

## London Underground - Inventory of Signal Cabins and Other Interlockings 1863 - 2011

Version 7.65 (Corrected and updated to 13 December 2012) [File 7.5e]

### Criteria for inclusion.

1. Signalbox or interlocking (a) provided by LU, (b) taken over by LU, or (c) in certain cases 'fringing' on locations that are (a) or (b)
2. Signalbox means any location at which control of signals or points (or both) are concentrated and includes ground frames
3. Interlocking means any device or apparatus, whether electrical or mechanical, whereby signals and points are interlocked to preserve safety and includes any other arrangements to prevent one or more signals giving a proceed indication if equipment intended to detect safe conditions is operated (or fails to operate) or where apparatus intended for use by staff are operated.
4. LU means London Underground Limited and all its predecessors in title
5. The listing does not include signalboxes owned by third parties where LU trains merely pass through. It does include locations where there is train control, or surface stock gauge detectors, derailment detectors and point detection on handworked points, even if there is no signalbox.
6. The list does not include the latest signalling arrangements where the concept of a discrete interlocking has ceased to exist in its traditional form. Westrace interlockings are included, but the case is marginal.

### Abbreviations used in Status column

**C** = Signalbox continuously open or open regularly at published times  
**E** = Signalbox broadly open as required (either for shunting or in emergencies)  
**GF** = Ground Frame (whether in open air or enclosed)  
**IMR** = Interlocking Machine Room (for the purposes of this listing it means a remotely controlled interlocking machine or signal frame available only for use by signal department staff)  
**PBD** = Push Button Desk or other type of control panel using push buttons to select a route  
**RR** = Relay Room within which signals and points are selected on instruction from remote operator  
**Con Room or Con** = Control Room where operators have control or supervision of large areas (including whole lines) but which will normally not house interlocking equipment  
**SER** = Signalling Equipment Room - a modern name for a room tending to house modern relay-based or computer based interlockings (CBIs) and which may contain local controls. SERs controlling purely 'plain line' track are not included here.  
**PR** = Proving (manually operated points or other equipment proved to be in correct position)  
**Auto** = A signalling layout designed only to operate automatically (on this list ordinarily arranged by relay-based equipment in a nearby Relay Room)  
**Training** = equipment used purely for training and not in control of live trains  
**Exhibit** = equipment used purely for display purposes (for example a museum or as a sales tool) and not in control of live trains (may or may not have operational capability)  
**Depot** (Tower or cabin) = Route setting apparatus provided in a depot, normally consisting of panel with selector switches to select route but can be other means (excludes GF described as such)

### Other observations

1. Where a date is given then this is intended to convey change happened ON that date - small changes were often done during the day
2. Where a closure date is given then an attempt has been made to offer the last day that the box or equipment was in service. There is more to do here as the position is chaotic with source material often quoting first date of no service, which can be the day following last day of service but sometimes days or weeks afterwards (but never saying which convention is used).
3. Where a change happens overnight the expression 'closed after [whatever date is]' is used. This means the change happened immediately after the last train of the day (which chronologically can mean early morning the following day). LT practice is used here such that (for example) the last Saturday night train is counted as running on Saturday, even if it is actually early on Sunday morning. Note main line practice is different.
4. Colour - entries in GREEN are non LU installations, Entries in MAGENTA are training equipment and entries in BLUE are still extant.

### Main Sources

Ministry of Transport /Board of Trade documents in the MT6 and MT29 series at the National Archives  
 London Underground Traffic Notices, Circulars and signalling instructions  
 OS large scale mapping  
 London Transport and predecessor staff magazines  
 Technical journals, notably Railway News, Railway Gazette, Railway Engineer; to a much lesser extent Railway Magazine.  
 Technical catalogues and signalling brochures related to large schemes  
 Books, photos and latterly websites (for this project stated before there were any) and other publications and photos far too numerous to single out, but mainly to 'fill in' odd missing data

## Listing of All Interlockings

V7.60 - Updated to knowledge available 8 May 2012

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Acton Town (originally Mill Hill Park)	Mill Hill Park		1 July 1879	Replaced by ep box in 1903.	Mech	C		???		Box was located on up platform about half way along.	OS 25-inch Map, London sheet LXXI
	Mill Hill Park	WL	11 June 1903	After traffic 23 Jan 1932	B	C	29	47 (22p,19s,6c)	Replaced Mechanical box at Mill Hill Park.	Located at east end of northern island. (Prior to island this was the northern platform at east end).	Westinghouse List and MT6/1718/5
	Mill Hill Park Yard		(In use 1901)	Probably 1903 when new box opened	Mech	GF		4 (1p)	Mentioned in 1901 Appendix as controlling shunting between down Acton Curve and No 3 siding. Unlocked by Annets key from main SB.		1901 MDR Appendix
	Acton Town	WL	24 January 1932	After traffic 11 July 1965	N	C	171	119 (27p,67s,19l)	New Box which has the honour of having the largest frame ever installed on the Underground.	Located on north side of line towards east end of platforms.	STC3/1932 (p42)
	<b>Acton Town IMRs</b>	<b>WL</b>	<b>12 July 1965</b>		<b>V</b>	<b>IMR (2)</b>		<b>36 (East IMR) and 36 (West IMR)</b>	<b>Two new IMRs (East and West) controlled by local programme machines supervised from the new regulating room (Warwick Road) at Earls Court.</b>	<b>One IMR on north embankment just west of station, other on south side of line by entrance to Acton Works.</b>	<b>STC26/1965</b>
<b>Acton Signal School - see under Signal School</b>											
Aldgate	Aldgate		18 November 1876	After traffic 25 Sept 1909	Mech	C		55 (49 wkg & 3 spare and 3 spaces in 1907), all wkg at closure.	Signal box provided at opening of line, apparently with provision for expansion.	Was situated on south side of line opposite junction.	MT6/1609/1
	Aldgate	H	26 September 1909	After traffic 18 May 1946	M1	C	E2	30 (11p,15s,4c). Initially may have been 24 wkg 6 spare)	New box for power frame. All Electric.	Situated at east end of inner rail island platform. Replaced by Aldgate OB	Met Record of Events and MT6/1881/5
	Aldgate	OB	19 May 1946	After traffic 24 January 1988	N	C	183	59 (14p,39s,5c)	Ordered 1937. Controls all three junctions and Aldgate East. The frame is reputed to have been borrowed by the Great Western Railway in 1938 as a temporary replacement for its own frame at Paddington which burnt out. Returned to LT in 1939 when GWR frame repaired (see Paddington). Frame bought by members of Quainton Railway Society.	New box over tracks at north end of station.	STC 19/1946. UN 316
		<b>Aldgate IMR</b>	<b>OB</b>	<b>25 January 1988</b>		<b>V</b>	<b>IMR</b>		<b>48</b>	<b>New IMR controlled from new temporary PBD in Farringdon SB. Control of IMR transferred from Farringdon to Baker Street control centre 26 July 1988.</b>	<b>IMR located near minorities junction in angle between District Line and Outer Rail Circle Line.</b>
Aldgate East	Aldgate East		1 October 1884	Frame OOU 15 July 1906	Mech	C		??		Box on EB platform at junction end.	MT6/1976/2
	Aldgate East	EL	15 July 1906	After traffic 6 October 1928	B	C	61	15 (5p,9s,1c) [all levers used 1911]	New Frame Only. New frame installed in old (original) box. On closure frame transferred to replacement box. Frame also took over control of Minorities junction in February 1909.	[see above]	MT6/1976/2 and MDR Notebook
	Aldgate East	EL	7 October 1928	After traffic 18 May 1946	B	C	61	15 (5p,9s,1c)	Reused existing frame. Replaced by Aldgate OB. Box remained at old station site even after it closed.	New box adjacent to old one [see above]	TN 40/1928(3)
Alperton	Perivale-Alperton		Complete in March 1901 but box never commissioned.		Mech			17 (3 spare)	Auto signalling introduced when line finally opened in 1903	Box immediately beyond west end of eastbound (up) platform.	OS 1:2500 map 1914
Amersham	Amersham		1 September 1892	After traffic 19 March 1960	Mech S&F	C		28 (4 spare 1933)	Replaced by new power box.	Box located at London end of the 'Down' platform.	OS 1:2500 map 1898
		<b>JW</b>	<b>20 March 1960</b>			<b>PBD</b>			<b>New SB on west side of line (S end) initially controlling IMR in same building. From 22 May 1960 also controlled Chalfont &amp; Latimer IMR.</b>	<b>Box located on south side of NB Main line (and goods loop) opposite London end of Platform 1.</b>	<b>STC 20/1960</b>
		<b>JW</b>	<b>20 March 1960</b>		<b>V</b>	<b>IMR</b>		<b>48</b>	<b>New IMR beneath operating floor of new SB</b>	<b>[See above]</b>	<b>STC 20/1960</b>

