

The New Euston Station 1968



EUSTON STATION
LONDON NW1

14 OCTOBER 1968

This publication marks a unique occasion in the history of transport in this country—the complete reconstruction of the first main line railway terminal to be built in London.

The new station has been planned with the comfort and convenience of the travelling public as its primary objective consistent with modern design and will, I am sure, prove a worthy terminal to the great electrification and modernisation scheme which has revolutionised travel between London, the Midlands and the North West.

The brochure is in three chapters. The first gives the history of Euston and covers also the evolution of the London and Birmingham Railway until, by take-overs and amalgamations the London and North Western Railway emerged. The illustrations in this section include photographs of some of the valuable drawings by J. C. Bourne which hung in the entrance to the Euston Boardroom of the London and North Western Railway and later the London Midland and Scottish Railway, for many years.

The second chapter describes the building of the new Euston Station and is illustrated by photographs showing stages in the progress of the work.

The third and last chapter tells exactly what Euston can now provide in the way of services and amenities for the traveller. We hope that our passengers will make full use of these facilities.

Finally, a word of appreciation and thanks to all our customers who have suffered considerable inconvenience whilst the new station was being built on the site of the old.



CHAIRMAN AND GENERAL MANAGER
BRITISH RAIL, LONDON MIDLAND REGION

© COPYRIGHT NOTICE

This PDF file has been created from the original book with permission of BRB (Residuary) Ltd who, retain copyright in the original document.
This PDF version by David Faulkner, 2010.

Individuals may: use, retain and print out this PDF version for their private information or for that of their non-commercial enthusiast society or railway club.
This document and any copies produced from it in any form may not be sold or lent for any payment in any form other than to cover copying or transmission costs. No reproduction permitted in any other form or circumstance without prior permission from the original copyright holder.

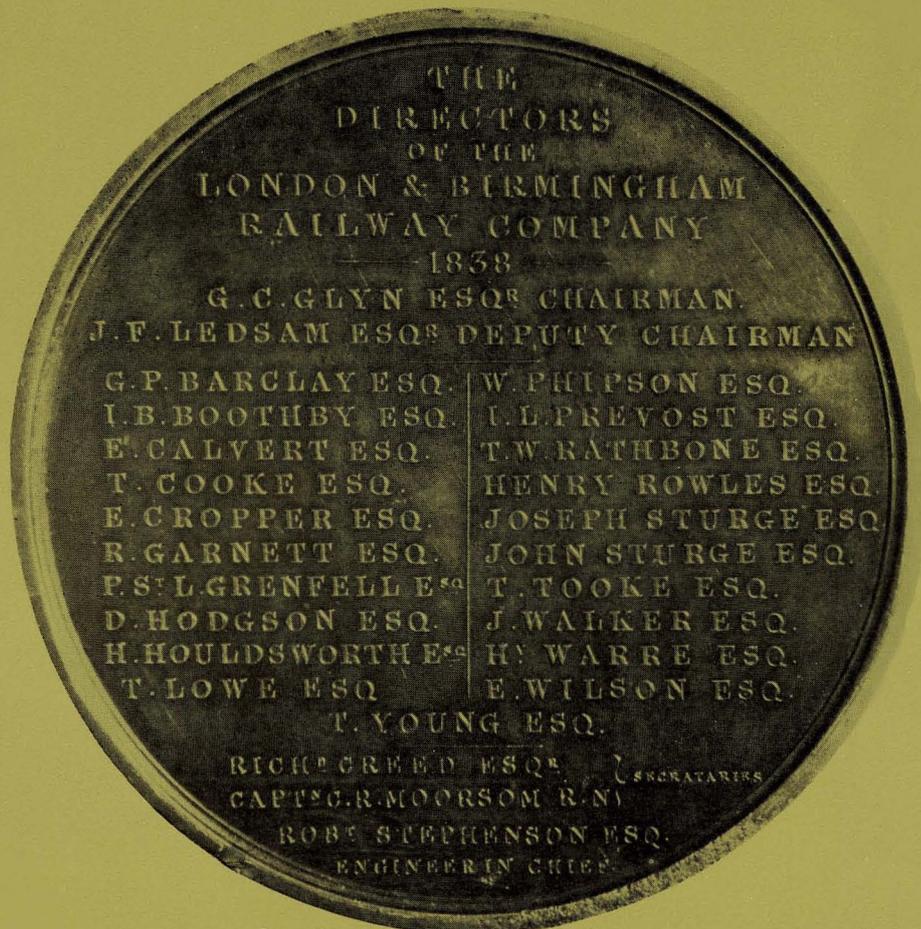


Euston



Face of the medal struck by Mr. Hardwick, the architect, for presentation to the directors and officers of the London and Birmingham Railway

Reverse of the medal



The History of Euston

When the directors of the proposed London and Birmingham Railway were seeking a site for their London terminus in 1831, they selected an area which was rapidly being developed as the city burst from the boundaries that had held it since mediaeval times.

The urbanisation of this rural landscape resulted from the construction of the New Road, now known as Euston Road, which was authorised by an Act of 1756.

The Dukes of Grafton were ground landlords in the locality and the name of their family seat, Euston Hall, near Thetford, in Norfolk, appeared in Euston Grove and Euston Square and was eventually adopted for the new station.

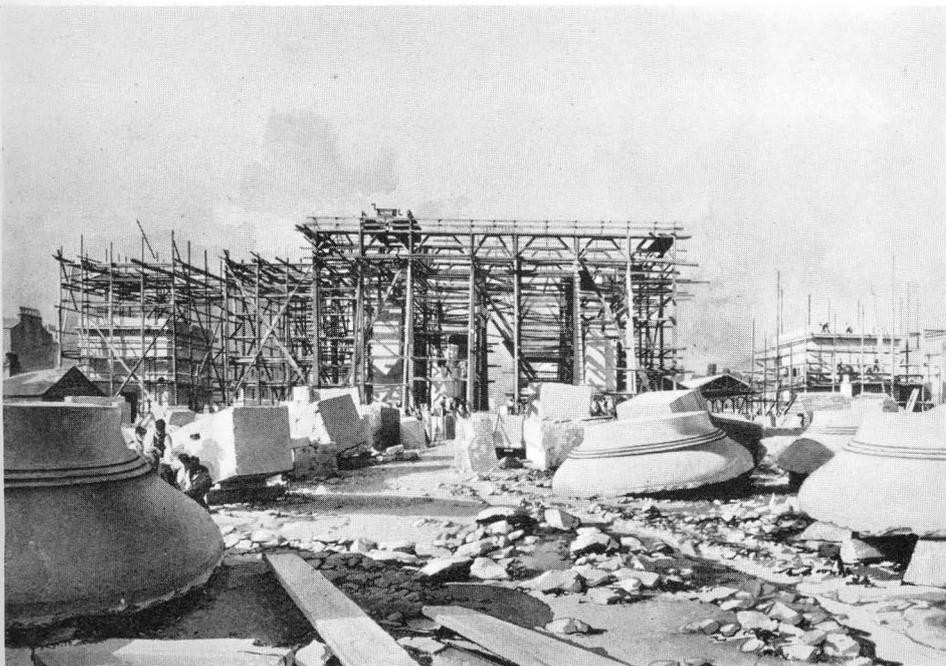
Some dairy farms and market gardens still remained, however, occupying a wide expanse of open countryside between the proposed station and Hampstead village. One of the farmers was Mr. Rhodes, an ancestor of Cecil Rhodes, upon whose land much of the station was to be built.

One has to assume that these remaining members of the farming community objected strongly to the proposed railway and terminus, for when the Bill embodying the plans was introduced to Parliament it met great hostility. Although ultimately accepted by the Commons on February 28th, 1832, it was rejected by the Lords on June 19th the same year.

