

Euston 1974 TIMETABLE

Timetable Description

This timetable is for a summer Friday at Euston from an 0400 start, running to 0200 Saturday. There are no planned chaining sim timetables.

This is the first year of the new 'all electric to Glasgow' timetable and all the FO extras and reliefs (pathed in WTT but 'Suspended') are running, so this likely represents one of the Fridays in August with several extra services for Holyhead and Heysham. It gets very busy both in the expected peak hours but also around 0700 and 2100 as the sleeper stock occupies several platforms for a long time.

The timetable was written from the relevant WTT, which gave all the platforming and ECS working details along with a lot of the parcel shunts. Passenger stock is correctly allocated to the next workings as given in the WTT, although formations are fairly generic. However little by way of loco diagrams were available. Those specifically noted as 'Class 81-85' are retained, and 87's are allocated to the daytime Glasgow services.

EMU train lengths have been assumed based on photos and stabling limitations.

There is limited freight activity in the area, but the DC lines have both Euston and Broad Street services

Thanks to the SimSig folks for the 'ecosystem' and Clive for the Euston sim

Timetable © M.W.Wilson

March 2025

Operating Notes

The two shunters are T16 (passenger) and T17 (parcels) with have sequential UID and linked timing rules. Removing either of these will break things as subsequent legs of the duty will not appear.

The CS do not ask permission for entry, they advise, so to send trains in you will need to obtain the slots in time to avoid Mexicans. Equally if you do not cancel routes into the CS, nothing will try to enter or even call.

It is also possible to get Mexicans between Camden CS (the washer) and down shed. Get the slot before proceeding beyond the point of no return.

At this time, despite the name, Camden CS did not operate as carriage sidings, it just had the washer. The peak hour EMU are stabled all over the place, including the Camden Yard !

Use is made of reversing at sig53, outside the up carriage shed lines. Locos with further activities do not exit to Up CS -

0Z00/\$LE1M48 becoming 0M12 is the first example

The TD is lost though, so put the TD in before the loco moves off from Euston or use a sticky note

Passenger stock uses Down CS 1-9, and parcels uses DCS lines 10 & 11. Note that stock accounting is applied and this may come in to play if too much parcel stock ends up in 1-9 or vv

Alterations

No train working changes were needed but TD have been altered to be closer to modern practice and avoid wrapping round so that in most cases the TD is unique.

The 2B and 2G series both wrapped at ID20, but these continue in sequence in the timetable.

The Watford DC lines ran as 2B55 (for Euston) and 2B66 (for Broad St) but these have been given incrementing TD of 2C/2D for the Euston service and 2E/2M for the Broad Street trains.

Hints / Spoilers

The following structure has been used to make keeping track of the light engines easy.

LE that shunt in the station and join a new train are all 0Z00, with a UID of LE[inward train], changing to the new light engine when reversing.

LE that go somewhere (Willesden or exit to carriage sidings) are given 0Zxx using the xx of the inbound train or directly their next working.

Once activities complete clicking the inward train TD will show the full inbound train timetable so you can see the activities and next loco working (0Z00) and then click to see the timetable for that.

It may be found that interposing the next TD at buffers is useful.eg

0Z00/\$LE1A37 as 0G34 while still in P6

This also allows diagram swaps to be made fairly easily as the 'next' working is only committed when reversing in the throat (usually S21-26)

Beware that the Sim TD display can be misled by the large number of 0Z00

The following are suggested as sticky notes

A list of the UCS entries

1532, 1555, 1640, 1710, 1734, 1744

A list of the CYD entries

1653, 1702, 1730

The LE in the UCS neck

A summary of the routes from Low no platforms to DF

D-E-G-DF

D-H-DF

F-H-DF

Not via J