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Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Angel	Angel	K	17 November 1901	Closed after 1923, but probably emergency cabin for few years prior	Mech EOD	C		33 levers when opened (as terminal) with 29 in use (19 in use after extension to Euston)	It was intended to fit a power frame in 1919 (No 139) but there is no evidence this was ever fitted. Box probably not coded until UERL took over line in 1913	Signal box originally at south end of the island platform.	Plan
	Angel	K	By 1924	Closed after 22 January 1959	Mech EOD	E		8	Angel equipped with a recovered mechanical frame (origin not known but frame not big enough to be original - suspicion it might be that from Weston Rise). Siding abolished at same time at cabin closed. A power frame was ordered but used elsewhere.	Box situated trackside at siding outlet.	Personal recollection. Photo
Archway (opened as Highgate)	Highgate	H, NN	22 June 1907	Closed as SB after 24 June 1961. Frame apparently OOS 7 March 1992.	B	C, IMR	80	15 (2p,9s,4c)	Original code H. Relettered NN from 2 July 1939, during major signalling alterations. Probably replacement frame (ie not 80). From 9 April 1961 frame was air controlled by key panel adjacent. After closure as SB became remotely operated by PB from Leicester Square Regulating Room. From 3 September 1967 remote control suspended (King operation only). IMR operated by programme machines (supervised from Leicester Square) from 15 October 1967. Control transferred to Cobourg Street from 9 November 1969. Frame number from Peter Kay, matches original CCEHR number, which seems unlikely!	South end of SB platform	Need details when OOS and confirmation of frame number. Signal diagram of CCEHR.
	Archway	NN	8 March 1992	After 12 September 1992	Relay	Temp RR			Temporary relay room with relay interlocking.	In cabinets next to former SB at south end of SB platform.	See TC 9/1992.
	Archway	NN	13 September 1992		V	IMR		12	Believe frame in original SB site.	[See above]	
Arnos Grove	Arnos Grove	J	6 September 1932	After traffic 1 August 1982	N	C	175	59 (14p,33s,11)	Push button panel commissioned from 26 March 1957 remotely controlling signalling at Wood Green SB which was normally unmanned.	SB located in same block as substation, south of station on west (NB) side of line.	STN 36/1932
	Arnos Grove IMR	PJ	2 August 1982		V	IMR		36	Controlled by local site computers supervised from Earls Court RR.	Located in same building as previously (see above)	
Aylesbury	Aylesbury (station)		23 September 1868	On or about 1 January 1894	Mech (GW)	C		10	Frame installed by GWR and interlocking was of Blackall pattern.	Cabin located near west end of up platform and after decommissioning was porter's room for a number of years.	OS Map 1:500 Town Plan Aylesbury 1879
	Aylesbury (Met, temporary)		1 September 1892	On or about 1 January 1894	Mech	C		13	Provided to give access to and from their temporary station at north east end of main station.	Cabin located near later Met 'East' box	A&B Railway, Railway Mag p305, c 1909
	Aylesbury (station)		On or about 1 January 1894	June 1908	Mech	C		44	New cabin installed by GW but paid for jointly with Met.	Also on up platform, but near centre of platform (slightly east of centre) than old cabin.	OS Map 1:2500 Buckinghamshire 1899
	Aylesbury East (Met)		On or about 1 January 1894 (Insp 26 April 1894)	June 1908	Mech S&F	C		34	New cabin installed by Met to handle extended service from London, for a while serving its own temporary station.	Box located on up side of line somewhat to the east of the main junction and between up line and up siding.	OS Map 1:2500 Buckinghamshire 1899
	Aylesbury North		June 1908	Closed 9 December 1967	Mech	C		30 in 1908 and 1956	Box probably existed 1908-1967 but may have been moved slightly during track rearrangement between these dates.	Box located west of station on north side of line, a little east of original goods shed between up line and yard roads. Note Goods shed later moved.	Dow. Hinson diagram. OS Map 1:2500 Buckinghamshire 1925.
	Aylesbury South		June 1908	24 November 1990	Mech	C		55 in 1908. However was originally 45 lever frame moved from earlier box	Replaced old east box (almost opposite) after junction relaid. Frame now utilized by Great Central Railway near Swithland. Not sure from where frame retrieved, but was a GWR box and may have been Aylesbury station box.	New GCR-type box in angle between Met and GW lines.	Dow. See GCR website.
	Aylesbury south GF		Before 1952 - most likely a consequence of 1925 alterations	Gone by 1970	Mech	GF		???		Ground Frame located at south end of up side sidings next to Mandeville Road bridge (on up side of line).	Shown on 1952 sketch diagram in author's collection.
	Hartwell Siding		Before 1905	1908	Key	GF		???	Points to and from siding, at far north of Aylesbury layout, are described as being worked by a 'patent key' in charge of the signal cabin. This arrangement seems to have been superseded by ordinary lever connections in new north box.		
Baker Street (Tubes)	Baker Street (Bloo)	BM	27 August 1939	Closed after 6 August 1977.	B	C	??	7 (1p, 5s)	Frame in larger ironclad case with comms and desk at RH end.	Left hand side at south end of lower escalator concourse between platforms 8 and 9 (the Bakerloo southbound platforms)	STC 33/1939 and personal visit
	Baker Street (Bloo and Jubilee) IMR	BM	7 August 1977		V	IMR		12	New IMR controlled initially from PBD at Finchley Road. From 17 August 1979 control of Bakerloo routes (only) transferred to panel in Piccadilly Circus box. From 30 November 1986 control transferred from Finchley Road to Baker Street SCC. Still 1 IMR controlling both lines. Control of Bakerloo routes continued to be from Picc Circus until Picc converted to Centralised control on 30-6-91.	New IMR located in lower escalator chamber between platforms 7 and 8, near old SB but to its right.	STC 20/1977
	Baker Street (Bakerloo) SCC		Opened for trial operation 8/9 December 1990 and properly in 1991			Con Room			Control of Queens Park from 6 Jan 1991, Lambeth/Elephant from 8 Sept 1991 and Piccadilly, Baker Street and Paddington from 30 June 1991.	Situated in former Met general offices at Baker Street.	Personal visit

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Baker Street (Met & Circle)	Baker Street		10 January 1863	Closed 1868	Mech	C		???	Replaced by 'roundhouse' signal cabin at Baker St Junction.	Original box at west end of Up (EB) platform.	Information from Ken Benest papers
	Baker Street (Junction and Circle)		13 April 1868	Closed 1898	Mech	C		17 working	Replaced by Baker Street (main) box. Seems to have gone out of use during period when box (below) was in commission. Whilst in service, box equipped with 6 train signalling and 4 speaking instruments and 3 bells.	Located in junction 'roundhouse' built at same time as junction of main line with the 'east' station.	See accident report for 31 July 1894.
	Baker Street (Circle)	C	On balance of evidence 1898 is most likely date (was not in place 1894).	Closed in June 1909	Mech	C		27 (incl 8 spare) in 1907 and 6 spare in 1909.	Presumably superseded by roundhouse box after 1909 reframing. See below for lettering.	Located in St Johns Wood junction tunnel on trackbed.	ICE 21 March 1922
	Baker Street (Circle)	C	29 June 1909 (works complete).	Closed in 1913	Power frame (not MKHW)	C		20 (3 spare OR spaces)	Frame does NOT appear to be a Westinghouse frame. Frame lettered C by 1911, and probably acquired letter during automatic operation in 1907. BoT report indicates 17 levers all in use (implying three spaces).	Appears to have been new power frame in the old 'roundhouse' structure, but conceivable still in junction tunnel which was still then single track.	Historian Ken Benest (correspondence in MH collection) indicates that the all-electric frame went into the old roundhouse, and implies by 1911, not inconsistent with 1909 date indicated by BoT report MT6/1818/8. Jackson, Met Ry P396 quotes 1908 but confirms roundhouse.
	Baker Street (Met main or East box)		13 April 1868	Closed November 1892	S&F	C		???	New signal box for St Johns Wood line;	located north end of east platform (20yds N of No 3 plat)	
	Baker Street (Met main or East box)		Inspection report dated 8 November 1892 suggesting commissioning date close by.	Closed after 3 Jan 1914	Mech	C		48 working in 1898; 50 (25 spare) in 1912 but nil spare in 1904-5	New signal box controlling St Johns Wood line to allow for more platforms consequent on earlier doubling of that line.	Box immediately north (20 yds) of No 3 platform on extreme east side of station, though there was space between it and the wall. Relation with old box unknown.	See MT29/53. Shown in Met 1910 film, near beginning. See also accident report for Baker St accident in 1898, quotes 47 Wkg levers
	Baker Street (Met)	A	4 January 1913 (per Met Chronology - some sources quote 5 Jan)	Closed after 5 April 1924	M2	C	E4	37 (13p,20s,4c); inspection report states 36 levers (30 wkg 6 spare and 3 spaces at RH end)	Replaced junction and north boxes. Station layout was reconstructed at same time	Situated at north end (east side) of main station on retaining wall (not far from previous box which was at track level).	Jackson, Met Ry P396 quotes 36 levers and 3 spaces (ie space for 39 levers).
	Baker Street (Met)	A, M, MB	6 April 1924	Closed after 11 June 1988.	K	C	E19	39 (12p,20s,5l,2c)	Replaced 1913 box nearby. Original code A. Relettered M on 12 August 1928. Relettered MB on 9 February 1947, signal improvement works. Frame disused after 25 July 1987 and control of new IMR exercised through temporary key panel. Frame was of 12-16-12 lever section arrangement and when box converted to control room the high numbered section was removed and replaced by key panel. Original frame appears to have been replaced at some time (possibly 1947) with one of similar size but in metal case with extra room at RH end for telephone panel, and fixed slightly closer to front wall. Replacement likely to have been a B frame.	Situated at track level on east side at about position opposite end of platform 4.	Personal visit. Metropolitan Railway Chronology. Articles in Railway Magazine and Railway Engineer.
	Baker Street (Met) IMR	MB	26 July 1987			V	IMR	36	Controlled temporarily from key panel in existing signal box. Control permanently transferred to Baker Street SCC from 12 June 1988.	Situated in previously unused tunnel under platform 2, off interchange area near head of Nos 1 and 2 escalators.	STC 4/1987
	Baker Street (Met) Chiltern Court siding		1 September 1927	1965?	Mech	GF		2	Ground Frame released by Annetts Key normally kept in SB (large brass key).	GF situated by connection with siding and platform 1 track, on trackbed opposite platform.	
Baker Street Control Centre (Met and Jub)		25 October 1986			Control Room				New control centre, initially controlling Stanmore. From 30 November 1986 Jubilee Line controls for Baker Street and Charing Cross transferred (from Finchley Road). From 18 January 1987 controls for Swiss Cottage, Finchley Road and West Hampstead transferred to SCC (FR box closed). From 1 February 1987 control of Willesden Green transferred to SCC. From 29 March 1987 control of Neasden transferred to SCC. From 12 April 1987 control of Wembley Park transferred to SCC. Control of Baker Street (Met) transferred to SCC from 12 June 1988. Control of following areas assumed from Farringdon: Aldgate on 26 July 1998, Farringdon and Kings Cross on 28 November 1999, and Moorgate and Liverpool Street on 25 March 2001. Control of Jubilee Line Charing X to Dollis Hill lost to Neasden SCC 29 December 2010 and remainder of Jubilee (to Stanmore) from 26 June 2011.	In former Met general manager's offices	

