distances between distant and home signals leading to and from the resignalled area are shown on the accompanying diagram.

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

### **CAMDEN No. 2**

All the existing signals will be taken away and replaced by multiple aspect signals, except the Up Fast and Up Slow Home 1 Signals CD2.1 and CD2.10 which will become Euston Signals EN.149 and EN.211 respectively. Up Slow Signal EN.213 and Up Fast Signal EN.212 at present supervised by this signal box will be transferred to Euston Signal Box. Camden No. 2 Up Electric Line Signals R.16, 16, 25, 21 and 27 will become Euston Signals REN.148, EN.148, EN.147, EN.136 and EN.133 respectively.

# SIGNALLING RECORD SOCIETY

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## CAMDEN YARD

The control of this shunting frame will be transferred from Camden No. 2 Signal Box to Euston Signal Box.

## HAMPSTEAD ROAD JUNCTION

The Up Distant, Up Home, Down Home and Down Starting Signals will be replaced by multiple aspect signals and certain alterations will be made to the disc signals as shown on the schedule of signals. Signal HR.21 will show a red aspect only and the position light beneath will apply to shunt movements over the Down North London Line in the wrong direction to the "Limit of Shunt Board." The banner repeating signals on Primrose Hill Station will be renewed on the same site and will repeat Signals HR.1 and EN.126.

## EUSTON CARRIAGE SIDINGS

Double sided "R" indicators will be provided near the Willesden end of Shunt Neck 1 and Shunt Neck 2 operated by plungers at Signals EN.69 and EN.71. A double sided "Off" indicator will be provided adjacent to the Down Empty Carriage Line 134 yards in rear of Signal EN.93. The Down Side Carriage Shed Ground Frame will also control the points leading to the Dead Siding near signal EN.67.

## EUSTON

Double sided "R" indicators will be provided on Backing Out Roads 1-4 as shown on the attached diagram operated by plungers near Signals EN.32, EN.33, EN.34 and EN.35.

Double sided "R" also "Off" indicators are provided on Platforms 1-15 approximately 35 yards and 165 yards from the stop blocks. Plungers to operate the "R" indicators are provided adjacent to the indicators on each platform except that no plungers are provided adjacent to the indicators in the middle of Platforms 8 and 9.

A new Parcels Dock Control Panel will be provided mounted on the retaining wall near Signal EN.16 to control sidings A and B and Sidings 16-23. During the period of the work Siding A only will be controlled from this Panel and the remaining Sidings will be brought into use as the Euston Station Reconstruction work continues.

## B.R. STANDARD AUTOMATIC WARNING SYSTEM

The A.W.S. track equipment for the former running signals will be taken away; A.W.S. track equipment will be provided approximately 200 yards on the approach side of the new colour light signals as shown below:—

Line	Signals	
	From	To
Up Slow .. .. .	WN.171	EN.64
Up Fast .. .. .	WN.173	EN.65
Down Slow .. .. .	EN.85	WN.219
Down Fast .. .. .	EN.84	WN.221
Down North London .. .. .	EN.143 only	

The inductor for Up Slow Signal No. EN.135 is approximately 165 yards in rear and at Signals EN.111, EN.109 and EN.209 the inductors are 245 yards in rear.

## GENERAL

All the new colour light signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The number shown against disc signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided on all the new colour light signals capable of displaying a red aspect except EN.54, EN.55, EN.56 and EN.61.

## **RULES AND REGULATIONS**


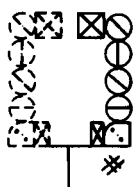
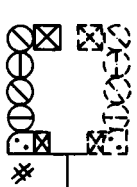
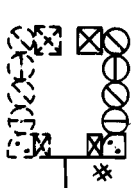
The method of working (*i.e.* Track Circuit Block, Absolute Block, etc.) on the various resignalled lines will be shown in amendments to the Crewe and South Thereof Sectional Appendix which will be published in the W.E.I Weekly Notice in the usual manner.

Crewe,  
September, 1965.

J. ROYSTON,  
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING AT  
 ELUSTON SCHEDULE OF MAIN RUNNING SIGNALS READING  
 TO ALTERNATIVE ROUTES OR CARRING SUBSIDIARY  
 ASPECTS AND OF GROUND SHUNT SIGNALS.

ELUSTON (EN)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 1	MAIN	F		DOWN FAST
		SUB			DOWN FAST
		MAIN	S		DOWN SLOW
		SUB			DOWN SLOW
		SUB	XLS		UP SLOW L.O.S.
		SUB	XLF		UP FAST L.O.S.(VIA L)
		MAIN	C		DN. EMPTY CARR.LINE(VIA L)
		SUB			DN. EMPTY CARR.LINE(VIA L)
		SUB	SHD		UP SIDE CARR. SHED(VIA L)
	EN 2	MAIN	F		DOWN FAST (VIA J)
		SUB			DOWN FAST (VIA J)
		MAIN	S		DOWN SLOW(VIA J)
		SUB			DOWN SLOW (VIA J)
		SUB	XLS		UP SLOW L.O.S.(VIA J)
		SUB	XLF		UP FAST L.O.S. (VIA J)
		SUB	XLF		UP FAST L.O.S.(VIA L)
		MAIN	C		DN. EMPTY CARR.LINE (VIA L)
		SUB			DN. EMPTY CARR. LINE(VIA L)
SUB	SHD		UP SIDE CARR. SHED (VIA L)		
	EN 3	MAIN	F		DOWN FAST (VIA J)
		SUB			DOWN FAST (VIA J)
		MAIN	S		DOWN SLOW(VIA J)
		SUB			DOWN SLOW(VIA J)
		SUB	XLS		UP SLOW L.O.S. (VIA J)
		SUB	XLF		UP FAST L.O.S. (VIA J)
		SUB	XLF		UP FAST L.O.S. (VIA L)
		MAIN	C		DN. EMPTY CARR. LINE(VIA L)
		SUB			DN. EMPTY CARR. LINE(VIA L)
SUB	SHD		UP SIDE CARR. SHED(VIA L)		
	EN 4	MAIN	F		DOWN FAST (VIA F, H)
		SUB			DOWN FAST (VIA F, H)
		MAIN	S		DOWN SLOW (VIA F, H)
		SUB			DOWN SLOW(VIA F, H)
		SUB	XLS		UP SLOW L.O.S.(VIA F, T)
		SUB	XLS		UP SLOW L.O.S.(VIA J, T)
		SUB	XLF		UP FAST L.O.S. (VIA J)
		MAIN	C		DN. EMPTY CARR. LINE(VIA J)
		SUB	SHD		UP SIDE CARR. SHED(VIA J)

\*R INDICATOR PROVIDED, RULE 141(b).