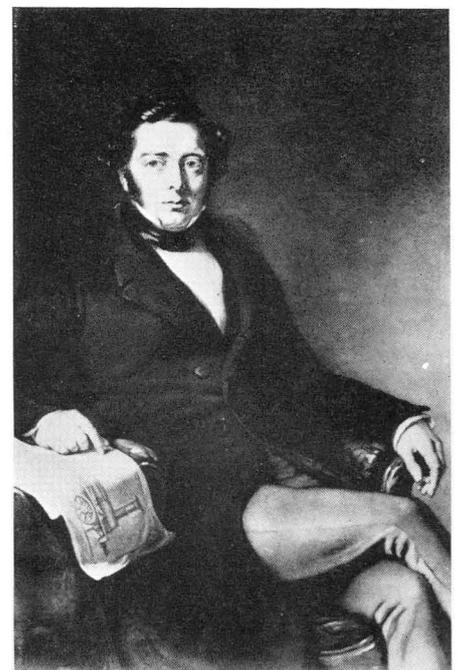
Second Bill

The following year the London & Birmingham Company tried again. Another Bill was submitted, substantially the same as its predecessor, with the significant exception that the terminus, would be at Chalk Farm instead of at Euston. This Bill proved to be far more acceptable and received the Royal Assent on May 6th, 1833.

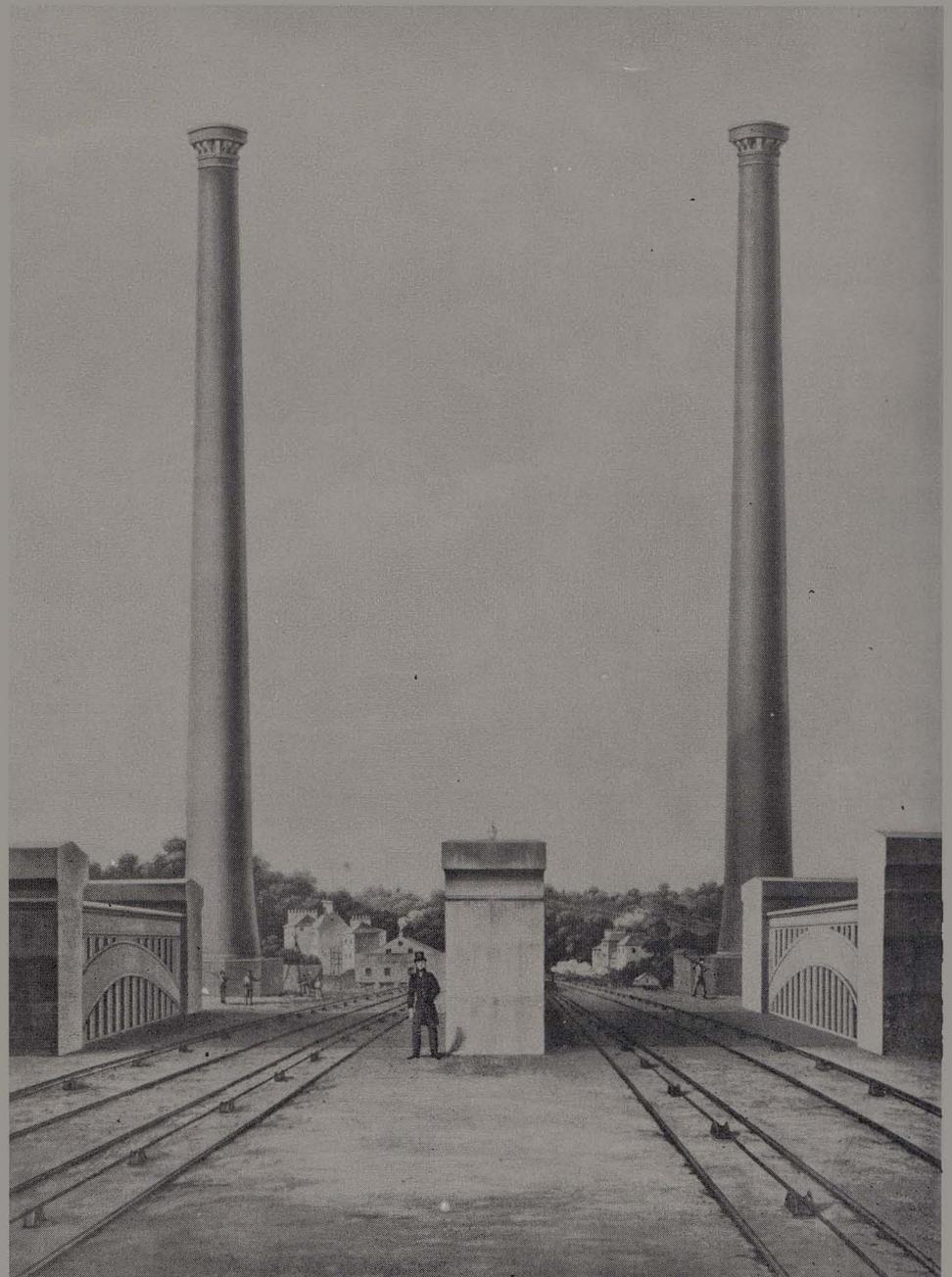
During the interval between the submission of the two Bills much of the conflict with the land-owners had been resolved. This reconciliation was said to have been achieved by the railway company trebling its original price for the land required.



The Doric Portico at Euston under construction in 1837



*Robert Stephenson, engineer to the
London and Birmingham Railway*



The chimneys of the winding engine at the top of Camden Bank



*The interior of Euston Station
circa 1838*

Meanwhile George and Robert Stephenson had been appointed joint engineers to the London & Birmingham Railway Company in 1830. Once Parliamentary approval had been received for the project, the elder Stephenson handed over completely to his son who was appointed sole engineer. With the objectors placated Robert Stephenson now reverted to the original plan for a terminus at Euston and on July 3rd, 1835, the company secured an Act which authorised an extension from Chalk Farm to Euston.

Astute pioneers

The directors of the London & Birmingham Railway were presumably shrewd, astute businessmen, typical of an age in which the foundations of vast commercial undertakings were being laid. Although they had faith in the future of railways they must have been aware that the full commercial potential of this new mode of transport remained to be proven conclusively. They had committed themselves, and £2½m. of their shareholders' money, to the task of building a railway 112½ miles long, with horse-power, hand tools and primitive explosives; a formidable venture which involved civil engineering works on a scale never previously attempted in Great Britain, or perhaps even in the world. The entire project abounded with uncertainties, and the directors were to face many bitter disappointments in the next three years.

None of these things, however, deterred them from building their Euston Square station, as the terminus was originally named, on a scale and in a style which they considered appropriate for the first trunk railway line into the capital.

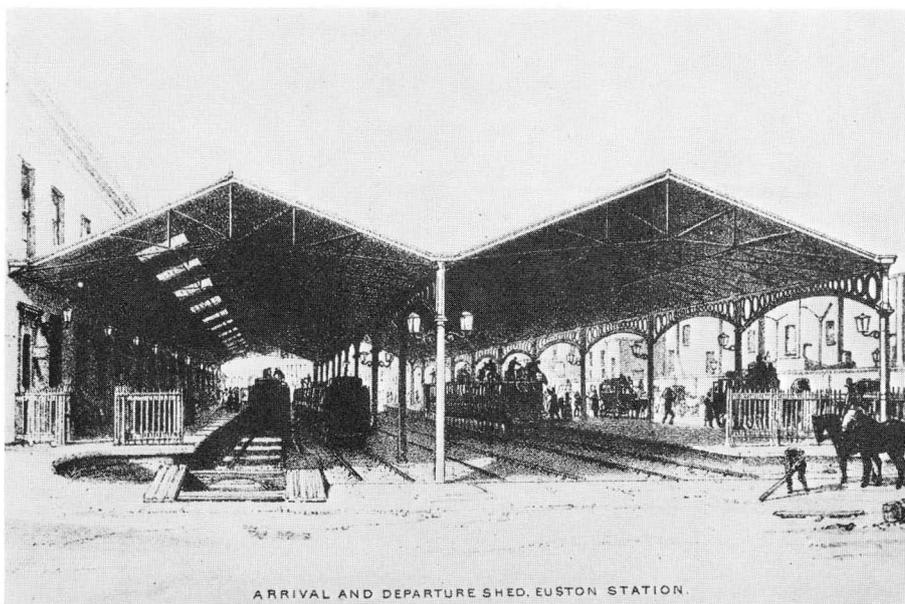
Euston Portico

Robert Stephenson was responsible for the planning of the station which occupied nine of the twelve acres originally purchased, and a celebrated architect of the day, Philip Hardwick, designed what the directors referred to as "a grand but simple portico . . . considered well adapted to the national character of the undertaking". This architectural gateway, sometimes described as a "Propylaeum" by pedantic Victorians, built in a somewhat modified form of the Grecian Doric style, was flanked by stone lodges or offices. These buildings were linked by massive ornamental iron gates cast by J. J. Bramah.