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Bank	Bank CSLR		25 February 1900	Closed for normal use no later than when line converted to automatic signalling (25 April 1920); may have been retained till reconstruction to handle lay by siding	EOD	C		10	There is a suspicion that signalbox and loco siding may have gone out of use prior to introduction of automatic signalling, but it was certainly not there afterwards	SB appears to have been towards south end of southbound platform.	Discussion with CSLR expert. See also MT6 1040/7 and see drawing of CSLR electrification. There was also an accident between London Bridge and Bank in which signal box referred to.
	Bank CLR	B, CB	30 July 1900	Closed after 13 April 1958	EOD	E		16	Relettered CB from 22 June 1941, during minor signal improvement works	Situated at east end of WB platform.	
	Bank CLR	CB	28 April 1958	Closed after 23 October 1971	L conv N	E		11	New frame in existing signal cabin. Frame reputed to be 11 lever section from Wembley Park, a style L with mechanical locking added.	Situated at east end of WB platform.	
Barbican area (Barbican station was previously Aldersgate to 1967)	Aldersgate (station)	E (Circ & O (CWL))	23 Dec 1865	Closed after 26 Nov 1932	Mech	E		16 (2 frames x 8) for Met + another frame for CWL post 1910 period. 8 (6 wkg 2 spare) prior	Had at one time large CWL frame and two short Met frames at right angles at each end.	Box located west of west (Farringdon) end of island platform (but east of Hayne Street bridge, platforms much shorter in those days. Original box moved farther west in 1905 when platforms lengthened, to point rather nearer Hayne Street bridge.	1926-27 signalling drawing. Jackson, London's Metropolitan Railway P181.
	Aldersgate (station)	E	27 November 1932	Closed after 11 December 1954	Mech/ Electric	E		25 slides (2 spare) and 12 levers (2 spare); 37 levers in all	Had mech frame for points and slide frame for signals by British Power Signal Co. Safety concerns following a locking irregularity found on 30.9.52 resulted in the swift demise of this interlocking.	Box located west (Farringdon) end of island platform.	Jackson, London's Metropolitan Railway
	Barbican (Aldersgate when commissioned) IMR	OG	12 December 1954	Abolished after 20 October 1979	V	IMR		36	Controlled from push button panel in existing Farringdon cabin. From 16 December 1956 control transferred to new PDB at Farringdon. One siding and crossover removed after 13 November 1971. Other siding and connection with Circle Line and CWL removed when IMR decommissioned. 12 shaft section to LT Museum. Unusually the V frame was equipped with two king levers.	IMR located west of Hayne Street bridge near outlet of sidings (between inner rail Circle and Uo widened lines.	Personal inspection
	Barbican CWL	P	1 January 1878 (possibly very shortly earlier - inspected 27 December 1877)	Closed temporarily between 1885 and 1916, but apparently remained in situ. Closed 10 March 1924.	Mech	C		10 levers (1 spare) in 1916. Also 10 levers 1878.	Box appears to have acted as intermediate box on all tracks. Closed shortly during 1885 when (second) Whitecross Street box opened, but box later re-opened (May 1916) as box P on CWL only and Whitecross Street closed. Superseded by track circuiting between Aldersgate and Barbican Junction.	SB situated on north side of line (between CWL and Circle tracks) east of Aldersgate station (immediately east of Australian Avenue)	Jackson, London's Metropolitan Railway. OS map 1:1056 1916
	Whitecross Street		On or around 18 May 1872 (date of inspection report).	Closed 31 December 1877	Mech	C			Replaced by Barbican box upon opening of Whitecross Street Goods Depot, which opened 1 January 1878.	Box appears to have been located about half way between Whitecross and Redcross Street bridges between Circle and Widened Lines.	OS map 1:2500 1877-80
	Whitecross Street	Q	1885	Closed 2 July 1916.	Mech	C			Appears to have served all tracks and allowed much improved working at Moorgate without breaking prevailing block rules. Lost control of Circle tracks in 1909 when auto signalling introduced, and CWL control remained, lettered Q. On closure control passed to Barbican box P, then reopened.	Situated between Circle and Widened lines nearer Whitecross Street bridge than older box.	OS Map 1:1056 1896. Jackson, London's Metropolitan Railway, reports new WCS box opened to shorten section into Liverpool St.
Whitecross Street (Midland) GF		On or around 1 January 1878	Closed with depot 3 March 1936	Mech	GF			Appears to have been Midland Railway frame for yard shunting. Probable location under Redcross Street bridge, partly in yard tunnel.			
Barking	Barking	FF (with FB, FC, FE, FG)	30 March 1960		PBD	PBD			New SB initially controlling Barking West IMR only. From 3 April also controlled Barking station and Barking East. Box contained two PBDs. Control of Bromley, Plaistow and East Ham transferred from 8 May 1960. Control of Dagenham East added 11 September 1960. The signalbox was originally shred with BR (ER) signalbox but after their control moved to Upminster in 1995 the structure became entirely LUL.	In building on north side of the station towards west end of platforms shared with station IMR	STC 13/1960. Official LU mapping.
	Barking East IMR	FF	3 April 1960		V	IMR		24	New IMR controlling signal at Upton Park and Barking Sidings east end, controlled from Barking SB.	Located at eastern throat of Barking sidings north of and adjacent to westbound line.	STC 13/1960
	Barking Station IMR	FF	3 April 1960		V	IMR		12	New IMR controlling signal at Barking station, controlled from Barking SB.	In building on north side of the station towards west end of platforms shared with signal box	STC 13/1960
	Barking West IMR	FF	30 March 1960		V	IMR		36	New IMR controlling west end of Barking sidings controlled from Barking SB.	Located at western throat of Barking sidings south of and adjacent to eastbound line.	STC 13/1960
Barkingside	Barkingside GF	LN	8 March 1948	Abolished on 27 February 1967	GF	GF (2)		9+4	Replaced GER signal box. Points and connections to yard (and GF) decommissioned on abolition, but code LN only withdrawn after 11 October 1967.	Both ground frames south of station on west side of yard, one (levers 21-24) nearly opposite south end of platforms and the other a little further south nearly opposite crossover (levers 1-9).	STC 9/1948
Barons Court	Barons Court IMR	WC	15 April 1962	Closed after 20.3.83	V	IMR		12	New IMR taking part control from West Kensington West SB. After closure used partly for training and partly spares.	IMR to east of station on north side of line just east of Gliddon Road bridge.	Visible from trains.
Bayswater	Bayswater (Queens Road)		1 October 1868	Closed 1909	Mech	C		7 (5 wkg 2 spare) at closure	Box infrequently used from 5 January 1908 when automatic signalling commissioned on down line (already in use on up line).	Signal box on up (outer rail) platform at west end.	OS Map 1:1056 1895-98 and MT6/1842/1 and ICE paper 21 March 1922

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Bethnal Green	Bethnal Green	LC	18 November 1946	Abolished after 29 January 1995	B	E	???	11 (8 wkg and 3 spaces)	Frame installed 1939/40. Recovered frame now at Bolton Abbey.		
	Bethnal Green	BEG	30 January 1995			CBI			New CBI (Westrace) temporarily controlled from PBD in Liverpool Street SB. Control transferred to Wood Lane SCC from 10 October 1999.		
<i>Bishops Road - See under Paddington area</i>											
Blackfriars	Blackfriars		30 May 1870	Closed on introduction of power signalling on either 14 January 1906 or 25 February 1906.	Mech	C		12	Ambiguity in date because description doesn't make it clear when signal box would no longer have been required. First date is when auto signalling introduced South Kensington to Blackfriars and second date when signalling at Mansion House and stations to east went Auto.	Signal box at eastern end of southern (outer rail) platform.	See accident report 1878. Also MACH historical notebook.
Blake Hall	Blake Hall GF		Not known by author, but GF already seems to have been in use when electric services began on 18 November 1957.	Abolished 1 August 1967	Mech	GF		2	Operated by Annetts Key. There was apparently a full GER signal box at some time introduced in 1888 (of S&F origin). This appears to have been dispensed with before electric trains began.	GF located west of station near yard connection (opposite west end of platform).	STC 42/1957
Bond Street	Bond Street (CLR)		30 July 1900	Closed 1915	Mech	C			Evans O'Donnell frame. Cabin superseded by automatic signalling	Location not known	
Borough	Borough (NB)		18 December 1890	Closed after 1 November 1919	Mech	C		3 (2 wkg 1 sp)	Frame by Dutton	On platform, exact location not known	
	Borough (SB)		18 December 1890	Closed after 6 December 1919	Mech	C		3 (2 wkg 1 sp)	Frame by Dutton	On platform, exact location not known	
	Borough	X	12 August 1922	When line closed during 27 October 1923	PR	PR			Points for siding proved two signals on NB road which were to be treated as Semi-automatic. SB line similarly treated from 20 August. From 18 December 1922 switches put in to control these signals and new ones on the SB line.	Switches installed one on each platform in glass fronted box	Traffic Notice 33/1922; 34/1922; 51/1922
Boston Manor (was Boston Road)	Boston Manor (Boston Road)		1 May 1883	Box appears to have gone out of use by no later than 1903.	S&F	C		??	Box does not appear in 1903 list and section runs Mill Hill Park to Osterley Park (3¼ miles). Box structure retained as Pway cabin. Not known when equipment removed, but probably upon electrification.	Box located at west end of EB platform	Site visit
	Boston Manor IMR	WS	21 July 1974		V	IMR		12	New IMR west of station controlled by programme machines supervised from Earls Court. Replaced local control from Northfields SB.	IMR located on south side of line immediately west of sand drag at depot outlet west of Boston Manor.	STC 25/1974
Bouverie Street	Bouverie Street		Likely to have come into service 1868.	Had gone by 1895.		PR			Originally 2-road engine shed connected to main line via double junction - OS mapping shows no signal box; ground frame possible. Track connection gone by 1895.	Immediately beneath Bouverie Street bridge	OS Mapping 1:1056, several dates.
	Bouverie Street		On or around 29 March 1904	By around 1916		GF		1	Single siding laid into new substation operated from single lever ground frame. Was originally provided to facilitate installation of new equipment in old engine shed on temporary basis, but seems to have lasted a little longer. Frame unlocked by annetts key normally locked in frame at Praef St Junction.	GF by trailing points.	Mapping and MT6/1235/5
Bow Road	Bow Road	EP	11 June 1902	Closed October 1946	Mech	C		29 (of which 4 spare at opening). (19s after Feb 1907)	Electro-Mechanical in 1930. Crossover at west end removed in Feb 1907 when auto working introduced towards Whitechapel and EB home and WB starter converted to semi at same time. Received code EP on electrification. Levers were to have been 23 but BoT objected.	Located at east end of EB platform	MT6/1142/1 for opening.
	Bow Road	EP	20 October 1946	Decommissioned after 22 February 1964	N	E	?	11 (1p,9s)	Not used after 20 February 1961 when crossover decommissioned., but not finally abolished until 1964. DB states frame was assembled from 'bits'.	New signal box at east end of eastbound plat.	Photographs. STC 41/1946
Brent Cross (was Brent)	Brent	AA	19 November 1923	Closed from 17 January 1937	K	C	E18	11 (2p,7s,1c)	Loops commissioned at Brent 4 January 1925; unclear whether box in use prior, but site was lettered. Had been operated in 'King' since removal of passing loops after 22 August 1936.	Box located at north end of island platform	Photographs at time of opening. TN 2/1925
Brent North	Brent North		7 September 1898	Still in place 1960 - believed closed Circa 1970.	Mech	C			Cabin on new widened lines (subsequently leased to GCR) giving access to sidings near Wembley.	Located on west side of GCR line a at north neck of sidings, somewhat to north of Neasden Power House (1392 yds north of Neasden South)	OS mapping 1:2500 1916. Opening date from Jackson, London's Metropolitan Railway.
Brent South	Brent South		End 1896	September 1898	Mech	C			Temporary cabin allowing Great Central trains from the north (along the Met) to gain access to their new sidings near Wembley. Superseded by Brent North cabin connected to the widened lines.		
Brill	Brill		Probably on rebuilding around 1894	Closed 30 November 1935	Mech	GF			Frame closed when line closed. Points on main line locked by train staff.	GF at up end controlling run round loop.	
British Museum	British Museum	C	30 July 1900	Closed from 30 September 1933	EOD	C		17	Control of siding transferred to new box at Holborn. Was Evans O'Donnell frame	At west end of station adjacent to entrance to siding on WB platform.	The Railway Engineer September 1914
Brixton IMR	Brixton IMR	VE	25 June 1971	2 April 2012	V	IMR		12	IMR with programme machines supervised from Cobourg Street	IMR at north end of platforms (connected to both)	Personal visit. VL Handbook
Broadhurst Gardens	Broadhurst (Gardens) Junction		23 September 1895 (first inspection date)	Prob 1898	Mech of Met style	C			Temporary cabin between West Hampstead and Finchley Road allowing construction access to the new MS&LR extension to Marylebone from the Met Railway. Junction superseded by new widened lines on West side of Met c 1898. Box definitely there Feb 1897	Located about 530ft east of the Broadhurst Gardens footbridge (near end of West Hampstead platforms), and to the east of junction with MS&LR section towards Marylebone, the box being between Met NB and MSLR sp lines.	Met plan 3382A
Bromley by Bow IMR	Bromley by Bow IMR	FB	8 May 1960		V	IMR		12	New IMR controlled from Barking SB PBD. IMR built and initially in use as relay room from 3 October 1959 with crossover out of use and signals arranged as autos.	IMR on north side of line west of Devons Road bridge, somewhat to west of crossover.	STC 18/1960
Buckhurst Hill	Buckhurst Hill	LS	LT took over.	Closed after 20 Nov 1948	Mech	E		5 of at least 19	Old GER frame retained. Only 5 levers active.	Signal box a little way south of station next to westbound line, near No 7 crossover.	STC 34/1948
	Buckhurst Hill GF	LS	29 August 1948	Abolished after 2 May 1964	GF	GF		11	Supplemented GER signal box which closed after 20 November 1948. Letters and goods yard abolished with GF.	Ground frame located on west side of yard (west of eastbound line) somewhat to the south of old signal box.	STC 34/1948