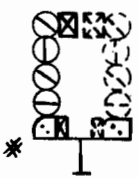
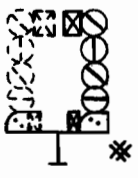
EUSTON (EN)  
CONTINUED

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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 5	MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST (VIA G)
		SUB			DOWN FAST (VIA G)
		MAIN	F		DOWN FAST (VIAD, H)
		SUB			DOWN FAST (VIAD, H)
		MAIN	F		DOWN FAST (VIA P, H)
		SUB			DOWN FAST (VIA P, H)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIAD, H)
		SUB			DOWN SLOW (VIAD, H)
		MAIN	S		DOWN SLOW (VIA P, H)
		SUB			DOWN SLOW (VIA P, H)
		SUB	XLS		UP SLOW L.O.S. (VIAD, T)
		SUB	XLS		UP SLOW L.O.S. (VIA P, K, T)
		SUB	XLS		UP SLOW L.O.S. (VIA P, J, T)
		SUB	XLF		UP FAST L.O.S. (VIA P, J)
MAIN	C		DN. EMPTY CARR. LINE (VIA P, J)		
SUB	SHD		UPSIDE CARR. SHED (VIA P, J)		
	EN 6	MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST (VIA G)
		SUB			DOWN FAST (VIA G)
		MAIN	F		DOWN FAST (VIAD, H)
		SUB			DOWN FAST (VIAD, H)
		MAIN	F		DOWN FAST (VIA F, H)
		SUB			DOWN FAST (VIA F, H)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIAD, H)
		SUB			DOWN SLOW (VIAD, H)
		MAIN	S		DOWN SLOW (VIA F, H)
		SUB			DOWN SLOW (VIA F, H)
		SUB	XLS		UP SLOW L.O.S. (VIA D, T)
		SUB	XLS		UP SLOW L.O.S. (VIA F, T)
		SUB	XLS		UP SLOW L.O.S. (VIA J, T)
		SUB	XLF		UP FAST L.O.S. (VIA J)
MAIN	C		DN. EMPTY CARR. LINE (VIA J)		
SUB	SHD		UPSIDE CARR. SHED (VIA J)		

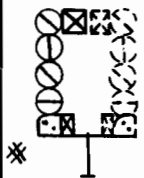
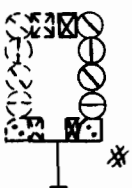
\*R INDICATOR PROVIDED, RULE 141(b).

**EUSTON (EN)  
CONTINUED**

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 7	MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST (VIA G)
		SUB			DOWN FAST (VIA G)
		MAIN	F		DOWN FAST (VIAD, H)
		SUB			DOWN FAST (VIAD, H)
		MAIN	F		DOWN FAST (VIA F, H)
		SUB			DOWN FAST (VIA F, H)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIAD, H)
		SUB			DOWN SLOW (VIAD, H)
		MAIN	S		DOWN SLOW (VIA F, H)
		SUB			DOWN SLOW (VIA F, H)
		SUB	XLS		UP SLOW L.O.S. (VIAD, T)
		SUB	XLS		UP SLOW L.O.S. (VIA F, T)
		SUB	XLS		UP SLOW L.O.S. (VIA J, T)
		SUB	XLF		UP FAST L.O.S. (VIA J)
MAIN	C		DN. EMPTY CARR. LINE (VIA J)		
SUB	SHD		UP SIDE CARR SHED (VIA J)		
	EN 8	MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST (VIA G)
		SUB			DOWN FAST (VIA G)
		MAIN	F		DOWN FAST (VIA H)
		SUB			DOWN FAST (VIA H)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIA H)
		SUB			DOWN SLOW (VIA H)
		SUB	XLS		UP SLOW L.O.S.
		MAIN	C		DOWN EMPTY CARR. LINE
		SUB	SHD		UP SIDE CARRIAGE SHED

\*R INDICATOR PROVIDED, RULE 141(b).

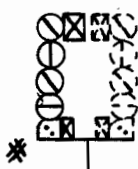
ELUSTON (EN)  
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SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 0	MAIN	2		BACKING OUT RD.N°2(VIAB,G)
		SUB	2		BACKING OUT RD.N°2(VIAB,G)
		MAIN	1		BACKING OUT RD.N°1(VIAB,G)
		SUB	1		BACKING OUT RD.N°1(VIAB,G)
		MAIN	F		DOWN FAST (VIA Q)
		SUB			DOWN FAST (VIA Q)
		MAIN	F		DOWN FAST (VIA H)
		SUB			DOWN FAST (VIA H)
		MAIN	S		DOWN SLOW (VIA B)
		SUB			DOWN SLOW (VIA B)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIA H)
		SUB			DOWN SLOW (VIA H)
		SUB	XUS		UP SLOW L.O.S.
		MAIN	C		DOWN EMPTY CARR. LINE
SUB	SHD		UP SIDE CARRIAGE SHED		
	EN 10	MAIN	2		BACKING OUT RD.N°2(VIAB,G)
		SUB	2		BACKING OUT RD.N°2(VIAB,G)
		MAIN	1		BACKING OUT RD.N°1(VIAB,G)
		SUB	1		BACKING OUT RD.N°1(VIAB,G)
		MAIN	F		DOWN FAST (VIA Q)
		SUB			DOWN FAST (VIA Q)
		MAIN	F		DOWN FAST (VIA H)
		SUB			DOWN FAST (VIA H)
		MAIN	S		DOWN SLOW (VIA B)
		SUB			DOWN SLOW (VIA B)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIA H)
		SUB			DOWN SLOW (VIA H)
		SUB	XUS		UP SLOW L.O.S.
		MAIN	C		DOWN EMPTY CARR. LINE
SUB	SHD		UP SIDE CARRIAGE SHED		

\*R INDICATOR PROVIDED, RULE 141(b).



ELUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 11	MAIN	4		BACKING OUT ROAD N° 4
		SUB	4		BACKING OUT ROAD N° 4
		MAIN	3		BACKING OUT ROAD N° 3
		SUB	3		BACKING OUT ROAD N° 3
		MAIN	2		BACKING OUT RD. N° 2 (VIA C)
		SUB	2		BACKING OUT RD. N° 2 (VIA C)
		MAIN	2		BACKING OUT RD. N° 2 (VIA A, G)
		SUB	2		BACKING OUT RD. N° 2 (VIA A, G)
		MAIN	2		BACKING OUT RD. N° 2 (VIA B, G)
		SUB	2		BACKING OUT RD. N° 2 (VIA B, G)
		MAIN	1		BACKING OUT RD. N° 1 (VIA C)
		SUB	1		BACKING OUT RD. N° 1 (VIA C)
		MAIN	1		BACKING OUT RD. N° 1 (VIA A, G)
		SUB	1		BACKING OUT RD. N° 1 (VIA A, G)
		MAIN	1		BACKING OUT RD. N° 1 (VIA B, G)
		SUB	1		BACKING OUT RD. N° 1 (VIA B, G)
		MAIN	F		DOWN FAST (VIA A, Q)
		SUB			DOWN FAST (VIA A, Q)
		MAIN	F		DOWN FAST (VIA B, Q)
		SUB			DOWN FAST (VIA B, Q)
		MAIN	F		DOWN FAST (VIA H)
		SUB			DOWN FAST (VIA H)
		MAIN	S		DOWN SLOW (VIA A)
		SUB			DOWN SLOW (VIA A)
		MAIN	S		DOWN SLOW (VIA B)
		SUB			DOWN SLOW (VIA B)
		MAIN	S		DOWN SLOW (VIA E)
		SUB			DOWN SLOW (VIA E)
		MAIN	S		DOWN SLOW (VIA H)
		SUB			DOWN SLOW (VIA H)
		SUB	XLS		UP SLOW L.O.S.
		MAIN	C		DOWN EMPTY CARR. LINE
SUB	SHD.		UP SIDE CARRIAGE SHED		

\*R INDICATOR PROVIDED, RULE 141(b).

ELISTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 12	MAIN	4		BACKING OUT ROAD N° 4
		SUB	4		BACKING OUT ROAD N° 4
		MAIN	3		BACKING OUT ROAD N° 3
		SUB	3		BACKING OUT ROAD N° 3
		MAIN	2		BACKING OUT RD. N° 2 (VIAC)
		SUB	2		BACKING OUT RD. N° 2 (VIAC)
		MAIN	2		BACKING OUT RD. N° 2 (VIAG)
		SUB	2		BACKING OUT RD. N° 2 (VIAG)
		MAIN	1		BACKING OUT RD. N° 1 (VIAC)
		SUB	1		BACKING OUT RD. N° 1 (VIAC)
		MAIN	1		BACKING OUT RD. N° 1 (VIAG)
		SUB	1		BACKING OUT RD. N° 1 (VIAG)
		MAIN	F		DOWN FAST (VIA Q)
		SUB			DOWN FAST (VIA Q)
		MAIN	S		DOWN SLOW
SUB			DOWN SLOW		
	EN 13	MAIN	4		BACKING OUT ROAD N° 4
		SUB	4		BACKING OUT ROAD N° 4
		MAIN	3		BACKING OUT ROAD N° 3
		SUB	3		BACKING OUT ROAD N° 3
		MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST
		SUB			DOWN FAST
		MAIN	S		DOWN SLOW
		SUB			DOWN SLOW
	EN 14	MAIN	4		BACKING OUT ROAD N° 4
		SUB	4		BACKING OUT ROAD N° 4
		MAIN	3		BACKING OUT ROAD N° 3
		SUB	3		BACKING OUT ROAD N° 3
		MAIN	2		BACKING OUT ROAD N° 2
		SUB	2		BACKING OUT ROAD N° 2
		MAIN	1		BACKING OUT ROAD N° 1
		SUB	1		BACKING OUT ROAD N° 1
		MAIN	F		DOWN FAST (VIA W)
		SUB			DOWN FAST (VIA W)
		MAIN	S		DOWN SLOW (VIA W)
		SUB			DOWN SLOW (VIA W)

\*R INDICATOR PROVIDED, RULE 141(b).

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE	
	EN15	MAIN	4		BACKING OUT ROAD N° 4	
		SUB	4		BACKING OUT ROAD N° 4	
		MAIN	3		BACKING OUT ROAD N° 3	
		SUB	3		BACKING OUT ROAD N° 3	
		MAIN	2		BACKING OUT ROAD N° 2	
		SUB	2		BACKING OUT ROAD N° 2	
		MAIN	1		BACKING OUT ROAD N° 1	
		SUB	1		BACKING OUT ROAD N° 1	
		MAIN	F		DOWN FAST (VIA X)	
		SUB			DOWN FAST (VIA X)	
		MAIN	S		DOWN SLOW(VIA X)	
		SUB			DOWN SLOW(VIA X)	
	EN16	SUB	BR		BACK ROAD	
		MAIN	4		BACKING OUT ROAD N° 4	
		SUB	4		BACKING OUT ROAD N° 4	
		MAIN	2		BACKING OUT ROAD N° 2	
		SUB	2		BACKING OUT ROAD N° 2	
		MAIN	1		BACKING OUT ROAD N° 1	
		SUB	1		BACKING OUT ROAD N° 1	
		MAIN	F		DOWN FAST	
		SUB			DOWN FAST	
		MAIN	S		DOWN SLOW	
SUB			DOWN SLOW			
	EN21	SHUNT			PLATFORM 11	
		SHUNT			PLATFORM 12	
		SHUNT			PLATFORM 13	
		SHUNT			PLATFORM 14	
		SHUNT			PLATFORM 15	
	EN22	SHUNT				PLATFORM 9
		SHUNT				PLATFORM 10
		SHUNT				PLATFORM 11(VIA B)
		SHUNT				PLATFORM 11(VIA A)
		SHUNT				PLATFORM 12
		SHUNT				PLATFORM 13
		SHUNT				PLATFORM 14