Behind this imposing entrance were the departure and arrival platforms, each approximately 420 ft. in length and covered for only part of their length. Two sets of tracks served each platform and rail vehicles could be transferred between these, using turntables.

London to Birmingham

The new station opened to the public on July 20th, 1837. The line to Birmingham was still incomplete, but a service was introduced over the section between Euston and Boxmoor.



*Arrival and departure platforms
at Euston Station circa 1838*



The frontage of Euston Station circa 1840

Finally, on September 17th, 1838, a special train carrying the directors and officers of the Company, officially opened the line by making a throughout journey.

Although it enabled the London and Birmingham Railway to site its terminus in a more convenient location, the extension line from Chalk Farm to Euston had a serious disadvantage. The ground rose steeply from Euston northwards, and the situation was made more difficult by certain provisions in the Act of Parliament which authorised the construction of the extension line. Amongst these were clauses prohibiting any alteration in street levels or any interference with canal traffic. It was, therefore, necessary to take the line under Hampstead Road, just outside Euston, and over Regents Canal, one mile distant.

Endless rope

A steep rising gradient from Euston was unavoidable and Robert Stephenson, doubtful of the ability of existing locomotives to surmount this obstacle with heavy trains, recommended that a stationary engine driving an endless rope be used to work the extension line. The Directors took his advice and in July 1836 a firm of well-known engineers, Maudsley Sons & Field, were given an order for two 60hp condensing engines which were installed in an engine house at Camden.

The installation of these engines was still incomplete when the first section of the railway was opened to Boxmoor in July 1837 and locomotives had to be used. Three months later the winding system was introduced. When trains were ready to depart from Euston they were attached to the endless rope and a signal was given to the engine man at Camden to commence winding. The method of communication was a pneumatic tube apparatus which sounded a trumpet in the engine house.

Trains leaving Euston were hauled up the incline at a speed of 20 mph, whilst those coming into the station were allowed to roll down, controlled by a brakeman. This system of working continued for almost 7 years but in 1844, locomotives were re-introduced.

Successful company

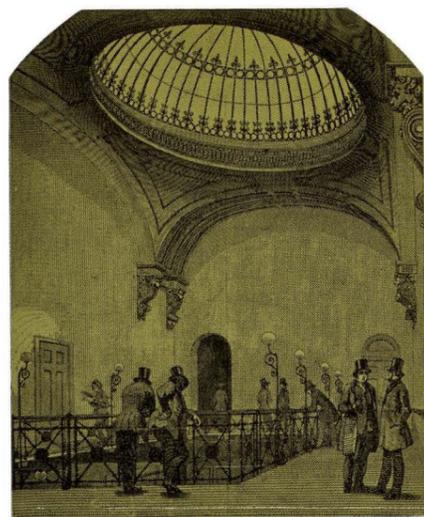
As an independent company the London and Birmingham Railway had a comparatively short life, but its few years of existence were highly successful with an estimated daily revenue of £2,000. After only three years it became apparent that the terminus at Euston was too small. The number of parcels handled rose from 2,700 a month in 1838 to 52,000 a month in 1841. Passengers crowded the two platforms and there were complaints about the lack of complete cover which left many of them exposed to the weather. Four railway companies whose lines linked the Midlands and North-East were opened between 1839 and 1840. None had direct access to London, and they made use of the London and Birmingham Company's routes from Rugby and Hampton-in-Arden for their London traffic. There was great confusion at times on the congested platforms at Euston as passengers for Liverpool and York became mixed up with each other's baggage.

The first major expansion began in 1846 when the Company obtained an Act to enlarge the station. "We have been obliged to buy streets – streets gentlemen – to give the public the accommodation they require", Mr. George Carr Glyn, Chairman of the London & Birmingham told his fellow directors.

Companies amalgamate

In the same year another important event in the history of Euston took place. The London & Birmingham Railway and two other Companies, the Manchester & Birmingham and the Grand Junction, amalgamated to form a new company, the London and North Western Railway with its Headquarters at Euston. As a result a new block of offices was built between the Euston Arch and the platforms. The most imposing feature of the new building was the impressive Great Hall, whose design plainly showed that the new company had inherited its predecessor's taste for architecture on a grand scale.

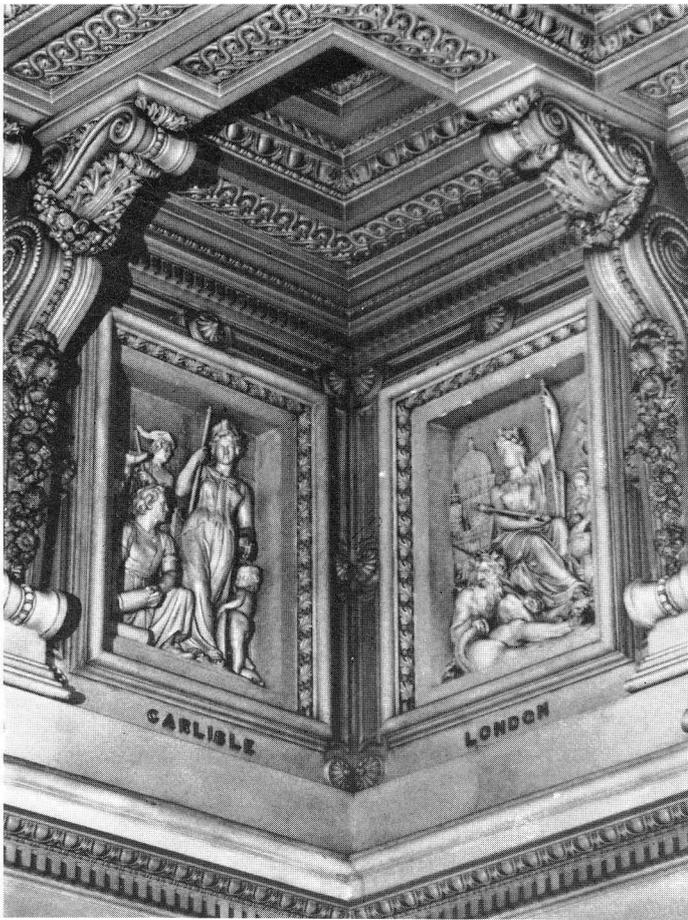
The Great Hall was designed by Philip Charles Hardwick, the son of the architect of the Euston Arch. It was a truly magnificent building, 125 feet 6 inches in length, 61 feet 4



The gallery above the booking office at Euston. This ran parallel to the gallery which surrounded the Great Hall



Passenger locomotive circa 1860



Two of the eight bas-reliefs representing Cities which were a feature of the Great Hall



The Great Hall from the entrance to the Shareholders' Meeting Room

inches wide and 62 feet from floor to ceiling. A grand double curved staircase in stone led to the Company's offices above. The ceiling, formed of decorated panels and supported by columns, was said to be the largest of its kind in the world. Eight bas-reliefs in the corners of the hall represented the major cities which were linked by the Company's routes.

The whole of this building, which included a new frontage through which passengers now entered the station, was completed by 1849 at a cost of £122,562.

Further expansion

Throughout the 1840's the network of railway lines continued to spread across Great Britain. By 1848 it was possible to travel throughout by rail from Euston to Glasgow and from Euston to Holyhead and thence by boat to Dublin. The opening of these two routes resulted in a still greater number of passengers passing through Euston. Each year passenger and parcels traffic continued to grow and scarcely a year seems to have passed without some additions being made to the station.

By 1870 Euston station covered upwards of 10 acres and another major expansion took place. On the eastern side there were still only the original platforms and a bay which was added in the 1860's. This limited accommodation was by now totally inadequate and two new arrival platforms were planned, together with service roads.

During this period there were further additions to the frontage of the station. Parliamentary approval was obtained to make an entrance via a new avenue which was constructed from Euston Road through the gardens on its north side. The avenue led into Euston Grove, between the twin hotel buildings and under the Doric Arch.