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Camden Town	Camden Town	E	22 June 1907	Old frame removed and larger new frame installed in enlarged cabin February 1924	B	C	81	7 (2p,3s,2c)	It has been suggested in Railway Gazette that this frame was later enlarged to incorporate additional signals.	Box situated at south end of NB Highgate platform.	UER signalling plans and photographs
	Camden Town	E	February 1924	Superseded after 23 July 1955	B	C	143	43 (7p,25s,8l,2c)	Replaced cabins at Camden Town and Mornington Crescent. Control of Mornington Crescent lost after 16 July 1955. February 1924 is best date so far obtainable, but new frame in use by 2nd March (when control of Mornington Crescent added) though not fully operational until mid April. A large number of spare spaces were provided anticipating 'additional work' that was never carried out. Levers relating to Mornington Crescent removed WEF 17 July 1955.	This box appears to have been an enlargement of the original box at south end of NB Highgate platform, but it is not clear quite how this transition was achieved.	See Railway Gazette December 9 1955. See TNs for April 1924. See notice W65 (1924)
	Camden Town temporary cabin	E	24 July 1955	Closed after 17 September 1955	?	C	?	23	Temporary cabin, controlling new IMRs at Cwmden Town via route setting levers.	In disused cross passage off NB Highgate platform.	TC28/1955 P22
	Camden Town IMR (2)	E	24 July 1955		V	IMR		12 (NB IMR) and 12 (SB IMR)	Two IMRs commissioned, one for NB and one for SB. The IMR at Mornington Crescent was never controlled from the temporary frame.	In relay rooms at south end of each Edgware branch platform.	See Railway Gazette December 9 1955. STC 28/1955
	Camden Town PBD (site of later programme Machine Room)	E	18 September 1955	Closed after 2 April 1958		PBD			Built in old signal box. Controls 2 IMRs at Camden Town and one at Mornington Crescent. After closure IMRs operated under Programme Machine control (PMs in former signal box). Initially supervised from Leicester Square RR. Control transferred to Cobourg Street from 25 October 1969.	Box situated at south end of NB Highgate platform.	See Railway Gazette December 9 1955. STC 36/1955
	Camden Town temporary cabin	E	3 April 1958	Closed after 14 June 1958		PBD			Temporary cabin in cross passage allowing main cabin to be converted to programme machine room. The instruction suggest no other alterations but photographs suggest that a temporary control desk provided rather than simply moving existing desk.	Probably same location as earlier temporary cabin in cross passage	TC 14/58 (para 14)
Canal Junction and New Cross Depot & Control Room	Canal Junction	E	1 April 1880 (though box had been built but not used other than for contractors in 1874). Not used by LT origin trains until 1 October 1884	Abolished after 7 October 1950	Mech (prob LBSCR design)	C		19	Box was elevated SER style box with sash windows. Replaced by new box in LT style	Was situated by junction to west of line.	See Talbot, UN353 p139
	Canal Junction	ET	8 October 1950	Closed after 24 March 1995	B	C	?	23	Assumed control of signalling at Canal Junction and Deptford Road. Cabin closed when ELL shut for reconstruction. B type frame recovered from elsewhere.	Situated in angle of junction.	Personal visit and photos. STC 39/1960
	New Cross Depot SER	ET	24 March 1998	23 December 2007	Relay	SER			New relay interlocking into use from line reopening. Controlled from adjacent new control centre at New Cross Depot		
	New Cross Control Room		24 March 1998	23 December 2007		Control Room			New control room controlling New Cross, New Cross Gate, Depot, Canal Junction (all ET) and Surrey Quays/Canada Water (ER).		
Canary Wharf	Canary Wharf	TL	17 September 1999	28 December 2010	Relay	SER			New interlocking opened with new line, controlled from Neasden Control Centre. Replaced by Seltrack system from 29 December (Local code CRW) as part of Jubilee Line upgrade.		Seltrack date from UN 590/124
Chancery Lane	Chancery Lane (EB)		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
	Chancery Lane (WB)		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
Canfield Place (possibly Broadhurst Gardens)	Canfield Place (possibly Broadhurst Gardens)		1896	Junction closed by 1899.	S&F?	C			Temporary Met box to facilitate spoil removal to Met from MS&LR tunnelling. According to Alan Jackson this apparently remained in use as Met block post auto signalling introduced 1911. This should not be confused with the GCR box of same name near tunnel mouth.		
Canning Town	Canning Town	TN	14 May 1999		Relay	SER			For Floodgate control. Date reflects start of passenger services. Replaced by Seltrack system from 29 December (Local code CAT) as part of Jubilee Line upgrade.		Seltrack date from UN 590/124
Cannon Street	Cannon Street		10 October 1884	March 1906	Mech	C		18 (6 spare)	Controlled signals and pair of crossovers. Much slotting with Mansion House and Monument. Superseded when Mansion House cabin converted to ep and auto signalling introduced.	Located at west end of inner rail platform.	Troske. Also S&F explanatory leaflet
Canons Park	Canons Park GF	WW, MJ	24 March 1941	Abolished after 26 June 1976	Mech	GF	?	2	Emergency reversing only using handsignalling. Signals relettered MJ from 13 April 1941		
Chalfont & Latimer	Chalfont & Latimer (was Chalfont Road)	JT, JW, JT	8 July 1889	Closed after 21 May 1960	Mech S&F	C		34 (2 spare 1933)	Lettered JT in 1949 when electric block working introduced on Chesham line. Mechanical frame abolished after 24 October 1959 and control undertaken from switch panel operating new IMR (lettered JW). IMR relettered JT from 22 May 1960 but shafts stayed numbered in same scheme as Amersham.	Signal box north (west) of station on south (down) side of line.	OS Mapping 1:2500 1898.
	Chalfont & Latimer IMR	JW, JT	25 October 1959		V	IMR		36	IMR controlled temporarily from switch panel in existing signal box. From 22 May 1960 controlled from Amersham SB. From this same date signals controlled from Chalfont & Latimer IMR all relettered 'JT'	IMR on south side of line a little to the west of platform 1 (NB platform)	STC 20/1960, 23/1960 and 40/1959

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Chalton Street	Chalton Street		Into service during 1872 (Inspection report dated 2 March suggesting it was around that date, and instructions seen dated February).	Finally closed 1909 when auto signalling introduced. Prior to then was closed for long periods.	Mech	C		3 (includes 1 spare). At closure was 4 all wkg.	New substation beneath offices and hotel (Novotel Euston Road). Reported reopening 2 April 1907 (after long closure) to facilitate improved train services. Another reopening reported July 1903.	Half way between Gower Street and Kings Cross. Situated in walled-in opening on north side in garden of house purchased for purpose.	MT29. See also ICE paper 21 March 1922
Charing Cross (named Strand 1914-79)	Charing Cross (Northern) (Strand)	C	22 June 1907	Closed after 9 Jun 1951	B	C, E	82	11 (2p,5s,4c)	A 12th lever had been added by 1930, when from 5 January, it became disused when levers reorganized, 7 Crossover becoming No 5. New Crossover (No 6) from 29 August 1939, taking position of King lever (abolished). 12th lever reintroduced December 1939 as control lever reusing 6 crossover for use. No 6 crossover abolished from 7 March 1948 and King Lever restored in that position from 27 June 1948. Box normally unmanned from 29 October 1934 (except 1939-48).	Located north end of southbound platform.	CCEHR signalling plan 1907. Photo seen of pre 1951 frame.
	Charing Cross (Northern) (Strand)	C	10 June 1951	Closed as SB after 28 October 1961	B	C, E, IMR	??	11	New signal box in revised location. Reclassified IMR from 29 October 1961. Frame converted to air operation controlled remotely from Leicester Square Regulating Room. Control transferred to Cobourg Street from 27 November 1969.	North end of SB platform in new heading	STC 22/1951. Photo seen of 1951 frame
	Charing Cross (Jubilee) IMR	TG	14 August 1978		V	IMR		12	New IMR controlled by programme machines (with auto reversing facility) supervised from Finchley Road cabin. From 30 November 1986 local control transferred from Programme Machines to local site computer and supervision transferred from Finchley Road SB to Baker Street SCC.		
Chiswick Park (orig Acton Green)	Chiswick Park	WK	1 July 1889	circa 1910	Mech	C, E		At least 10 levers	Appears to have been adapted mechanical box and controlled crossovers each end of station. Date box went out of use unclear but definitely continued after electrification but seemingly gone by time of Studland Road - Turnham Green widening.	'Situated at east end of WB platform.	
Chesham	Chesham	JV	8 July 1889	Closed after 28 November 1970.	Mech S&F	C		25 (2 spare 1933)	Lettered in 1949 when electric block working introduced on Chesham line. SB closed when additional platform and loop road decommissioned. Starter then controlled from Chalfont IMR.	Located on embankment opposite and towards north end of platform.	
Chorleywood	Chorleywood	JS	8 July 1889	Closed after 14 March 1970	Mech S&F 4.625in	C, E		20 (3 spare 1933)	Lettered 5 December 1954. Became normally unmanned from 20 November 1955. Goods yard signals and connections decommissioned 10 April 1967. Delettered upon closure.		
City Road	City Road		17 November 1901	Closed when auto signalling put through 25 April 1920.	Mech EOD	C		??	SB road went auto a week or two earlier. SB location probably at north end of one of platforms as entrance was at south end.		
Clapham Common	Clapham Common	T	3 June 1900	May 1923	Mech	C			Auto signalling introduced 1st January 1922 (prior to line closure) but suspect existing frame adapted and replaced when line closed.		
	Clapham Common	T	3 November 1924	Closed after 13 May 1961	B	E	138	15 (2p,9s,4c)	Room now IMR. Immediately after closure signalling controlled from key panel at end of platform.	Signal box in gallery at south end of island platform	
	Clapham Common (Temp panel)	T	14 May 1961	Abolished after 22 July 1961		E			Key panel on platform offering route control and reversing from SB platform only. Not known if frame involved.		
	Clapham Common IMR	T	23 July 1961	Closed after 26 June 1976	V	IMR		12	New frame in former SB. Control from Leicester Square Regulating Room. Control transferred to Cobourg Street from 4 December 1969. Frame transferred to Stockwell.		
Clapham North	Clapham Road (renamed Clapham North 1926)		3 June 1900	After 31 December 1921	Mech	C		???	Box closed when automatic signalling introduced 1 January 1922.		
Cobourg Street	Cobourg Street		04 August 1967			CON			Originally controlled only Victoria Line (and, later, Brixton extension). Assumed supervision of Northern Line programme machine sites from Leicester Square during 1969. Took control of Hampstead, Golders Green, Colindale and Edgware from 8 March 1971, and High Barnet from 12 September 1971. Lost control of Clapham Common after 26 June 1976. Control of Victoria Line lost (to Northumberland Park) from 16 January 2011, though out and back operation started 26 October 2009.	Located in new divisional offices building	
Cockfosters	Cockfosters	M	24 July 1933	Closed after 24 Jan 1982	N	C	174	47 (12p,29s,6l)	Box opened for trial running before line opening		
	Cockfosters IMR	PM	25 January 1982		V	IMR		36	Controlled by local site computers supervised from Earls Court RR.		



Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Colindale	Colindale	AC	18 August 1924	Destroyed on 4 August 1935	K	C	E22	15 (2p,6s,7c)	Destroyed by fire caused by arcing after a plane crash.	Box located at north end of island platform	
	Colindale (Temporary)	AC	9 August 1935 (12:45pm)	Closed after 18 April 1936	N	C		11	Temporary box on SB side of line. Alleged (Pennyfare) the frame came from the signalling school (S Ken).	Box located in station garden adjacent to SB line near north end of platform.	
	Colindale	AC	19 April 1936	Closed after 2 April 1966	B	C	15	15	Old signal box on platform completely rebuilt. Probably new locking frame (not necessarily electric)	Box located at north end of island platform	
	Colindale (Temporary)	AC	3 April 1966	Closed after 15 July 1967	?	C			Temporary signal box to allow reconstruction of existing box as IMR.		
	<b>Colindale IMR</b>	<b>AC</b>	<b>16 July 1967</b>			<b>V</b>	<b>IMR</b>		<b>12</b>	<b>New IMR controlled by Programme Machines supervised from Golders Green SB. Supervision passed to Cobourg St from 14 March 1971.</b>	<b>IMR located at north end of island platform</b>
Covent Garden	Covent Garden	B, C (also Y for a while)	15 December 1906	Closed after 13 October 1979	B	C, E	76	11 (1p,7s,2c); later modified to 12 levers (2 spare)	King lever (7) fitted 16 Jan 1922. Lost facilities to accept trains wrong road from Holborn from 21 August 1925. Took over regulation facilities from Piccadilly Circus 25 December 1927, controlling Y1 (Piccadilly EB starter) and Y2 (Leicester Square WB starter), means of control unknown, but apparently not from frame. From 10 Feb 1929, Y1 became B1, B1-B3 became B2-B4, Y2 became B8 and additional King No 5 added to control B1 and B8. 'A' signs illuminated when existing King No 7 reversed. Relettered C from 31 May 1931. From 11th October 1931, WB automatic starter became semi-automatic B12 (very unusual for 12th lever position to be used). Crossover was always No 6, but additional homes added before 1949 where (unusually) No 12 lever used, though positions 5 and 8 now spare. From 13 May 1962 PB panel added to control crossover at Kings Cross. Frame still in wooden case in 1974, possibly original frame. Frame recovered and now preserved at Severn Valley Railway.	Box located at east end of westbound platform	Personal inspection
Covent Garden LT Museum	Covent Garden LT Museum		28 March 1980		V	Exhibit		12	M/c ex Barbican (one section only). Barbican was first IMR.		
					B	Exhibit		11	Believe frame ex Holborn. Used to control various bits of signalling equipment at the Museum for several years; now in store at Acton Depot. See entry under Holborn.		
<b>Cromwell Road &amp; Cromwell Curve &amp; Triangle Sidings</b>	Cromwell Curve "A" (Also known as Gloucester Road "A")		1 July 1871	Closed after 6 June 1906	Mech	C		Was 29 levers (including 2 spare) in August 1905 after new connections laid in.		Box situated in angle between High Street - Earls Court line and Cromwell Curve, immediately south of junction	1873 plan
	Cromwell Curve "B" (Also known as Gloucester Road "B")		1 July 1871	Closed after 6 June 1906	Mech	C		Was 30 levers (including 5 spare) in August 1905 after new connections laid in.		Box situated in angle between Gloucester Road - Earls Court line and Cromwell Curve, immediately west of junction	1873 plan
	Cromwell Road (possibly called Earls Court Junction)		Date uncertain but possibly 1884 or 1896	Closed after 6 June 1906	Mech	C			New box controlling eastbound junction of line from Earls Court where High Street and Gloucester Road branches split. Replaced earlier arrangement where EB junction was controlled from Earls Court, with intervening track interlaced.		See MT6 602/2 of 1892, Crom Rd & Glouc Rd.
	Cromwell Road (Cromwell Curve)	EC	7 January 1906	Closed after 20 June 1936	B	C	32	47 (27p,15s,3c)	Replaced Earls Court Junction and Gloucester Road "A" and "B" boxes. Control of area transferred to new Cromwell Road box	'SB located on north side of main line on southern arm of triangle.	See MT6/1513/4
	Cromwell Road	EC	21 June 1936	Box temporarily closed after 30 March 1957.	N	C	178	83 (36p,35r,5l)	Push-Pull frame. Initially opened controlling Cromwell Curve, Triangle Sidings and Gloucester Road. Earls Court East transferred from 9 August 1936, Earls Court West from 20 September 1936, though this was usually under local control. In 1957 (between March and July) the push-pull frame was replaced by a PBD. See entry below (21 July 1957).	SB located on south side of line east of Earls Court at point where High Street-Putney line crosses beneath main District lines.	
	Cromwell Road	EC	31 March 1957	Closed after 20 July 1957	PBD	PBD			Temporary box (next to old one) in wooden hut with frame operated by key switches but controlling triangle sidings, Earls Court East and High Str. Ken only.		
	Cromwell Road	EC	21 July 1957	Closed after 13 May 1967.	PBD	PBD			2 control desks provided in old signal cabin building controlling Earls Court (E & W), Triangle Sidings and High St Ken. Control subsequently passed to local programme machines.		
	<b>Triangle Sidings IMR</b>	<b>EC, ED</b>	<b>31 March 1957</b>		<b>V</b>	<b>IMR</b>		<b>24</b>	<b>New IMR controlling new sidings and operated initially from Cromwell Road (temporary) SB. Levers numbered 150 upwards. From 14 May 1967 controlled by High Street programme machines. Relettered ED.</b>		
Croxley	Croxley (Green) [Met]	B	2 November 1925	Closed after 13 June 1970	Westing house Mech	E	9434	20 (7 spare 1933)	Equipped with King Lever, No 12. Goods yard signals and connections decommissioned 7 December 1967. Delettered upon closure.	Box located immediately north of north end of NB platform	

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Dagenham East	Dagenham East	FG	11 September 1960		V	IMR		24	Replaced LMSR (LTSR) signalling. IMR controlled from Barking (LT) signal box. New IMR west end of bay platform.		
Debden	Debden	LU	26 June 1949	Closed after 28 July 1996.	N2M	C	215	35 (10p,17s) [But frame has extra blank section at left hand end and whole thing is large enough for 59 levers]	Box replaced GER mechanical box. Westinghouse List says 214 [59 (14p,44s)] ordered March 48 for Chigwell Lane but frame actually numbered 215. 215 should have been Edgware Replacement frame and was to have 35 levers (also N2M). It is noted the total frame length is big enough for 59 levers. There is thus a mystery about quite what happened here.		
	Debden	DEB	29 July 1996			CBI			New CBI (Westtrace) temporarily operated from PBD in existing SB at Loughton. Control transferred to Wood Lane SCC from 28 February 2000.		
Devonshire Street	Devonshire (Street)		Before 26 December 1877	Finally closed 1909 when auto signalling introduced	Mech	C		3 (1 spare) in 1907; all wkg at closure	Closed between 1894 and 1900. Original frame evidently discarded as new frame installed 1907 for train service increases, though this only had short life.	Box located between Baker St (324 yds) and Portland Road (666 yds) on north (up) side.	
Deptford Road	Deptford Road Junction.	D	First interlocking into use 13 March 1971.	Superseded 1913	C	Mech		By inference, at least 15 levers.	Box controlled connection from LBSCR railway.	Original cabin situated by (on east side) and served double junction to and from Old Kent Road Junction (LBSCR), crossover and (shortly afterwards) up line from New Cross (Gate) which made single trailing junction just south of the double junction.	
	Deptford Road Junction GF	D	New GF in 1913 (whether in old box or not).	Abolished after 7 October 1950	GF	GF		4 (No 1 spare in 1929)	Control of area transferred to new SB at Canal Junction. No 2 GF lever normally reversed (for home signal from Canal Junction). GF replaced old frame in consequence of closure of Old Kent Road link, only up line from New Cross (Gate) remaining.	GF situated on east side of line by junction trailing junction, somewhat to south of former box;	
Dollis Hill	Dollis Hill	MX	18 September 1938	Closed after 2 April 1939		C		7	Temporary box provided in connection with reversal of direction of running works.	Box located on east (north) side of line on embankment to the north of station subway.	
Down Street	Down Street IMR	PB	13 May 1979		V	IMR		24	New IMR controlling Down Street siding and Hyde Park Corner Crossover. Remotely controlled from Earls Court RR with facilities for auto reversing.		
Drayton Park	Drayton Park (tunnel box)	B	14 February 1904 and reopened 1915	April/May 1904	Mech	C		9 levers in use 1915. When box first opened frame was 18 levers (9 sigs, 2 pts, 7 spare)	Went out of use shortly after line opened as no working crossover available and BoT objected to location. Appears to have come back into use 1915. Control of Drayton Park layout transferred to existing power frame in High Level signal box from 15 March 1953	SB located south of station by crossover.	See Raynor Wilson, Power Railway Signalling.
	Drayton Park (station box)	B	During 1904, probably around April / May. Box brought back into use 30 Jan 1921.	Closed initially 1904 and permanently after 14 March 1953	Mech	C		17 (in 1933)	Replaced existing box by unused crossover at S end shortly after opening.	New box near depot, north of platform on down side,	Personal visit and photographs. Cabin Letter Met Railway Appendix to WTT 1921
	Drayton Park	NC	11 March 1939	Closed 4 October 1975	N	C	(186)	35 (10p,12s,5r,2l,6c)	Initially opened with switch panel controlling Finsbury Park. Lever frame not used until 7 December 1941 when push-pull levers superseded switch panel, still just controlling Finsbury Park (NCL) via relay room. Acquired control of Drayton Park itself from 15 March 1953. Lost control of Finsbury Park RR when line closed after 4 October 1964.	New box situated above tunnel mouths at north end of station yard.	Personal visit and photographs
Drapers Field	Drapers Field	LD	4 December 1946	Closed after 4 May 1947		Relay			Temporary auto reversing facility	Relay room near tunnel mouth.	
Dutchlands	Dutchlands		1900	Closed by 1934 but still in use 1922. The evidence suggests box closed in 1928, possibly on or around 29 December.	Mech	C			Intermediate box to facilitate operation of GCR trains.	Box located near Dutchlands Farm at 1m 62ch from Great Missenden and 2m 72ch from Wendover. Estimated somewhere near 30%AMP.	Met Railway working timetable 1921 and OS mapping. Railway Magazine gradient diagrams 1936. See also Jackson, London's Metropolitan Railway and plan seen by someone who contacted me.

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Ealing Broadway	Ealing Broadway (MDR)	WP	1 July 1879	Closed after 29 Nov 1952	Mech	C		43	Frame relocked July 1905 when running signals made ep semi-auto (then 18 levers spare), and coded same time. Relocked again 1913 when new bay put in. This signal box appears also to have controlled the junction with GWR installed wef 1 March 1883.	Box situated at east end of platform 2.	
	Ealing Broadway E&SB	L	3 August 1920	Closed after 29 Nov 1952	B	C	141	15 (3p,8s,2c)	Separate frame in MDR Box. It is possible this cabin came into use from 16 April 1917 when goods service commenced over E&SB, but unlikely. Double Junction points were more likely secured reverse and other end controlled by GWR.	Colocated in above box	
	Ealing Broadway	WP/W M	30 November 1952	Closed as SB after 11 May 1974.		PBD			Control desk also controlled Hanger Lane Junction IMR from 1 November 1959. Control desk replaced by programme machines. Building remains as IMR and Programme Machine Room.	New box located on embankment on north side of station	
	Ealing Broadway IMR	WP	30 November 1952		N2	E(air), IMR		55	Frame initially controlled from PBD upstairs. From 12 May 1974 classified IMR. Programme Machines (supervised from Earls Court) introduced to control District signalling (situated in new PM room). Auto reversing / manual control introduced on Central signalling, supervised from White City. The frame was converted from an N frame by LT engineers. For Central Line signalling, see below. Note that frame configuration is of 5 x 11 levers next to each other (12 lever a space in all cases) - a similar arrangement to South Ruislip, also N2 (nor are any quadrant plates notched).	Located on embankment on north side of station in SB building	
	Ealing Broadway (Central)	EAB	10 May 1993			SER			Control of Central line signalling transferred to new SER 'EAB' with Relay Interlocking 10/05/93. Located in SER near District Line, controlled from Push Button Panel In White City SB. Panel relocated to Ealing Broadway post-Centralised Control.		
Ealing Common	Ealing Common	WM	1 July 1879	Frame de-commissioned after 5 March 1925	Mech	C		16 (11wkg) after 1905 alterations	At first intermediate block post with box frequently out of use as not needed. Coded and relocked July 1905 with double junction to depot put in and signals made semi-auto. After mechanical frame removed, signalling worked automatically temporarily, while new frame erected in same signal box	Located at south end on westbound (down) platform	
	Ealing Common	WM	10 March 1925	Closed after 5 November 1960	B	C		23	Electro-pneumatic in 1930. New frame in existing SB at south end of WB platform. Initially operated Ealing Common only. Assumed control of Hanger Lane Junction from 10 May 1925 but lost in after 31 October 1959 when it went to IMR controlled from Ealing Broadway.	Located in existing box (above)	
	Ealing Common IMR	WM	6 November 1960		V	IMR		24	New IMR on NB platform, initially controlled from PBD in Acton Town SB. Controlled station and depot entry only. Programme Machines (supervised from new RR at Earls Court) introduced from 12 July 1965.	Located at south end of westbound platform, next to old signal box	
	Ealing Common Depot GF		Early - perhaps from depot opening in 1905.	Abolished after 13 March 1965.	Mech	GF		4	GF operated points and a signal at east end of depot controlling outlet to Acton Town. Unknown when introduced but may go back to opening of depot.	GF located where depot fan at east end of depot 1-9 roads meet 10-20 roads near position where double track shunting neck / reception roads begin, on north side of line (1959 position)	STC 6/1959