\*R INDICATOR PROVIDED, RULE 141(b)

EUSTON (EN)



CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
□	EN23	SHUNT			PLATFORM 5
		SHUNT			PLATFORM 6
		SHUNT			PLATFORM 7
		SHUNT			PLATFORM 8
		SHUNT			PLATFORM 9(VIA E)
		SHUNT			PLATFORM 9(VIA B)
		SHUNT			PLATFORM 10(VIA E)
		SHUNT			PLATFORM 10(VIA B)
		SHUNT			PLATFORM 11(VIA E)
		SHUNT			PLATFORM 11(VIA B)
		SHUNT			PLATFORM 11(VIA A)
	EN24	SHUNT			PLATFORM 12
		SHUNT			PLATFORM 4
		SHUNT			PLATFORM 5(VIA P)
		SHUNT			PLATFORM 5(VIA D)
		SHUNT			PLATFORM 6(VIA F)
		SHUNT			PLATFORM 6(VIA D)
		SHUNT			PLATFORM 7(VIA F)
		SHUNT			PLATFORM 7(VIA D)
		SHUNT			PLATFORM 8
		SHUNT			PLATFORM 9
	EN25	SHUNT			PLATFORM 10
		SHUNT			PLATFORM 11
		SHUNT			PLATFORM 2
		SHUNT			PLATFORM 3
		SHUNT			PLATFORM 4
		SHUNT			PLATFORM 5
	EN26	SHUNT			PLATFORM 6
		SHUNT			PLATFORM 7
		SHUNT			PLATFORM 1
	EN27	SHUNT			PLATFORM 2
SHUNT				PLATFORM 3	
EN28 ‡	SHUNT			PLATFORM 1	
	SHUNT			PLATFORM 2	
	SHUNT	PCL		PLATFORM 3	
EN29	SHUNT			BACKING OUT ROAD N <sup>o</sup> 4	
	SHUNT			DOWN SLOW	
	SHUNT			UP ENGINE LINE N <sup>o</sup> 1	
	SHUNT			PARCELS DOCK	
EN31	SHUNT			DOWN SLOW	
	SHUNT			DOWN FAST	
	SHUNT			UP ENGINE LINE N <sup>o</sup> 1	
EN31	SHUNT			UP SLOW	
	SHUNT			DOWN SLOW	

‡ ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL

ELUSTON (EN)

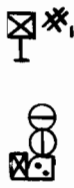
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	* EN 32 #	MAIN	11		PLATFORM 11
		SUB	11		PLATFORM 11
		MAIN	12		PLATFORM 12
		SUB	12		PLATFORM 12
		MAIN	13		PLATFORM 13
		SUB	13		PLATFORM 13
		MAIN	14		PLATFORM 14
		SUB	14		PLATFORM 14
		MAIN	15		PLATFORM 15
		SUB	15		PLATFORM 15
		SUB	PCL		PARCELS DOCK
	* EN 33	MAIN	11		PLATFORM 11
		SUB	11		PLATFORM 11
		MAIN	12		PLATFORM 12
		SUB	12		PLATFORM 12
		MAIN	13		PLATFORM 13
		SUB	13		PLATFORM 13
		MAIN	14		PLATFORM 14
		SUB	14		PLATFORM 14
		MAIN	15		PLATFORM 15
		SUB	15		PLATFORM 15

\*1 MULTI-LAMP ROUTE INDICATOR SITUATED 33FT. SOUTH OF SIGNAL UNIT

# ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN34 EN35	MAIN	5		PLATFORM 5
		SUB	5		PLATFORM 5
		MAIN	6		PLATFORM 6
		SUB	6		PLATFORM 6
		MAIN	7		PLATFORM 7
		SUB	7		PLATFORM 7
		MAIN	8		PLATFORM 8
		SUB	8		PLATFORM 8
		MAIN	9		PLATFORM 9(VIA B)
		SUB	9		PLATFORM 9(VIA B)
		MAIN	10		PLATFORM 10(VIA B)
		SUB	10		PLATFORM 10(VIA B)
		MAIN	11		PLATFORM 11(VIA B)
		SUB	11		PLATFORM 11(VIA B)
		MAIN	11		PLATFORM 11(VIA A, G)
		SUB	11		PLATFORM 11(VIA A, G)
		MAIN	11		PLATFORM 11(VIA C)
		SUB	11		PLATFORM 11(VIA C)
		MAIN	12		PLATFORM 12(VIA G)
		SUB	12		PLATFORM 12(VIA G)
		MAIN	12		PLATFORM 12(VIA C)
		SUB	12		PLATFORM 12(VIA C)
		MAIN	13		PLATFORM 13
		SUB	13		PLATFORM 13
		MAIN	14		PLATFORM 14
		SUB	14		PLATFORM 14
		MAIN	15		PLATFORM 15
		SUB	15		PLATFORM 15
	‡	SUB	PCL		PARCELS DOCK