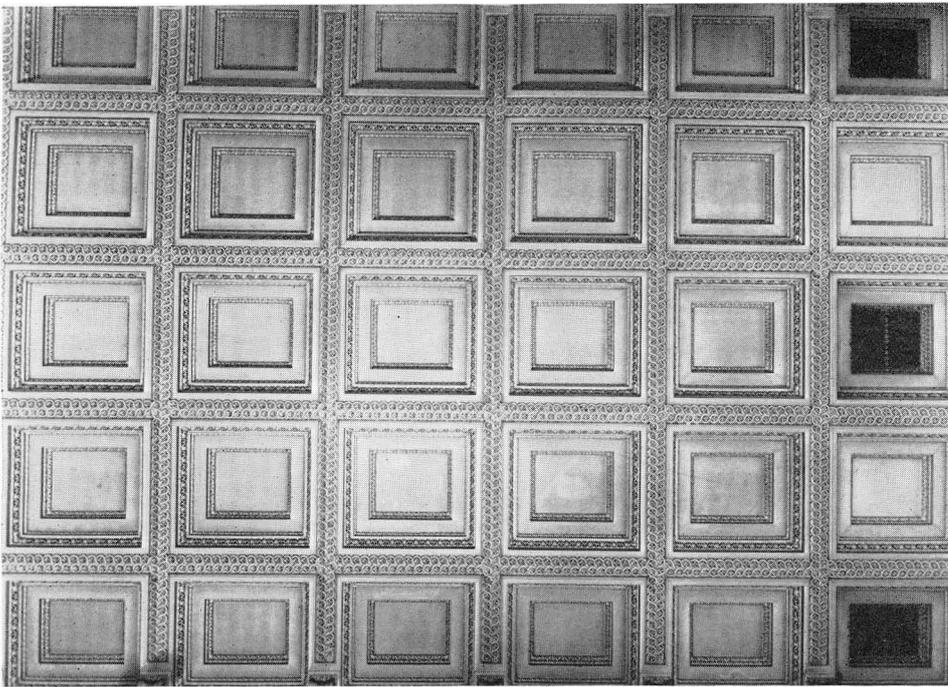


This plaque was set in the wall of the Great Hall

Still too small

The additions to the station layout were a considerable improvement but after only 12 years, during which traffic continued to mount, the directors of the London and North Western Railway were compelled to undertake a further costly scheme to enlarge the station, this time on the west side.

An Act of Parliament was needed to divert Cardington Street which formed the Western

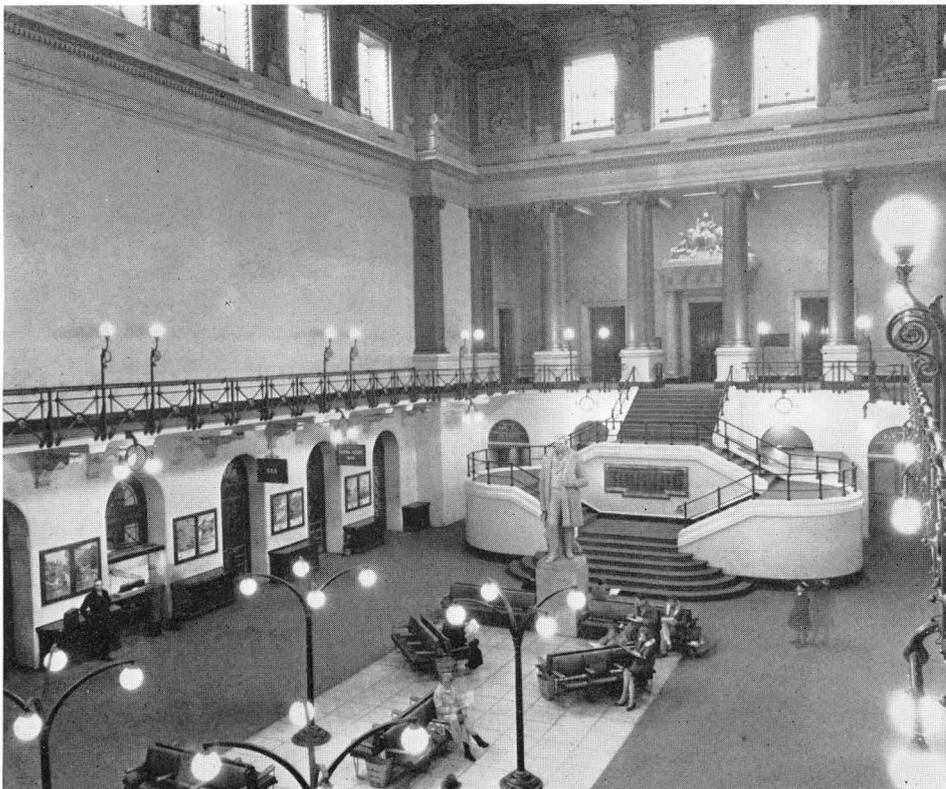


The ceiling of the Great Hall

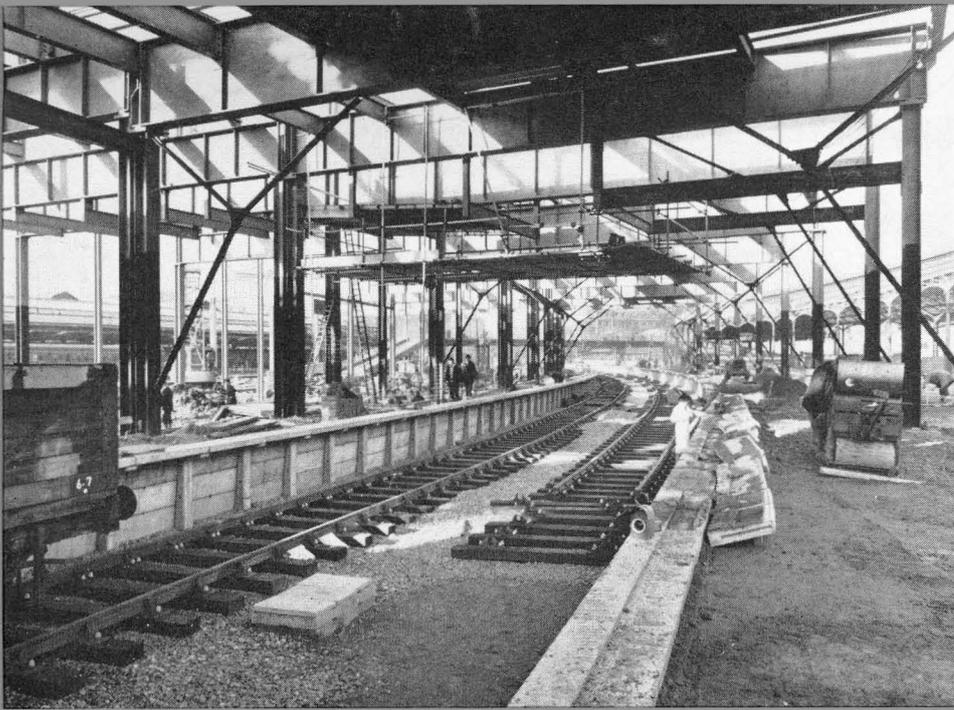
boundary of the station. Four more platforms, completely roofed over, were built by 1892 on the space which became available.

The first of a new class of passengers made their appearance at Euston about this time – the commuters. London was still spreading, and it was becoming fashionable to live in the suburbs, travelling by train to work each day. On a site where the carriage sidings had stood between the two platforms of the original station, a wooden island platform was erected to accommodate these local services.

After 1891 there were no further major alterations to the layout at Euston, and although several schemes were prepared, including some for the complete reconstruction of the station, these were frustrated by two World Wars and the periods of financial stringency which followed them.



The Great Hall showing the Statue of George Stephenson and the entrance to the Shareholders' Meeting Room



The new platforms under construction



View of the platforms from the signal box, some of which are under construction, taken in May 1965

salvaged and is now in the railway museum. In addition, services and pipes of all sizes, foundations of existing and previous buildings and old rails and plates were also encountered. One notable obstruction was an ancient tunnel of 5 ft. by 4 ft. section which many years ago was constructed by the Pneumatic Despatch Company and used for delivery of parcels to the G.P.O. sorting office at Mount Pleasant. Bogies mounted on rails were driven by pneumatic pressure on this system, which has long since been discontinued. Further hazards to boring operations were, of course, the four London Transport Underground tunnels passing beneath the station.

Separate depot for parcels and mail

In the past, the large amount of parcels and mail traffic handled at Euston caused considerable congestion on the platforms and other areas used by passengers. To avoid this inconvenience and to accommodate the increasing volume of parcels and mail, a specially built depot designed to facilitate the handling of this traffic has been provided.