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Earls Court (see also entries for Cromwell Road)	Earls Court station		3 July 1871	Closed on or around after traffic 31 January 1878 upon closure of station and new track layout.	Mech	C			Earls Court station was not on original line and there was no SB. When station opened in 1871 3-track layout required SB. Went out of use when new station built	Located on platform at east end of original station by EB line, backing onto cutting wall	Photo of box. Also see MT6/76/10
	Earls Court West (Temporary)		On or around 20 November 1876						New cabin controlling temporary junction between Addison Road and West Brompton lines during reconstruction of Earls Court farther west.	Exact position not known, but it is likely to have been somewhere near west end of new station.	
	Earls Court East		1 February 1878	Superseded after 25 Nov 1905	Mech	C			Superseded box at old station. Controlled east end of station and junction between Gloucester Road and High Street branches. On closure was replaced by new EP box farther east on its own bridge.	To east of relocated station, east of Earls Court Road bridge against south wall.	
	Earls Court East	EA	26 November 1905	Closed as SB after 10 August 1936. Box converted to relay room.	B	C/E	45	27 (9p,10s,4c)	On closure control of area transferred to Cromwell Road box	New box situated on gantry over tracks about 200 yards east of station.	See MT6/205/17 and MT6/1418/6
	<i>Earls Court Junction - See Cromwell Road (ante)</i>										
	Warwick Road (in practice Earls Court West)		On or around 1 February 1878 (Inspected 17 December 1877 so may have come into use between these dates)	26 November 1905	Mech	C		27 working in 1886	Required to deal with new junction at Warwick Road consequent upon moving of Earls Court station farther west. Replaced by Earls Court West (WA)	Box located in angle between Hammersmith and Fulham branches.	MT29-38
	Earls Court West	WA	26 November 1905	Closed for ordinary use after 21 September 1936.	B	C	31	27 (10p,6s,7c)	On closure, control of area transferred to new Earls Court West box (itself controlled from Cromwell Road). Box remained available as emergency box when air was removed.	New box was at west end of north island.	MT6/1418/6
	Earls Court West	EC	20 September 1936	Available as emergency box until until 20 July 1957, then effectively IMR. Closed after 11 June 1966	B	E(air)		23	Controlled from opening from Cromwell Road box (except during resignalling from 31 March to 21 July 1957). However it is recorded that traffic department usually operated this box locally. Upon permanent closure control passed to the new (main) IMR mounted above old signal box, still initially controlled from Cromwell Road. B type frame of 23 single-stroke levers, including 2 spacers. From left 107-111 (points), SP, 7-9,44H,44L, sp, then remaining H/L levers.	Box located at west end of westbound platforms.	See Railway Gazette August 9th 1957.
	Earls Court (main) IMR	EC	5 June 1966			V	IMR	36	Controlled Earls Court East. Also controlled Earls Court West from 12 June. Initially controlled from Cromwell Road. From 14 May 1967 IMR controlled by Programme Machines supervised from Earls Court Regulating Room.	New IMR (situated above the West 'relay room')	
	Earls Court Control		09 October 1960	Closed after 11 December 1965.		CON			Temporary control room initially controlling Parsons Green with Putney Bridge following on 20 November 1960, West Ken West and Barons Court April 1962, Hammersmith in Jan 1964. Diagram converted to normally dark type in 1963.		See TC 35/1963
Earls Court Control		12 July 1965			CON			Ealing Common and Acton Town sites controlled initially, Turnham Green and Hammersmith transferred from 10 October 1965 and Parsons Green, Putney Bridge, Barons Court and West Kensington West from 12 December 1965.	Permanent control room in rotunda above Warwick Road entrance to station	Personal visit	
<b>Earls Court Signal School - See Under Signals Training School</b>											
Eastcote	Eastcote GF		21 January 1913 (date of inspection)	Closed when SB opened at end 1913	Mech	GF		1	unlocked by Annetts key. Opened in connection with new goods yard. Actual siding may not have come into use until May, but possibly in use by contractors before that.	GF adjacent to trailing points with down line (on south side of line) about 300 yards east of station	MT6 2167/5
	Eastcote	T (later MS)	7 December 1913 (date of inspection)	Abolished after 16 July 1966	Mech	E			Replaced GF. Occasionally used as block post, but often unmanned in winter. Retained after 1930 for goods workings (lettered T from 24 August 1930). Relettered 17 October 1948 when signalling in area updated. Described as GF when closed; but connections actually decommissioned after 15 May 1966.	SB located on north side of line, nearly opposite previous position of GF (described above).	MT6 2237/7
East Finchley	East Finchley	NP	18 June 1939	Closed as SB after 24 June 1961	N	C, IMR	188	35 (7p,23s,11,2c)	Replaced LNER box. From 30 April 1961 frame was air operated and controlled by temporary key panel adjacent. After closure SB was classed IMR, Programme Machine controlled with supervision from Regulating Room Leicester Square. Control transferred to Cobourg Street from 9 November 1969 after temporary period of local supervision from 26 October.	Box located just north of station and located on down (northbound) side of line (access from approach road)	Personal visit
East Ham	East Ham temporary SB	FE	7 February 1960	Closed after 7 May 1960		C			Temporary SB. East Ham Cabin Letters originally to have been FD (changed 1958)	Temporary SB situated next to new IMR	
	East Ham IMR	FE	7 February 1960		V	IMR		12	New IMR initially controlled from temporary SB (adjacent). Control transferred to Barking SB PBD from 8 May 1960.		

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Edgware	Edgware	AE	18 August 1924	Closed after 30 January 1965	K	C	Electric 20	23 (6p,6s,11,10c)	Extended by new 12-lever section at left hand end during October 1932 (commissioned 30th October).	Located at south end of island platform	TC44/32
	Edgware IMR	AE	31 January 1965		V	IMR		24	Built as cabin 1940 (frame 198) but not commissioned. Finally opened as IMR replacing cabin at end of island platform. Controlled by programme machines supervised from Golders Green SB. Supervision passed to Cobourg St from 14 March 1971. Not known where N frame went.	Located south of station against extreme western wall of 1938-widened cutting	Personal visit
Edgware Road (Bloo)	Edgware Road (Bloo)	A	19 March 1906	Closed soon after extension to Paddington on 1 December 1913.	B	C	52	11 (2p,5s,4c)		Cabin at south end of SB platform.	
Edgware Road (Met) area	Edgware Road (Met)	B	10 January 1863	Closed after 22 May 1926.	Mech	C		30 (all wkg around 1921; 27 wkg 3 spare 1907)	New mechanical frame installed during 3 July 1921. After closure in 1926, layout consisted temporarily of through roads and auto signals until new layout commissioned in November.	Box located East end of up platform.	
	Edgware Road (Met)	B, OP	10 October 1926		K	C	E27	39 (14p,18s,4l,3c)	Original code B. Initially operated only Praed St Junction. New Edgware Road layout (following period of automatic working) came into use from 1 November 1926. From 2 December 1951, cabin relettered, new relay room commissioned and signals standardized. From 21 July 1997 switches added to hold eastbound trains if required at either Paddington station via starting signals OPX175 (Circle) and OPX 131 (H&C).	Box located near west end of platforms against the north wall	Opersonal visit
	Praed Street Junction		1 October 1868	Became semi automatic after 25 July 1908	Mech	C		17 (2p) [13 wkg in 1891. and 14 wkg 3 spare at closure]	Lever position in 1907. In 1904 there were 17 levers (4 spare)	In 'roundhouse' type box built into the angle at Praed Street junction	Accident report 25 Feb 1891. see also: MT6/1235/5
	Praed Street Junction	A	26 July 1908	Closed after 9 October 1926	M1	C	E1	7 (2p,3s,2c)	Frame ordered January 1908. Upon closure control passed to Edgware Road box (new cabin)	In original box described above	OD Rly Engineer July 1927 p270
Elephant & Castle	Elephant & Castle (CSLR)		18 December 1890	Closed 1922	Mech	C		5 wkg 5 spare	Frame by Dutton. While this box did serve both directions of traffic up siding exit was key locked.	Box was located at intermediate level between both platforms. Space now filled up, probably during line reconstruction.	
	Elephant & Castle (BSWR)	E	5 August 1906	Closed 1 Nov 1941	B	C	49	15 (2p,8s,5c)	Date unlikely	Box at north end of northbound.	
	Elephant & Castle (Bloo)	BS	2 November 1941	Closed after 7 September 1991	N (PP)	C	192	11 (1s,8r,2c)	Push Pull frame. From 12 August 1991 temporary PBD installed controlling Waterloo IMR layout at Lambeth North. On closure control of local layout transferred to Waterloo IMR with supervision from Baker Street SCC. (Frame transferred to LT Museum).	Cabin in heading off south end of southbound platform.	Personal visit
For current interlocking arrangements at Elephant & Castle, please refer to entry BR-BS under Waterloo											
Elizabeth Street (between Victoria and Sloane Square)	Elizabeth Street		8 March 1880 (date of inspection report)	Closed on electrification 1905	Mech	C			Between Victoria and Sloane Square. Definitely still open 1903.	In ventilation opening adjacent to Elizabeth Street. More detail needed	See MT6 246/8
Embankment	Charing Cross		30 May 1870.	14 January 1906	Mech	C			All the evidence suggest this box permanently closed when auto signalling put through.	1893 plan shows box at east end of WB (outer rail) platform	Auto signalling date from MDR notebook.
	Embankment (was Charing Cross until 1979)	EH	26 August 1906	Closed after 18 May 1966	Mech	E			Electro-Mechanical in 1930. Replaced by IMR. Cabin installed from beginning as an emergency only. Levers unknown but signalling regulations of 1914 indicate it was at least 9.	Located on north side of line at site east of east end of eastbound (inner rail) platform in tunnel widening where old engine bay had been situated.	MDR Notebook in MH collection. DR Appendix VII of 1914.
	Embankment (was Charing Cross) IMR	EH	19 May 1968		V	IMR		12	Remotely controlled from Earls Court.	New IMR at street level in old bill store.	STC 18/68