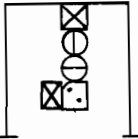
\*MULTI-LAMP ROUTE INDICATOR SITUATED 33FT. SOUTH OF SIGNAL UNIT  
‡ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 36	MAIN	5		PLATFORM 5
		SUB	5		PLATFORM 5
		MAIN	6		PLATFORM 6
		SUB	6		PLATFORM 6
		MAIN	7		PLATFORM 7
		SUB	7		PLATFORM 7
		MAIN	8		PLATFORM 8
		SUB	8		PLATFORM 8
		MAIN	9		PLATFORM 9 (VIA B)
		SUB	9		PLATFORM 9 (VIA B)
		MAIN	10		PLATFORM 10 (VIA B)
		SUB	10		PLATFORM 10 (VIA B)
		MAIN	11		PLATFORM 11 (VIA B)
		SUB	11		PLATFORM 11 (VIA B)
		MAIN	11		PLATFORM 11 (VIA A,G)
		SUB	11		PLATFORM 11 (VIA A,G)
		MAIN	11		PLATFORM 11 (VIA C)
		SUB	11		PLATFORM 11 (VIA C)
		MAIN	12		PLATFORM 12 (VIA G)
		SUB	12		PLATFORM 12 (VIA G)
		MAIN	12		PLATFORM 12 (VIA C)
		SUB	12		PLATFORM 12 (VIA C)
		MAIN	13		PLATFORM 13
		SUB	13		PLATFORM 13
		MAIN	14		PLATFORM 14
		SUB	14		PLATFORM 14
		MAIN	15		PLATFORM 15
		SUB	15		PLATFORM 15
	#	SUB	PCL		PARCELS DOCK
	EN41	SHUNT			ALONG BACKING OUT RD. N°4
	EN42	SHUNT			ALONG BACKING OUT RD. N°3
	EN43	SHUNT			ALONG BACKING OUT RD. N°2
	EN44	SHUNT			ALONG BACKING OUT RD. N°1
	EN46	SHUNT			ARRIVAL ROAD
		SHUNT			UP FAST
	EN47	SHUNT			ALONG UP SLOW
		SHUNT			ARRIVAL ROAD (VIA L)
	EN48	SHUNT			ALONG UP FAST
		SHUNT			UP SLOW
	EN48	SHUNT	C		DOWN EMPTY CARR. LINE
		SHUNT	SHD		UP SIDE CARRIAGE SHED

#ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL.

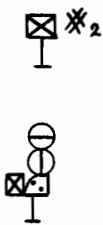

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN49	SHUNT			TO SIGNAL EN 46
	EN51	SHUNT			DOWN SLOW
		SHUNT			DOWN FAST
		SHUNT			TO SIGNAL EN 28
	EN52	SUB	NCK		NECK
		MAIN	1		PLATFORM 1
		SUB	1		PLATFORM 1
		MAIN	2		PLATFORM 2(VIA L)
		SUB	2		PLATFORM 2(VIA L)
		MAIN	2		PLATFORM 2(VIA J)
		SUB	2		PLATFORM 2(VIA J)
		MAIN	3		PLATFORM 3(VIA L)
		SUB	3		PLATFORM 3(VIA L)
		MAIN	3		PLATFORM 3(VIA J)
		SUB	3		PLATFORM 3(VIA J)
		MAIN	4		PLATFORM 4(VIA J)
		SUB	4		PLATFORM 4(VIA J)
		MAIN	5		PLATFORM 5(VIA J,P)
		SUB	5		PLATFORM 5(VIA J,P)
		MAIN	6		PLATFORM 6(VIA J)
		SUB	6		PLATFORM 6(VIA J)
		MAIN	7		PLATFORM 7(VIA J)
		SUB	7		PLATFORM 7(VIA J)
		MAIN	8		PLATFORM 8
		SUB	8		PLATFORM 8
		MAIN	9		PLATFORM 9
		SUB	9		PLATFORM 9
		MAIN	10		PLATFORM 10
SUB	10		PLATFORM 10		
MAIN	11		PLATFORM 11		
SUB	11		PLATFORM 11		



ELUSTON (EN)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 53	SUB	NCK		NECK
		MAIN	1		PLATFORM 1
		SUB	1		PLATFORM 1
		MAIN	2		PLATFORM 2 (VIA L)
		SUB	2		PLATFORM 2 (VIA L)
		MAIN	3		PLATFORM 3 (VIA L)
		SUB	3		PLATFORM 3 (VIA L)
		MAIN	4		PLATFORM 4 (VIA J)
		SUB	4		PLATFORM 4 (VIA J)
		MAIN	5		PLATFORM 5 (VIA J, P)
		SUB	5		PLATFORM 5 (VIA J, P)
		MAIN	6		PLATFORM 6 (VIA J)
		SUB	6		PLATFORM 6 (VIA J)
		MAIN	7		PLATFORM 7 (VIA J)
		SUB	7		PLATFORM 7 (VIA J)
		MAIN	8		PLATFORM 8
		SUB	8		PLATFORM 8
		MAIN	9		PLATFORM 9
		SUB	9		PLATFORM 9
		MAIN	10		PLATFORM 10
SUB	10		PLATFORM 10		
MAIN	11		PLATFORM 11		
SUB	11		PLATFORM 11		
	EN 54	SUB			SHUNTING NECK 1
	EN 55	SUB			SHUNTING NECK 2
	EN 56				
	EN 61				

\*2 MULTI-LAMP ROUTE INDICATOR SITUATED 24 FT. SOUTH OF SIGNAL LIMIT.

ELISTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
		MAIN	1		PLATFORM 1
		SUB	1		PLATFORM 1
		MAIN	2		PLATFORM 2(VIA J)
		SUB	2		PLATFORM 2(VIA J)
		MAIN	3		PLATFORM 3(VIA J)
		SUB	3		PLATFORM 3(VIA J)
		MAIN	4		PLATFORM 4(VIA J)
		SUB	4		PLATFORM 4(VIA J)
		MAIN	4		PLATFORM 4(VIA K)
		SUB	4		PLATFORM 4(VIA K)
		MAIN	5		PLATFORM 5(VIA J,P)
		SUB	5		PLATFORM 5(VIA J,P)
		MAIN	5		PLATFORM 5(VIA T,K,P)
		SUB	5		PLATFORM 5(VIA T,K,P)
		MAIN	5		PLATFORM 5(VIA K,D)
		SUB	5		PLATFORM 5(VIA K,D)
		MAIN	5		PLATFORM 5(VIA R,E)
		SUB	5		PLATFORM 5(VIA R,E)
		MAIN	6		PLATFORM 6(VIA J)
		SUB	6		PLATFORM 6(VIA J)
		MAIN	6		PLATFORM 6(VIA K,F)
		SUB	6		PLATFORM 6(VIA K,F)
		MAIN	6		PLATFORM 6(VIA K,D)
		SUB	6		PLATFORM 6(VIA K,D)
		MAIN	6		PLATFORM 6(VIA R,E)
		SUB	6		PLATFORM 6(VIA R,E)
		MAIN	7		PLATFORM 7(VIA J)
		SUB	7		PLATFORM 7(VIA J)
		MAIN	7		PLATFORM 7(VIA K,F)
		SUB	7		PLATFORM 7(VIA K,F)
		MAIN	7		PLATFORM 7(VIA K,D)
		SUB	7		PLATFORM 7(VIA K,D)
		MAIN	7		PLATFORM 7(VIA R,E)
		SUB	7		PLATFORM 7(VIA R,E)
		MAIN	8		PLATFORM 8(VIA K)
		SUB	8		PLATFORM 8(VIA K)
		MAIN	8		PLATFORM 8(VIA R,E)
		SUB	8		PLATFORM 8(VIA R,E)
		MAIN	9		PLATFORM 9(VIA K)
		SUB	9		PLATFORM 9(VIA K)
		MAIN	9		PLATFORM 9(VIA R,E)
		SUB	9		PLATFORM 9(VIA R,E)
		MAIN	9		PLATFORM 9(VIA R,B)
		SUB	9		PLATFORM 9(VIA R,B)



EN64

CONT.

ELUSTON (EN)

CONTINUED

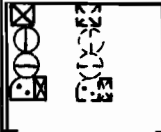
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE	
	ENG 4 *3	MAIN	10		PLATFORM 10 (VIA K)	
		SUB	10		PLATFORM 10 (VIA K)	
		MAIN	10		PLATFORM 10 (VIA R, E)	
		SUB	10		PLATFORM 10 (VIA R, E)	
		MAIN	10		PLATFORM 10 (VIA B, R)	
		SUB	10		PLATFORM 10 (VIA B, R)	
		MAIN	11		PLATFORM 11 (VIA K)	
		SUB	11		PLATFORM 11 (VIA K)	
		MAIN	11		PLATFORM 11 (VIA R, E)	
		SUB	11		PLATFORM 11 (VIA R, E)	
		MAIN	11		PLATFORM 11 (VIA R, B)	
		SUB	11		PLATFORM 11 (VIA R, B)	
		MAIN	11		PLATFORM 11 (VIA R, A)	
		SUB	11		PLATFORM 11 (VIA R, A)	
		MAIN	12		PLATFORM 12 (VIA R)	
		SUB	12		PLATFORM 12 (VIA R)	
		MAIN	13		PLATFORM 13	
		SUB	13		PLATFORM 13	
		MAIN	14		PLATFORM 14 (VIA W)	
		SUB	14		PLATFORM 14 (VIA W)	
		MAIN	15		PLATFORM 15	
		SUB	15		PLATFORM 15	
		#	SUB	PCL		PARCELS DOCK

\*3 ALSO SEE SHEET N° 14

# ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL.

ELUSTON (EN)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE
	EN 65	MAIN	1		PLATFORM 1 (VIA L)
		SUB	1		PLATFORM 1 (VIA L)
		MAIN	2		PLATFORM 2 (VIA L)
		SUB	2		PLATFORM 2 (VIA L)
		MAIN	2		PLATFORM 2 (VIA J)
		SUB	2		PLATFORM 2 (VIA J)
		MAIN	3		PLATFORM 3 (VIA L)
		SUB	3		PLATFORM 3 (VIA L)
		MAIN	3		PLATFORM 3 (VIA J)
		SUB	3		PLATFORM 3 (VIA J)
		MAIN	4		PLATFORM 4 (VIA J)
		SUB	4		PLATFORM 4 (VIA J)
		MAIN	4		PLATFORM 4 (VIA T, F)
		SUB	4		PLATFORM 4 (VIA T, F)
		MAIN	5		PLATFORM 5 (VIA P, J)
		SUB	5		PLATFORM 5 (VIA P, J)
		MAIN	5		PLATFORM 5 (VIA T, K, P)
		SUB	5		PLATFORM 5 (VIA T, K, P)
		MAIN	5		PLATFORM 5 (VIA T, D)
		SUB	5		PLATFORM 5 (VIA T, D)
		MAIN	6		PLATFORM 6 (VIA S, J)
		SUB	6		PLATFORM 6 (VIA S, J)
		MAIN	6		PLATFORM 6 (VIA T, F)
		SUB	6		PLATFORM 6 (VIA T, F)
		MAIN	6		PLATFORM 6 (VIA T, D)
		SUB	6		PLATFORM 6 (VIA T, D)
		MAIN	7		PLATFORM 7 (VIA S, J)
		SUB	7		PLATFORM 7 (VIA S, J)
		MAIN	7		PLATFORM 7 (VIA T, F)
		SUB	7		PLATFORM 7 (VIA T, F)
		MAIN	7		PLATFORM 7 (VIA T, D)
		SUB	7		PLATFORM 7 (VIA T, D)
		MAIN	8		PLATFORM 8 (VIA M)
		SUB	8		PLATFORM 8 (VIA M)
		MAIN	8		PLATFORM 8 (VIA T)
		SUB	8		PLATFORM 8 (VIA T)
		MAIN	9		PLATFORM 9 (VIA M)
		SUB	9		PLATFORM 9 (VIA M)
		MAIN	9		PLATFORM 9 (VIA T)
		SUB	9		PLATFORM 9 (VIA T)
MAIN	9		PLATFORM 9 (VIA R, B)		
SUB	9		PLATFORM 9 (VIA R, B)		
MAIN	10		PLATFORM 10 (VIA M)		
SUB	10		PLATFORM 10 (VIA M)		

CONT.