The depot is located above the platforms and covers an area of more than five acres. Except for that loaded directly onto trains, all parcels and mail traffic is handled in the



Building the New Euston

The rebuilding of Euston Station, under active consideration for more than 50 years, has been undertaken as part of the London Midland Region's main line electrification scheme which links London, the West Midlands and the North-West.

Here was a challenge indeed for the railway architects – to produce a new station bold in design and layout and in keeping with a new railway era. As a result, an imaginative and distinctive design has been produced making the station the most modern rail terminal to be found anywhere, with many features including an underground car park.

The contract for building the new station was awarded to Taylor Woodrow Construction Ltd. in 1961.

Site offices

Design offices were established on the site from the beginning, so as to improve communications between the Railway's designers and the supporting staff of the general contractor. In order to achieve co-ordination from briefing through design to construction, the Railway established the position of Project Manager, with staff and offices on the site alongside the contractor's offices.

In order to maintain services the development scheme was split into two phases.

Phase one was confined to those areas concerned with train working in and out of the terminus and the handling of parcels traffic.

Because of the complicated layout of track and tunnels north of Euston, and the restrictive physical limits of the old Euston, the enlargement of the station could only be accomplished by taking over the area at the southern end which was formerly occupied by the Great Hall and the Doric Arch.



Both pictures show excavation work for reception and departure areas for cars and taxis



Foundations being laid for new signal box July 1963



Partial construction of No. 1 platform and the parcels deck. The completed signal box and telecommunications centre can be seen in the background



Work starts on new platform. February 1963

The old station had a total of 15 platforms, 14 of which were used by passengers. The remaining one being used for parcels traffic. Most were of inadequate length by modern standards.

In phase one of the reconstruction they were replaced by a total of 18 new platforms of which three, segregated from the remainder, are used for parcels traffic. The new platforms vary in length from 700 ft. to 1,300 ft., capable of accommodating the longest trains of the future and the main island platforms are 37 ft. wide.

Kept working

It was essential in order to keep the station working to maintain 80 per cent of the normal capacity, which meant that at least 11 platforms had to be kept in full use at any given time. To enable this to be done the Birmingham services were diverted to Paddington and other services to St Pancras and Marylebone. The flow of trains, passengers, parcels and vehicular traffic had to continue unimpeded whilst existing buildings and platforms were demolished and reconstruction, both at ground level and on the parcels deck, was in progress. This was achieved only by a high degree of co-ordination between the railways and the contractor.

Rebuilding starts

The first phase included the building of 18 new platforms and two track bays with parcels deck above, a signal and telecommunications building, a staff amenity building and workshops. Construction varied with both *in situ* and precast units being used for the platform walls. Five-and-a-half thousand tons of structural steelwork were used in the parcels deck with beam members up to 6 ft. in depth. Pre-stressed concrete units were used in forming the floor. The deck is fed by a series of ramps for vehicular use constructed in both structural steel and concrete and the platforms and parcels deck are further linked by 10 lifts. Beams for the 400 ft. length of the amenity building roof were manufactured in precast concrete adjacent to the area on site. The parcels deck and amenity building structures were carried on bored piles up to 60 ft. in depth and 4 ft. in diameter. Temporary bridging, to ensure contractor's access, was necessary from east to west over the tracks north of the station.

Old turntable

Construction of piles, pilecaps, footings and service trenches had to contend with a bewildering variety of obstructions. These included a very old railway turntable, which was



New signal box, October 1965

depot. It is served by a one-way traffic road which gives access from Barnby St., and an exit into the north end of Cardington St. via elevated roadways.

The parcels depot is fully mechanised with slat, steel band, and gravity conveyors for railway parcels. A dual overhead chain conveyor with coded control for 53 destinations handles G.P.O. parcels traffic. The depot is a steel-framed structure, with areas of glass in the roof to provide good natural lighting.

The deck is supported by steel stanchions along the platforms, with all-welded plate girders in the east/west direction.

Local heating for working positions in the parcels depot is provided by overhead radiant gas heaters. Modern fire prevention equipment has been installed including a sprinkler system, hose reels and automatically operating smoke vents.

Modern signalling

The main routes between London, the West Midlands and the North-West were completely resignalled during the electrification scheme. Modern multiple aspect colour light signalling, together with track circuiting and the British Rail Automatic Warning System were installed. At Euston $2\frac{1}{2}$ route miles, 18 track miles, are controlled from a signal and telecommunications building which was built as part of the new station, replacing 4 existing signal boxes. An auto-manual telephone exchange, housed in the same building, is the largest on British Rail, with a capacity of 3,000 lines serving all departments in the London area, and providing trunk dialling to the main centres on the London Midland Region. Two direct teleprinter lines connect to the automatic switching centre at Crewe and from there to all main railway centres on the Region. There is also a modern teleprinter office serving the new station and the adjacent headquarters offices.

Work began on the first stage of the Euston rebuilding in April 1962 and was completed by April 1966 when the London Midland Region introduced its new timetable of high-speed services over the electrified routes. During the intervening four years whilst the complex series of operations connected with the rebuilding was in progress the station continued to function as a main line terminus, handling some 30,000 passengers daily.



Nearing completion: panoramic view of Station with East Colnade on right



The frontage in the latter stages of construction

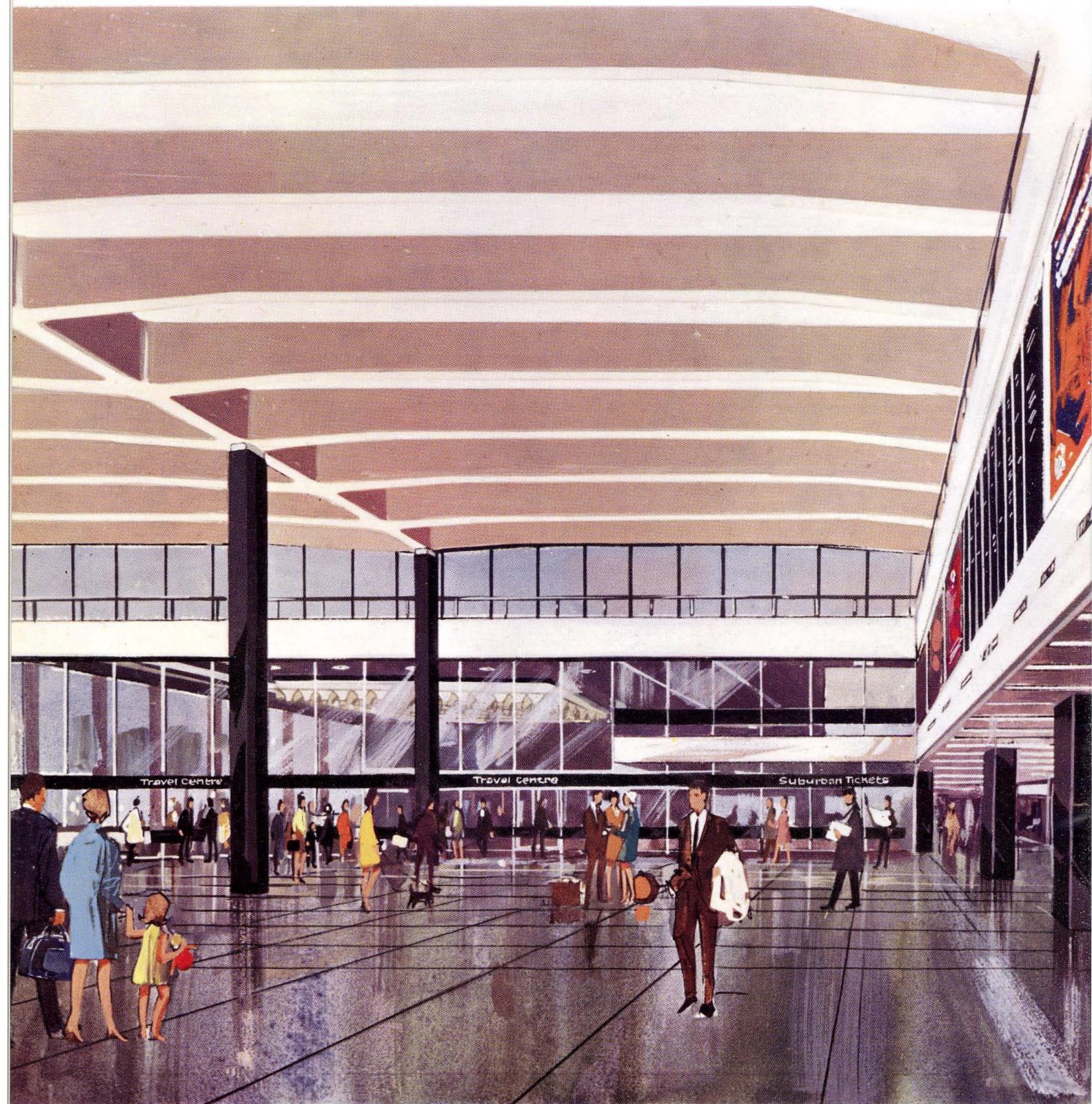
The phasing of the second Stage was from east to west across the old station frontage over the maze of London Transport underground tunnels forming the Northern and new Victoria Lines. The new 670 ft. long concourse building, housing passenger and British Rail administration facilities together with a multi-storey underground car park, was constructed in reinforced concrete. Restrictions in the ground works included working above and around the new London Transport Board underground station and the provision of temporary access shafts for construction of the new Victoria Line below. Existing drainage and other underground services had to be maintained while new facilities were added including tunnelling to construct a new 1,200 ft. long 6 ft. high heading for the main sewer under Euston Square. Construction of the underground car park and other facilities required sheet piling and use was made of a silent pile driver developed by the contractors. The underground car park and taxi facilities in particular, necessitated extensive ventilation ductwork and the intake and exhaust shafts now form a feature of the new piazza.

Tower cranes

The vast quantities of building materials used on the site were handled by three tower cranes, one of which had an exceptional lift capacity of four-and-a-half tons at 168 ft. radius. The labour force over the peak period of six months was 850.

During the rebuilding 230,000 cubic yards were excavated from the site and 100,000 cubic yards of concrete laid. Macadam surfacing, mostly between the five miles of platform walls, covers an area of eighteen acres.

Now the new station is open to the public. The new Euston is attractive in design and a number of facilities are provided which have never been seen on a British station. These are described fully in the following pages. Although all the passenger facilities are now complete, the station will not be entirely finished until late in 1969.



The Concourse – Artist's impression

The Passengers' Guide to Euston

Simplicity is the keynote in the design of the new Euston. The aim has been to confine all vehicles, mail and parcels to certain areas in order to give passengers unrestricted movement in the station precincts.

At the same time, all the usual amenities and facilities of a modern rail terminal and some new ones too, have been grouped together within easy reach of the travelling public.

No vehicles

All vehicular movement in the station precincts takes place below ground while passengers have sole use of the ground level area. The separation of vehicular traffic into commercial, private car and taxi, each with their own route, is a further refinement.

Taxis enter the station from the west side and after setting down their passengers at basement level can either proceed to the taxi rank to collect outgoing passengers or leave the station by a direct route.

Private cars also use the same exit or proceed to the underground car parking area where a total of 240 cars can be accommodated. Both entrance and exit ramps are heated to prevent icing in cold weather and the setting down point for passengers is connected by escalator to the concourse above.

Commercial vehicles enter by way of a basement service road on the east side of the station. It leads to one large unloading dock and two smaller ones. These are used principally by the G.P.O., but accommodation is also provided for the Rail Catering Services and for the tenants of shops in the station, each of whom has a store with access to a loading dock.

The main facilities

The new station is, of course, served by London Transport's underground services. Main line passengers and those requiring tickets who arrive at Euston by underground services reach the main concourse by escalator. A direct subway links the London Transport ticket hall with the suburban platforms.

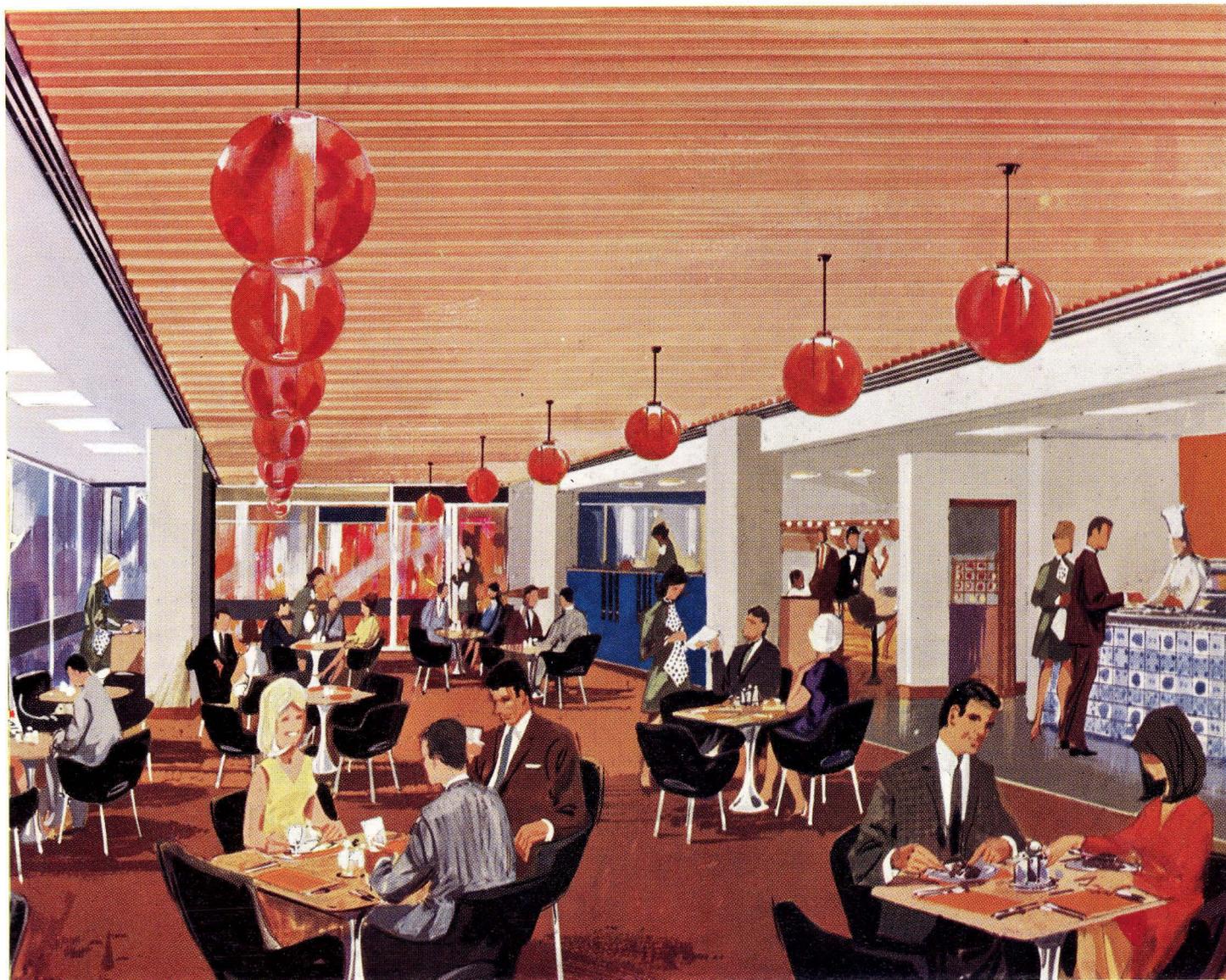
The main entrance to the station for passengers arriving on foot is through doors in the colonnade which spans the station frontage and includes a number of shops. Inside is the spacious main concourse, the central feature of the new station, covering an area of some 30,000 sq. ft. It was planned to accommodate, without crowding or congestion, the maximum number of passengers likely to use the station at peak periods. This concourse is entirely clear of parcels traffic permitting easy and rapid movement of passengers to and from the trains.

The concourse walls are almost entirely glazed with the exception of the north wall which contains the electro-mechanically operated train indicator and illuminated advertising panels.

All the main passenger facilities are grouped together. On the west side of the concourse is the Travel Centre, an entirely new concept in passenger facilities. Within the Travel Centre, which occupies more than 9,000 sq. ft., are concentrated all the facilities needed to deal with passengers' requirements, such as ticket sales, enquiries, and reservations. The grouping of these various services has been designed to make rail travel arrangements simple and convenient.