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 65 *4	MAIN	10		PLATFORM 10 (VIA T)
		SUB	10		PLATFORM 10 (VIA T)
		MAIN	10		PLATFORM 10 (VIAR,B)
		SUB	10		PLATFORM 10 (VIAR,B)
		MAIN	11		PLATFORM 11 (VIAM)
		SUB	11		PLATFORM 11 (VIAM)
		MAIN	11		PLATFORM 11 (VIA T)
		SUB	11		PLATFORM 11 (VIA T)
		MAIN	11		PLATFORM 11 (VIAR,B)
		SUB	11		PLATFORM 11 (VIAR,B)
		MAIN	11		PLATFORM 11 (VIAR,A)
		SUB	11		PLATFORM 11 (VIAR,A)
		MAIN	12		PLATFORM 12 (VIA R)
		SUB	12		PLATFORM 12 (VIA R)
		MAIN	13		PLATFORM 13
		SUB	13		PLATFORM 13
		MAIN	14		PLATFORM 14 (VIA W)
		SUB	14		PLATFORM 14 (VIA W)
MAIN	15		PLATFORM 15		
SUB	15		PLATFORM 15		
	#	SUB	PCL		PARCELS DOCK
	EN 66	SHUNT	N1		SHUNTING NECK N° 1
		SHUNT	N2		SHUNTING NECK N° 2
	EN 67	SHUNT			SHUNTING NECK N° 1
	EN 68	SHUNT	SDG.		SIDING
		SHUNT	N1		SHUNTING NECK N° 1
		SHUNT	N2		SHUNTING NECK N° 2
		SHUNT	E1		SET BACK UP ENGINE LINE N° 1
	EN 69	SHUNT	1		BACKING OUT ROAD N° 1
		SHUNT	2		BACKING OUT ROAD N° 2
		SHUNT	3		BACKING OUT ROAD N° 3
		SHUNT	4		BACKING OUT ROAD N° 4
		SHUNT	SHD		DOWN SIDE CARR. SHED (VIA U)
		SHUNT	SHD		DOWN SIDE CARR. SHED (VIA V)
	EN 71	SHUNT	1		BACKING OUT ROAD N° 1
		SHUNT	2		BACKING OUT ROAD N° 2
		SHUNT	3		BACKING OUT ROAD N° 3
		SHUNT	4		BACKING OUT ROAD N° 4
		SHUNT	SHD		DOWN SIDE CARRIAGE SHED
	EN 73	SHUNT	N2		SHUNTING NECK N° 2
		SHUNT	E1		SET BACK UP ENGINE LINE N° 1

# ALSO CONTROLLED BY PARCELS DOCK CONTROL PANEL

\*4 ALSO SEE SHEET N° 16

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN74,75	SHUNT			TO SIGNAL ENG9
	EN 76	SHUNT			TO SIGNAL EN71
		SHUNT			TO SIGNAL ENG9
	EN 81	MAIN			UP ENGINE LINE N° 1
		SUB	E		UP ENGINE LINE N° 1
		SUB	N2		SHUNTING NECK N°2
		SUB	N1		SHUNTING NECK N°1
	EN 82	MAIN			UP ENGINE LINE N° 2
		SUB	E		UP ENGINE LINE N° 2
	EN 88	SHUNT			UP ENGINE LINE L.O.S.
		MAIN			DOWN EMPTY CARR. LINE
	EN 89	SHUNT			DOWN EMPTY CARR. LINE
	EN 91	SHUNT	E2		UP ENGINE LINE N° 2
		SHUNT	E1		UP ENGINE LINE N° 1
	EN 92	SHUNT	X		SET BACK DN. EMPTY CARR. LINE L.O.S.
		SHUNT	E1		UP ENGINE LINE N° 1
	EN 93	SHUNT			SET BACK DOWN EMPTY CARR. LINE
	EN 94	MAIN	E2		UP ENGINE LINE N° 2
		MAIN	E1		UP ENGINE LINE N° 1
	EN 103				
	EN 104	SHUNT			CARRIAGE DEPOT
		SHUNT			DOWN THROUGH SIDING
	EN 105	SUB	C		CARRIAGE DEPOT.
		SUB	SDG.		DOWN THROUGH SIDING
		MAIN	F		DOWN FAST
		MAIN	S		DOWN SLOW
	EN 106	SUB	SDG.		DOWN THROUGH SIDING
		MAIN			DOWN FAST
		MAIN		Pos <sup>N</sup> 4	DOWN SLOW
	EN 107	SUB	SDG.		DOWN THROUGH SIDING
		MAIN		Pos <sup>N</sup> 1	DOWN FAST
		MAIN			DOWN SLOW

▽ ALSO CONTROLLED BY DOWN SIDE CARRIAGE SHED GROUND FRAME  
FOR ROUTES LEADING TO DOWN SIDE CARRIAGE SHED GROUND FRAME

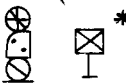
EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR	JUNCTION INDR	ROUTE
⊠	EN 108	SHUNT			UP ENGINE LINE
	EN 112	SHUNT			UP ENGINE LINE
	EN 113	SHUNT			TO SIGNAL EN 112
⊠	EN 115	MAIN		Pos <sup>N</sup> 1	UP FAST
		MAIN			UP SLOW
⊠	EN 116	MAIN			UP FAST
		MAIN		Pos <sup>N</sup> 4	UP SLOW
⊠	EN 121	SHUNT			TO SIGNAL EN 129
	EN 122	SHUNT			TO SIGNAL EN 129
⊠	EN 124	MAIN		Pos <sup>N</sup> 1	DN. EUSTON ELECTRIC
		MAIN			DOWN SLOW
⊠	EN 126	MAIN			DN. NTH. LONDON ELECTRIC
		MAIN		Pos <sup>N</sup> 4	DOWN NORTH LONDON
		SLB			DOWN NORTH LONDON
⊠	EN 127	SHUNT			DOWN NORTH LONDON
⊠	EN 128	SHUNT			DOWN NORTH LONDON
		SHUNT	NCK		NECK
⊠	EN 129	SHUNT			DOWN FAST
	EN 131	SHUNT			BACK ROAD
		SHUNT			UP NORTH LONDON
		SHUNT			SET BACK DOWN NORTH LONDON
	Δ	SHUNT			YARD
	EN 134	SHUNT			CARRIAGE DEPOT
EN 145	Δ SHUNT			SET BACK DN. GOODS LOOP	














Δ TO BE BROUGHT INTO USE AT LATER DATE

Δ ALSO CONTROLLED BY CAMDEN YARD SIGNAL BOX

EUSTON (EN)  
CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	EN 146	Δ	MAIN	C	UP EMPTY CARRIAGE LINE
			MAIN	U	UP NORTH LONDON
			MAIN	D	DOWN NORTH LONDON
		Δ	MAIN	1	UP GOODS LOOP N <sup>o</sup> . 1
		Δ	SUB	1	UP GOODS LOOP N <sup>o</sup> . 1
		Δ	MAIN	2	UP GOODS LOOP N <sup>o</sup> . 2
		Δ	SUB	2	UP GOODS LOOP N <sup>o</sup> . 2
	MAIN			UP SLOW	

CAMDEN YARD SIGNAL BOX (CY)

	CY 4	SHUNT			CAMDEN YARD SIDINGS
	CY 5	SUB			CAMDEN YARD SIDINGS
	CY 8	SUB			CAMDEN YARD SIDINGS
		SUB			TO SIGNAL CY 43
	CY 10	SHUNT			CAMDEN YARD SIDINGS
		SHUNT			TO SIGNAL CY 43
	CY 13	SHUNT			TO SIGNAL CY 34
	CY 21	SHUNT			TO SIGNAL CY 37
		SHUNT			TO SIGNAL CY 34
	CY 34	SHUNT			TO SIGNAL CY 36
		SHUNT			DN. NTH. LONDON ELECTRIC
		SHUNT			DN. NORTH LONDON
	CY 36	SHUNT			DOWN GOODS LOOP
		SHUNT			SHUNTING NECK
	CY 37	SHUNT			DOWN GOODS LOOP
	CY 41	SHUNT			TO SIGNAL CY 37
	CY 42	SHUNT			TO SIGNAL CY 37
		SHUNT			TO SIGNAL CY 34
	CY 43	SHUNT			CAMDEN YARD SIDINGS
		SHUNT			UP FAST
	CY 45	SHUNT			TO SIGNAL CY 37

• ALSO CONTROLLED BY EUSTON SIGNAL BOX.

Δ ALSO CONTROLLED BY CAMDEN YARD SIGNAL BOX.

\* MULTI-LAMP ROUTE INDICATOR PLACED ON RIGHT HAND SIDE OF LINE













HAMPSTEAD ROAD JUNCTION SIGNAL BOX (HR)

☒	HR 6	SHUNT	U		UP NORTH LONDON
		SHUNT	XD		SET BACK DOWN NORTH LONDON L.O.S.
		SHUNT	W		WATER COLUMN ROADS
	HR 16	SHUNT	U		UP NORTH LONDON
		SHUNT	XD		SET BACK DOWN NORTH LONDON L.O.S.
		SHUNT	T		TO SIGNAL HR 6
☒	HR 17	SHUNT			TO SIGNAL HR 33
☒	HR 19	SHUNT	U		UP NORTH LONDON
		SHUNT	XD		SET BACK DOWN NORTH LONDON L.O.S.
☒	HR 20	SHUNT	U		UP NORTH LONDON
		SHUNT	XD		SET BACK DOWN NORTH LONDON L.O.S.
☒	HR 21	SLB			SET BACK DOWN NORTH LONDON L.O.S.
☒	HR 33	SHUNT	T		THROUGH SIDING
		SHUNT	2		N°2 ARRIVAL SIDING
		SHUNT	1		N°1 ARRIVAL SIDING
		SHUNT	D		DOWN NORTH LONDON
☒	HR 39	SLB	SDG		SIDINGS
		MAIN			DOWN NORTH LONDON

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS




MAIN RUNNING SIGNALS

-  JUNCTION INDICATOR
-  YELLOW ASPECT
-  GREEN ASPECT
-  YELLOW ASPECT
-  RED ASPECT
-  ROUTE INDICATOR
-  POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT) WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44A & 47).
  
-  RED, YELLOW, OR GREEN ASPECT
-  TELEPHONE AT SIGNAL
  
-  AUTOMATIC SIGNAL













SIGNAL PLATE REFERENCES

- WN - WILLES DEN
- EN - EUSTON
- SH - SOUTH HAMPSTEAD
- CY - CAMDEN YARD
- HR - HAMPSTEAD ROAD JUNCTION

SHUNTING SIGNALS (RULE 47)

-  POSITION LIGHT SHUNTING SIGNAL SHOWING 1 RED AND 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION AND 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION
-  POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR
-  ROUTE INDICATOR ON MECHANICAL DISC SHUNTING SIGNAL.

MISCELLANEOUS

-  TELEPHONE
-  BANNER REPEATER
-  "LIMIT OF SHUNT" INDICATION BOARD
-  SINGLE STROKE BELL
-  TRAIN STOP
-  ROUTE INDICATOR ON SEPERATE POST
-  CATCH OR TRAP POINTS
-  HAND POINTS
-  SIGNAL OFF & RIGHT AWAY INDICATOR RULE 14| B
-  SPRING POINTS
-  "TRACK DEAD" INDICATOR
-  POINTS HAND WORKED & POWER WORKED.

# EUSTON POWER BOX

MULTIPLE ASPECT SIGNALLING

NOT TO SCALE