Passengers are able to complete all their travel arrangements without having to visit several different offices. On one side is the ticket counter some 80 feet long flanked by another counter which is used to deal with train and travel enquiries, seat and sleeper reservations and travel to Ireland. Part of this counter is also used by Hotel Bookings and Information Ltd., who provide a comprehensive hotel reservation service.

Situated on the east side of the concourse are amenities for passengers consisting of the



The Grill Room – Artist's impression

Sprig Buffet, lounge bar, a waiting area and toilets. The Sprig Buffet and waiting area occupy a space of approximately 3,420 sq. ft., divided by a glass screen and luggage rack into two sections.

The waiting section which has a tea and coffee bar, is furnished in modern style with fixed tables and fibre-glass chairs to seat 90 people. The fascia over the counter houses a clock and a train time indicator.

The Sprig Buffet, with seating for 90 people, provides a call order service of light refreshments, hot and cold dishes and sweets. The booth tables are arranged along low-sided, unimpeded "runways" from which the waitresses serve. This arrangement enables each waitress to see tables clearly and also reduces the amount of walking she has to do.

A focal point in the new Sprig Buffet is a 19th century sculpture of Britannia, formerly in the Great Hall, which stands on a black plinth against a rich green felt background and is illuminated by spotlights in the ceiling.

The concourse lounge and snack bar adjoining the Sprig Buffet is traditional in design and service, with fixed seating upholstered in black leathercloth and stools in the same colour. There are high tables down the centre of the bar for standing customers.

Train indicator

Access to the platforms is from the north side of the concourse. The electro-mechanical train indicator on the north wall displays departure times, platform numbers, destination stations, intermediate calling places and information on catering services provided on trains leaving the station. A smaller display gives information on train arrivals.

Beyond this point is the concourse dispersal area which has a black ribbed rubber floor and a special ceiling to reduce the noise level. The gently sloping ramps give access to the various platforms. Ticket barriers for all platforms, except those used for the suburban

services, are situated at the head of the ramps. Between the barrier positions are kiosks for the sale of newspapers, pharmaceutical requisites, tobacco, confectionery, a quick service railbar open 24 hours each day and an off-licence shop. Left luggage lockers are grouped at each end of the concourse dispersal area and at the taxi set-down point at basement level. Left luggage and lost property offices also face on to this area.

Extra comfort

On the first floor above the concourse are further facilities designed to provide the daytime comfort and convenience of a first class hotel. These facilities include a waiting lounge, grill room and snack bar, a licensed bar, a party catering room and high-class toilets with showers and baths. This area is entered from the concourse by a staircase between the entrance to the lounge bar and Sprig Buffet waiting area.

The grill room and snack bar occupy a space approximately 3,000 sq. ft. in area. There is accommodation for 74 persons in the grill room which is open from 07.00 hours to serve breakfasts to passengers arriving at Euston. The grill room also serves morning coffee, a table d'hôte lunch, afternoon teas and dinners and, for the convenience of passengers travelling on the late night services from Euston, remains open until 22.30 hours weekdays for à la carte grills.

The snack bar section, as the name suggests, serves freshly cut sandwiches, salads and a variety of cold dishes.

The adjoining bar, panelled with cedar of Lebanon, mirror glass and plastic laminate, carries a wide selection of spirits, wines, beers and soft drinks, all kept at the appropriate temperatures. It is comfortably furnished with built-in seats upholstered in black hide, stools and low circular tables.

There is direct access to the waiting lounge from the staircase landing. The floor is covered with the brown tweed carpet similar to that used in other public areas on the first floor. It is furnished with low easy chairs upholstered in black plastic, with matching low circular tables.

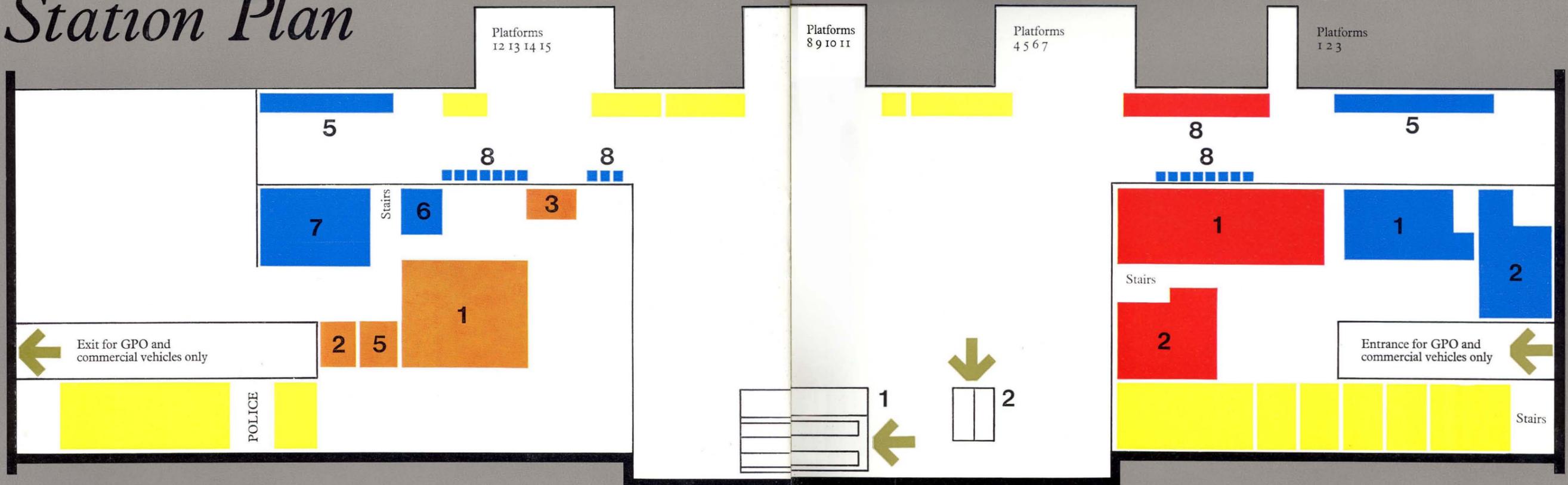
A feature of the room is a glass-fronted showcase which forms part of one wall, containing paintings and drawings connected with transport history.

All public areas of the concourse and the ground floor of the building are provided with background heating by means of ducted warm air introduced around the high main concourse and by radiant ceiling panels in the low-roofed dispersal area. Warm air curtains cover the main entrance doors and the openings at the ticket barriers leading to the platforms. A floor heating system and fan convector units near the main entrance keep the concourse floor dry. Full air-conditioning has been installed in the two public restaurants, snack bars and licensed bars.



Platforms - Artist's Impression

Station Plan



Concourse Level

- 1 Travel Centre
- 2 Business lounge
- 3 Station Managers Enquiry Office
- 4 Upper part of Travel Centre
- 5 Hotel Bookings & Information Ltd

- 1 Sprig Buffet, Waiting Room and Tea Bar
- 2 Concourse Bar and Snack Bar
- 3 Waiting Lounge
- 4 Pennine Bar
- 5 Lancastrian Snack Bar
- 6 Lancastrian Grill
- 7 Party Catering Room
- 8 24-Hour Railbar

- 1 Gentlemen's Toilets
- 2 Ladies' Toilets
- 3 Gentlemen's Superior Toilets Baths and Showers
- 4 Ladies' Superior Toilets Baths and Showers
- 5 Left Luggage Lockers
- 6 Lost Property
- 7 Left Luggage
- 8 GPO Telephone Kiosks

- Shopping Facilities

- 1 Access to LTB Underground Services
- 2 Access to Taxis and Car Park



First Floor Level



The Travel Centre - Artist's Impression

The Travel Centre

In the Travel Centre, situated to the west of the concourse, are grouped all the booking and reservation facilities offering a complete rail travel service throughout the United Kingdom and abroad.

TICKET BOOKINGS

The main ticket counter is within the Travel Centre. Local tickets are issued from windows facing the concourse where, at night when the Travel Centre is closed, all tickets are issued. In addition there are two "Autofare" coin-operated ticket machines developed by the Security and Auto Box Co. Ltd., which are located in the concourse. They are capable of issuing various types of tickets for passengers travelling to Manchester, Liverpool, Birmingham and Coventry.

The passenger makes his selection of the ticket he requires in accordance with the directions given on the machine and then inserts £5 or £1 notes and/or any silver coins up to or over the amount indicated on the illuminated panel. The machine then issues the ticket and change.

SEAT AND SLEEPING BERTH RESERVATIONS

Reservations can be made here for London termini and provincial centres.

PULLMAN AND ADVANCE BOOKING SECTION

This section deals with Pullman reservations and advance tickets of all descriptions (other than Irish) throughout British Rail and for Motorail and Air Travel.

INFORMATION SECTION: TRAIN ENQUIRIES

All train and travel enquiries and information in regard to special events are dealt with here.

IRISH TRAVEL SECTION

This section deals with the issue of travel tickets to the ports and certain stations in Ireland, as well as seat and sleeper reservations on the connecting boat trains, cabin and berth reservations on the ships, and the issue of sailing tickets. Car Ferry bookings are also dealt with.

BUSINESS TRAVEL SERVICE

Business houses in the London Area are offered a comprehensive and personal travel service.

HOTEL BOOKINGS & INFORMATION LTD.

This firm provides an extensive hotel booking service.

Amenities for passengers

WAITING ROOMS AND TOILET FACILITIES

A waiting room and toilet facilities are provided to the east of the concourse opposite the Travel Centre. On the first floor is the "Superloo" which includes high-class toilets, baths and showers. Admission to the "Superloo" is on payment of a small charge.

LEFT LUGGAGE

Left luggage lockers are grouped at each end of the concourse dispersal area at the head of the ramps from the concourse to the platforms and at the taxi set-down point at basement level. Left luggage and lost property offices are also on the west side of the dispersal area.

BOOKSTALL

The bookstall is on the east side of the concourse.

HERTZ RENT-A-CAR SERVICE

The Hertz organisation can provide cars at any time and has enquiry facilities within the Travel Centre and a kiosk on platform 1.

CAR PARK

National Car Parks Ltd. manage the car park directly beneath the concourse, where there is space for 240 cars. This will be open later this year.

POSTAL FACILITIES

Posting facilities are available in the concourse together with stamp vending machines.

GENERAL ENQUIRIES

(Other than travel information)

These are dealt with in the Station Manager's Enquiry Office located on the west side of the concourse, north of the Travel Centre. The Office is open from 07.00 hours to 23.59 hours.

Refreshment rooms

CONCOURSE

The Sprig Buffet and licensed bar are situated on the east side. The Sprig Buffet offers a quick waitress service of hot meals and light refreshments from early morning until late in the evening. Between the barrier positions there is a 24-hour quick service railbar.

FIRST FLOOR

The stairway from the east side of the concourse leads to a grill room, snack bar and a licensed bar on the first floor. The grill room offers a full meal service and is open from 07.00 hours. It will remain open until 22.30 hours weekdays for the convenience of late night travellers.

Also on the first floor is a fully licensed Party Catering Room capable of seating 130 people. This room is available for organised parties desiring breakfast, morning coffee, lunch, afternoon tea, high tea, supper or dinner. The facilities are available for banquets and buffet dances and specimen menus will be supplied on request by the Refreshment Room Manager.

Shopping at Euston

Shopping facilities are in the colonnades at the front of the station facing Euston Road and include:

ALKIT LTD

Complete tailors and outfitters. To be opened towards the end of 1969.

BARCLAYS BANK

Open from 10.00 hours to 15.00 hours on weekdays and 09.00 hours to 11.30 hours on Saturdays. A complete banking service is available.

FRAMES TOURS LTD

Frames Travel Office is situated adjacent to the Travel Centre and offers a world-wide travel service.

WALLACE HEATON LTD

The shop provides a full range of photographic equipment plus a developing and printing service. Many other items of interest to amateur photographers are also stocked.

JOHN MENZIES BOOKSHOP

Books, stationery, newspapers and periodicals.

STEINER

A famous name in *Haute Coiffure* will provide a Ladies' Hairdressing Salon and a Tyme for Men Salon. To be opened towards the end of 1969.

Shopping facilities are also available in the main concourse and include:

BRITISH TRANSPORT HOTELS OFF-LICENCE

Walk-in shop selling wines, spirits, beers, minerals, squashes, cigars and boxes of cigarettes and chocolates.

RICHARD DOUGLAS PHARMACY

Walk-in store providing a full range of chemists' sundries and a National Health dispensing service. Open seven days a week.

EMPIRE STORES (PRODUCE) LTD

This firm has been trading at Euston for almost 50 years selling fruit, confectionery and a full range of sundry items.

JOHN MENZIES BOOKSTALL

Newspapers and periodicals.

Parcels

The new Euston parcels depot has been in operation since March 1967.

It is situated on the upper deck and has the latest mechanical handling equipment to transfer parcels quickly to the fast trains which serve the Midlands, the North-West and Scotland.

The depot is open 24 hours a day and the entrance is in Eversholt Street (for vehicles in Barnby Street).

By Underground to other London Termini

BLACKFRIARS

Northern Line to Charing Cross thence District or Circle Line.

CANNON STREET

Northern Line to Charing Cross thence District or Circle Line.

CHARING CROSS

Northern Line direct to Strand station.

FENCHURCH STREET

Circle Line from Euston Square to Tower Hill.

HOLBORN VIADUCT

Northern Line (Charing Cross) branch to Tottenham Court Road, thence Central Line to St. Paul's station.

KING'S CROSS

Northern Line (City Branch) direct

LIVERPOOL STREET

Northern Line (City Branch) to Moorgate thence Circle or Metropolitan Line. Alternatively Circle or Metropolitan Line from Euston Square direct.

LONDON BRIDGE

Northern Line (City Branch) direct.

MARYLEBONE

Circle or Metropolitan Line from Euston Square to Baker Street thence Bakerloo Line (Queen's Park Branch).

PADDINGTON

Metropolitan or Circle Line from Euston Square direct.

ST. PANCRAS

Northern Line (City Branch) direct.

VICTORIA

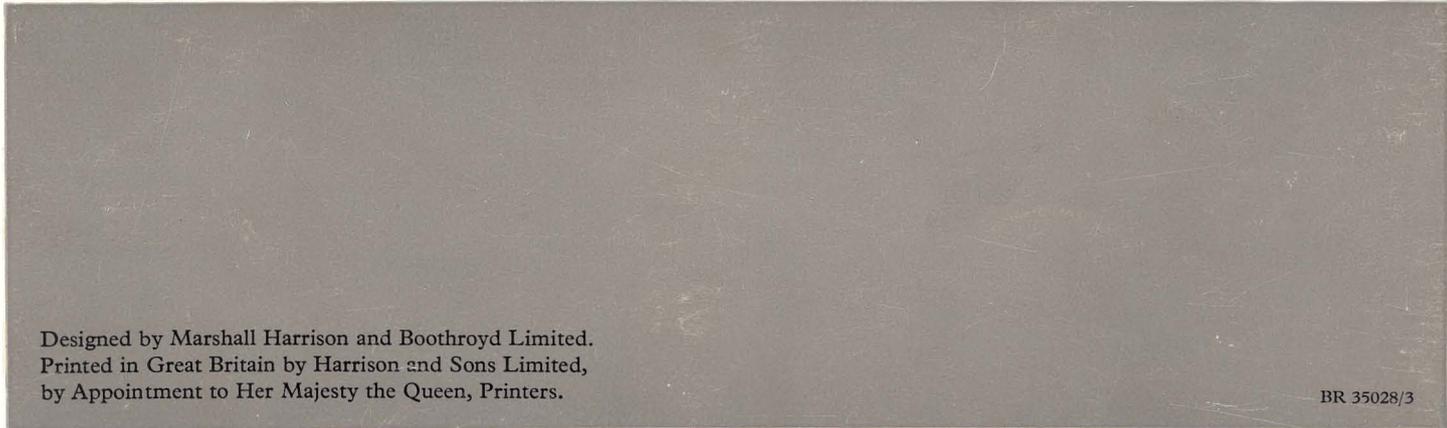
Northern Line to Charing Cross thence Circle or District Line. There will be direct services between Euston and Victoria when the new Victoria Line is completed in the spring of 1969.

WATERLOO

Northern Line (via Charing Cross) direct.

Through services 
 Connecting services 
 Electrified lines 





Designed by Marshall Harrison and Boothroyd Limited.
Printed in Great Britain by Harrison and Sons Limited,
by Appointment to Her Majesty the Queen, Printers.

BR 35028/3