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Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Epping	Epping	LW	14 August 1949	Closed after 28 July 1996.	N2M	C	216	47 (15p,29s,3r)	Replaced GER mechanical box. Note that although this frame has only 47 levers (4x12 lever sections) the case is large enough for 5 x 12 lever sections, the spare space being at right hand end. This is unusual in that there was a quite separate telephone panel beyond right hand end, not on the frame where the booking is done.	LT signal box located south (west) of station on west (down) side of line near throat of goods yard.	Personal visit
	Epping	EPP	29 July 1996			CBI			New CBI (Westrace) temporarily worked from new PBD in Loughton SB. Control transferred to Wood Lane SCC from 28 February 2000.		
Essex Road	Essex Road		14 February 1904			MC			Cabin not actually used for train control, merely for booking.	Located at south end of station between platforms.	See Raynor Wilson, Power Railway Signalling.
Euston (Northern)	Euston (CSLR)		11 May 1907	1919 or 1921		C		33 (incl 4 spare towards end and 3 spare at opening)		Cabin at east (south) end of island platform	
	Euston (CSLR)	J	1919 or 1921 (suspicion it might have been 21 Aug 1921 when auto signalling introduced in area).	Closed after 28 March 1958	B	C	140	15 (3p,10s,2c)		Box situated in gallery situated at east (south) end of platforms suspended from roof and accessed by steps from ramp adjacent to crossover.	
	Euston (Northern) temporary frame	J	29 March 1958	Closed after 15 November 1958		C		11	Temporary 11 lever power frame replaced existing frame in existing SB from 29 March 1958 in preparation for conversion to IMR. Some levers were grouped together to suit smaller frame.	Co-located in old signal box (above)	
	Euston IMR	J	16 November 1958		V	IMR		12	From 12 May 1968 also controlled Euston end of Kings Cross loop (following commissioning of Euston Loop after track diversion). Initially supervised from Leicester Square RR. Control transferred to Cobourg Street from 15 November 1969.	IMR and Programme Machines housed in old signal box.	
Euston Square (Gower Street)	Euston Square (Gower St)		10 January 1863	Closed after 3 April 1906 when auto signalling introduced.	Mech	C		8 (7 wkg 1 spare)	Levers at closure	Signal box situated at west end of UP platform.	ICE paper 21 March 1921. Accident report 8 July 1903
	Euston Square	OZ	20 July 1941	Abolished after traffic 4 October 1941		Auto		Automatic reversing	Served Temporary Crossover. Manual override switches provided.		
Exeter Street	Exeter Street		Suspect never actually opened		Mech	C			This cabin may or may not have been opened and was either near tunnel mouth at Edgware Road or near Harewood Avenue.		
Fairlop	Fairlop GF	LM	20 April 1948	Abolished after 15 June 1963	GF	GF		9	Replaced GER signal box. Letters and goods yard abolished with GF.		

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Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source	
Farringdon	Farringdon North		10 Jan 1863	Probably closed after 22 December 1865	Mech	C		???	Last day of service of old station, but cabins may have been superseded shortly beforehand.	Situated immediately outside Clerkenwell tunnel mouth (where gridiron later put) on east side.		
	Farringdon South		10 Jan 1863	Probably closed after 22 December 1866	Mech	C		???		Situated on east side of line just south of turntable, between up road and back engine line to shed.		
	Ray Street		Not Known	Closed after 19 October 1895	Mech	C		?	This box is referred to as closing in official Met Railway chronology but is not remarked on by Met Rly signalling historian Ken Benest, or anyone else. No obvious reference in Inspecting Officer files. Not found on old maps or instructions. However there were two trailing connections (to short sidings) on 'down' Met line west of Farringdon, one joining main line near Ray Street bridge. A signal box (or more likely ground frame) may have been provided at some time to control access, a long way from 'B' signal box.	Unknown		
	Farringdon (Street) 'A'		23 Dec 1865	On or around 24 January 1903 (Inspection of new cabin)	Mech	C		?	Originally controlled CWL tracks only. Exact opening date not entirely clear. Believe this opened when widened lines opened to Farringdon. May have been slightly later? Possibly due to platform extension this box caused a constriction of platform width below BoT standard and was implicated in a passenger accident in 1901. There was not room to adjust box position and it had to be entirely resited.	Was located on CWL down (northbound) platform (towards but not quite at north end, was there in Jan 1867 and 1901). Circa 1903 relocated at west end of up platform (island).	See MT6/1743/5 and MT6/1139/1	
	Farringdon (Street) 'A'	D	24 January 1903 (Date of inspection)	Closed approx end June 1909	Mech	C		24 (incl 4 spare) in 1903. 41 (21,1c) after 1909. 30 (20 wkg 10 spare) prior	Rebuilt and new frame from July 1909 when took over work from 'B' box as well. Box closed after platform lengthening. Replaced by new box at Kings Cross end of outer rail platform. The cabin code 'D' is marked but it is possible the code was not actually used until replacement box opened (see below). Not sure where 20/10 figure from.	Believed to have been at or adjacent to box above.	MT6/1139/1	
	Farringdon (Street) 'A'	D	On or around 1st July 1909 (Inspection 5 July 1909)	Closed after 23 Jul 1933	Mech	C		38 levers of which 1 spare	Box described as 'Rebuilt' and is at or near position of box replaced (on island platform near west end). Also replaced 'B' box and in due course C box.			
	Farringdon (Street) 'B'		23 Dec 1865	Closed on or about 1 July 1909	Mech	C		30 (29 wkg 1 spare) at closure	Controlled Circle Line connections. On closure control transferred to 'A' box.	Located at West end of Circle Line platform (island).		
	Farringdon (Street) 'C'	M	March 1866	Closed during 24 February 1924	Mech	C		24 (6 spare) [position after 1908]	New frame in 1908. Operated eastern end layout on CWL only. Upon closure work taken on by Farringdon 'A' (only box left) and signals coded D.	Box located on widened lines in angle east of station.		
	Farringdon (Street)	D	24 July 1932	Superseded 6 Oct 1956	Mech/ Electric	C		36 slides (5 spare) and 19 mechanical levers (4 spare). 55 levers in all.	(Had mech frame for points and slide frame for signals by British Power Signalling Co) Mechanical levers took higher numbers to 55. Connections to Vine Street sidings removed 1938.	Located near north end of eastbound (inner rail) platform against retaining wall	Personal visit	
	Farringdon temporary box	OH	7 October 1956	Closed after 15 December 1956	Key Panel	C	???	n/a	Temporary box built in cutting arch	In 1932 box (above)		
Farringdon IMR	OH	7 October 1956		V	IMR		48	Initially controlled from temporary cabin. Control transferred to Farringdon PBD from 16 December 1956. Control of Farringdon IMR transferred to Baker Street SCC on 28 November 1999.	Adjacent to 1932 box (above)			
Farringdon PBD	OH	16 December 1956	Closed after 14 April 2001		PBD			2 PBDs installed in old cabin (main and aux.). Main desk controlled Aldersgate and Farringdon. Auxiliary desk controls Liverpool Street. SB also controlled Moorgate from 1956. (CWL control passed to temp cabin at Moorgate 1965). Also controlled Aldgate immediately after its closure from 25 January 1988 using temporary panels in old desks. Control of following areas assumed by Baker Street Control Centre: Aldgate on 26 July 1998, Farringdon and Kings Cross on 28 November 1999, and Moorgate and Liverpool Street on 25 March 2001. Box remained open after final transfer in case there were problems.	In 1932 box (above)	Per files from signalling historian John Talbot, the 'Aldgate' desk at Farringdon was recovered from Wembley Park.		
Finchley Central	Finchley Central IMR	NQ	1 April 1940	Closed as SB after 14 October 1967. Still in use as IMR	N	C, IMR	193	71 (18p,41s,6l,4c)	Signal box apparently commissioned prior to 1 April 1940. Reopened on 14 December 1969 as IMR, frame shortened, Programme Machine controlled and supervised from Cobourg Street.	Located immediately south of station against the cutting wall on northbound (down) side.	Personal visit	
	Finchley Central (Temp)	NQ	15 October 1967	Closed after 13 December 1969	N	C	??	23	Temporary SB (south of existing SB on same side of line) to permit conversion of SB into IMR.			

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Finchley Road	Finchley Road	C	30 June 1879	Closed after 5 April 1913	Mech S&F	C		6 (inc 1 spare)	New frame at around March 1911 following some track simplification. Old frame larger, believed to be 15 levers plus one spare.	Signal box just north of north-west end of 'up' platform.	MT6/1976/3. See also ICE Report 21 March 1922.
	Finchley Road	C	6 April 1913	Closed after 24 July 1937		C		18 (17 wkg 1 spare - no spares 1933)	Levers represents post 1911 position. Box seems to have acquired two more levers - previously 16 (15 wkg and 1 spare).	SB at north end of station on west side of line.	MT6/2381/1
	Finchley Road	MD	25 July 1937	Closed after 17 January 1987	N (PP)	C	179	59 (13p,1s,24r,16c)	Replaced Met Railway 'C' box. Control extended to West Hampstead area on track rearrangement in 1938. From 7 August 1977 PBD commissioned to control new IMR at Baker Street (but from 17 August 1979 PBD controlled Jubilee routes at Baker Street only). From 14 August 1978 Jubilee Line control extended to supervise new IMR at Charing Cross. From 9 July 1984 existing push-pull frame replaced by PBD which remotely operated new local IMR. From 30 November 1986 Jubilee Line controls for Baker Street and Charing Cross transferred to Baker Street SCC.	Box located immediately west of substation on top of LNER cutting and adjacent to NB local (later NB fast) line.	Personal visit
	Finchley Road IMR	JD/ MD	9 July 1984		V	IMR		36	New IMR controlled from new PBD in existing cabin. From 19 January 1987 control transferred from Finchley Road SB (closed) to Baker Street SCC.	IMR located on north (east) side of line adjacent to SB fast Metropolitan Line nearly opposite former signal box.	
Finsbury Park	Finsbury Park (NCL)	C	14 February 1904	Closed after 11 March 1939		C		13 levers (5 sigs, 2 pts, 3 fpl, 3 spare)	Cabin probably very similar to that at Moorgate	Cabin at south end of station apparently between platforms, probably in cross passage, at least in part	Cabin Letter Met Railway Appendix to WTT 1921. See Raynor Wilson, Power Railway Signalling.
	Finsbury Park (NCL)	NC	12 March 1939	Abolished after 4 October 1964.		Relay Room	Relay Remote		Initially controlled from Drayton Park via switch panel. Control transferred from switch panel in Drayton Park cabin to route levers in main frame from 7 December 1941. Relay room abolished when line closed.		
	Finsbury Park (Picc)	F	15 December 1906	Closed after 2 October 1965	B	C	70	15 (2p, 9s,4c)	Frame rearranged in March for extension to Arnos Grove from 19 September 1932. Box closed when line diverted, but certain signals renumbered VK and were proved through handworked points.		
	Finsbury Park IMR	VK	4 August 1968 (postponed from 7 July)		V	IMR		12	Crossovers installed between Piccadilly and (unopened) Victoria Line from 12 April 1968; remained out of commission. Automatic signals reading over route prefixed VKX. IMR commissioned with crossovers connecting Piccadilly and Victoria Lines. Remote controlled from Cobourg Street from 4 August 1968	IMR located at south end of station on Piccadilly Line platform 3 (southbound/westbound platform).	
Fulham Broadway	Walham Green (now Fulham Broadway)		1 March 1880	Closed 1905-6	Mech	C		???	Cabin opened with Putney line.	SB located just north of north end of the 'up' platform at base of embankment.	
Gloucester Road	Gloucester Road (Dist)		12 April 1869	Electrification in 1905/6	Mech	C		???	Use of box conjectured from this date as only single line shuttle service operated to West Brompton initially. Box certainly in use by August 1871. The intention was a joint Met/Dist box here, on island at west end. This seems to have been ceded to District very early on, with Met building their own (prob by 1871).		
	Gloucester Road (Met)		1 October 1868	Probably after 6 Feb 1906	Mech	C		If this existed it may explain a 17 lever frame suggested by ICE paper.	Ken Benest explains the District required the Met to build its own box, on Met side of island and apparently very narrow. This appears to have been close to District box, but not shown on maps. Met Chronogy explicitly states NEW box opened in 1906 (hence new entry here) but no other evidence whatever for this has been found and locations identical.	Described in 1873 as being at up end of centre platform (at that time this would have been west end)	
	Gloucester Road (Met)	K	7 February 1906	Superseded after 27 September 1952	Mech	C, E		16 (2 x 8-lever frames) 15 wkg 1 spare after 1909. 17 (all wkg) prior. 3 spares 1933.	Electro-mechanical in 1930. A narrow box situated on Met property at west end of island. Box infrequently used from 17 January 1909 when auto signalling introduced. Believe new frame in 1912.		
	Gloucester Road (Met)	OQ	26 October 1952	Closed after 27 July 1957	B	E	??	15 (4p,9s)	Replaced earlier frames in same box. Superseded during track alterations by new IMR.		
	Gloucester Road IMR	EC (EE)	28 July 1957		V	IMR		24	Remotely controlled from Cromwell Road PBD. Levers numbered 200 upwards. From 14 May 1967 controlled by Programme Machine supervised from Earls Court RR. Relettered EE.	IMR located at west end of Gloucester Road tunnel on north side, next to junction.	Inspection
	Gloucester Road "A" Junction		See Cromwell Curve A								
Gloucester Road "B" Junction		See Cromwell Curve B									



Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Golders Green	Golders Green	G	22 June 1907	Frame abolished after 14 October 1961.	B	C	84	31 (7p,14s,10c)	Control of Hampstead from 7 December 1958 by small push button panel at rh end of frame. Frame apparently extended 1922-23 by 8-levers at north end.	Frame located south of station adjacent to NB line.	
	Golders Green	G	15 October 1961	Box closed after 13 March 1971.	PBD	C			Frame superseded by 59 button control desk in same location from 15 October 1961. PBD controls Golders Green IMRs and Hampstead IMR. From 31 January 1965 supervises Edgware PMS, and 16 July 1967 Colindale PMS. The control desk seems most likely to have come from Camden Town.	Located in original but enlarged SB	
	<b>Golders Green IMRs</b>	<b>G</b>	<b>16 October 1961</b>		<b>V</b>	<b>IMR (2)</b>		<b>24 (S IMR) and 36 (N IMR)</b>	<b>IMRs initially controlled from GG PBD. Program Machines introduced from 14 March 1971 supervised from Cobourg Street.</b>	<b>North IMR adjacent to NB line immediately south of platform 1. South IMR on top of cutting at south end of depot on east side of line overlooking depot shunting neck</b>	<b>Personal visits</b>
	Golders Green Depot	-	7 May 1932	Closed after traffic 31 March 1997	Mech Tyers 4-inch	GF		3 (2p,1l)	Lever 3 was permission lever. Shunting signs had been provided from 16 June 1925, illuminated originally, but soon changed to semaphore type; these were always operated by switches.	In shunters cabin (itself located by kneck of depot at south end)	
	Golders Green Depot	-	1 April 1997			PBD			Shunter's switch panel installed at same time as depot throat simplified. Remaining GF points (GF1 and 2) converted to air-operated power operation control from panel.	In shunters cabin (itself located by kneck of depot at south end)	STC 8/1997
Granborough Road	Granborough Road		Probably opened when line rebuilt in 1897. Some evidence larger frame by 1906	Closed after 28 January 1940	Mech	C		At least 22 levers, photo of interior suggests 32 levers.	Closed when line singled. GF status? The box was a large Metropolitan style box, unlike Winslow Road.	Signal box south of station on up side of line (and south of Bolton Lane level crossing).	See c.1906 signal plan in Simpson's 'The Brill Tramway including railway from Aylesbury to Verney Junction' p97, p99 and p112.
Grange Hill	Grange Hill		1st May 1903	28 October 1948		C		???	Old cabin briefly controlled access of empty Central Line trains to and from Hainault Depot	Signal box located on Outer Rail platform at what later became the depot end.	STC 49/1947
	Grange Hill	LL	29 October 1948	Abolished after 9 November 1997	N	E(air)	191	35 (2c)	Was controlled from Hainault. Was to have been 83 (30p,43s,6c) apparently intended for Grange Hill. Old GER signal box superseded. Remote control exercised by corresponding levers. While frame size is 35 levers by convention, actually there are 33 physical levers with frame arranged as three 11-lever sections with space occupying right hand position of each section as with other N2 frames.	Signal box located at depot end of the Inner Rail platform.	
	<b>Grange Hill</b>	<b>GRH</b>	<b>10 November 1997</b>			<b>CBI</b>			<b>New CBI (Westrace) temporarily controlled from PBD in Hainault SB. Control transferred to Wood Lane SCC from 14 March 2000</b>		
Granville	Granville (Met)		Opened prior to Jan 1867	Auto signalling Feb/Mar 1907	Mech	C		7 (4 wkg 3 spare) at closure	Note opened prior to duplication of tracks.	Situated over down Circle Line.	ICE paper
	Granville (CWL)		Probably 27 January 1868	Closed from 18 October 1914 - TC inspected 17 March 1915	Mech	C			Replaced by track circuit operation. But LMS Map suggests taken out October 1924.	Situated on down side of CWL about 424 yds east of Kings Cross.	Jackson. Met Ry.
Great Missenden	Great Missenden		1 September 1892	Closed after traffic Friday 20 April 1990	R.Sig.C o. Tappett frame	C		30 levers (6 spare 1933)	Met Railway Type 1' box with tappett frame (box based on Saxby & Farmer Type 5). Superseded by control from new Marylebone Signalling Centre from start of traffic Monday 23rd April 1990 (controlling crossover and associated signals), though last day of operation was 20th April. Signalbox subsequently recovered and taken to Mid Hants Railway.	Box located just south of station adjacent to down line.	See BR Signalling Notice No 39. and STC 28/1960. See also: <a href="http://www.flickr.com/photos/ngythewing/5634908973/in/photostream/">http://www.flickr.com/photos/ngythewing/5634908973/in/photostream/</a>
Great Portland Street (Portland Road)	Great Portland Street (Portland Road)		10 January 1863	Closed when auto signalling introduced. Possibly 3 April 1906 when Gower Street got auto signals	Mech	C		6 (2 spare) in 1888. 5 (and 3 spare) in 1906	Lever position at closure.	SB at west end of up platform.	See ICE paper 21 March 1922. 1888 levers from Accident Report of that year.
Greenford	Greenford relay room	CLX	23 June 1947	Auto reverse withdrawn after 6 Nov 48		Auto			Temporary stage in western extension programme		
	Greenford	CL	7 November 1948	Closed after 30 April 1960.	N2	C		11 (2p,7s)	Frame intended was No 206 [23 (2p,8s,12s)] The frame installed occupied half this space, leaving room for possible later extension. Frame installed in one part of room with relays and access to rear in other part (cabin built in in railway arch).	Cabin located in one of the viaduct arches near station building (towards east end of station)	STC 44/1948
Green Park (Jub)	Green Park (Jub)	TF	24 May 1999	28 December 2010		SER (Westrace)			Westrace computer interlocking commissioned prior to Jubilee Line extension. Operated from Baker Street Met/Jubilee control room. Interlocking includes a cold standby. Replaced by Seltract system from 29 December, code GRP	Located in Blue Ball Yard.	STC 4/1999. Seltract from UN 590/124
<i>Grove Road Junction - See under Hammersmith</i>											

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Hainault	Hainault	LL	12 May 1948	Closed 21 April 2001 at 21.30.	N	C		83	Presumably frame intended for Grange Hill. Frame later controlled Grange Hill subsidiary frame (on lever-corresponding lever basis). From 10 November 1997 new temp PBD controlled Hainault CBI until 14 March 2000. SB retained on temporary basis for depot movements. Frame purchased by Cravens Heritage Trains Ltd for use at Epping.	Hainault signla box is situated north of station next to inner rail line and next to fan at south end of depot.	Personal visit
	Hainault	HAI	10 November 1997			CBI			New CBI (Westrace) temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC from 14 March 2000		
	Hainault Depot		21 April 2001			DEP			Hainault signal box (last on the Central Line) closed at 21.30. Control panel for shunting movements and depot entry and exit located in the north shunters cabin (Grange Hill end of depot). Commissioned 21.30 and replaced former cabin.	In 1948 signal box described above	
Hammersmith (District)	Hammersmith (MDR)		9 September 1874	15 June 1906		C			Superseded by EP box after 15 June 1906.	Original box at east end of station on centre platform.	See 1896 map. Query original layout.
	Hammersmith (MDR)	WD	16 June 1906 (District portion) and 28 October 1906 (Piccadilly portion)	Closed 2 May 1931	B	C	53	39 (10p,24s,5c)	Replaced mechanical frame.Original frame comprised: Picc portion 9 levers (1 spare), MDR portion 23 levers (2 spare) with 7 intervening spaces.	In 1912, box located east end of EB MDR/LER platform.	
	Hammersmith (MDR)	WD	3 May 1931	Closed after 4 January 1964		C		At least 42.		New box located on south side of line in retaining wall half way along platform.	
	Hammersmith (MDR) IMR	WD	5 January 1964		V	IMR		36	New IMR controlled by Programme Machines and supervised from Regulating Room Earls Court.		
Hammersmith (Metropolitan) area	Hammersmith (Met)		By 1 December 1868 but probably 13 June 1864	Possible 1884	Mech	C		???		Situated on east side of line at north end of original station (about a train's length north of later station).	OS Plan 1:1056 1868
	Hammersmith (Met)		Possible 1884	Possible 1906 (electrification)	Mech	C		???	Signal box may have been above box simply relocated to allow carriage shed to be built.	This cabin was located a few yards south of above between down line and exit fan from carriage shed.	OS plan, 1:1056 1896.
	Hammersmith (Met)	H	3 November 1908 (inspection date)	Closed after 23 Jun 1951	Mech	C		63 (8 spare 1914/1919)		Situated at north end of station on west side.	
	Hammersmith (Met)	OZ	24 June 1951		N	C	?	35	Replaced box H. DB states by repute frame intended for somewhere else (not on Westinghouse list).	Situated on up (west) side just north of station.	Personal visit
	Grove Road Junction		20 May 1870 (Inspection date)	Closed after 25 October 1913	Mech	C		17 (3 spare) [in 1914]	Box structure appears to have survived until the 1950s, though in poor repair. Some of the supporting ironwork appears still to be in situ. Box also referred to as Richmond Junction by Ordnance Survey.	Located on west side of line just north of the junction with Richmond branch next to north abutment of Trusley Road bridge	OS mapping (various) and photograph taken in 1950s
Hampstead	Hampstead (IMR)	F	22 June 1907	Closed as SB after 6 December 1958. Frame replaced after 30 Oct 1993	B	C, E, IMR	79	11 (1p,7s,3c) [orig]	King lever fitted 15 October 1922. Lever frame renewed in 1944. Reclassified IMR from 7 December 1958 with remote control from Golders Green. Existing frame converted to air operation. Control transferred to Cobourg Street from 14 March 1971	Signal box at north end of SB platform.	
	Hampstead IMR	F	31 October 1993		V	IMR		12	In former SB. NB temp relay room provided while old frame removed.	IMR in former signal box	See TC 42/93
Hanger Lane Junction	Hanger Lane Junction	WO	23 June 1903	Closed after 9 May 1925.	Mech	C		18 (3 spare). (NB 11 spare after 1905 altns)	Opened with South Harrow line opening but probably in use before. Signals made semi auto and box coded July 1905. Upon closure control of area assumed directly by Ealing Common box WM (see entry for Ealing Common)	Signal box on east side of line in short space between junction points and north side of GWR Bridge.	OS map 1:2500 1915. MT6/1418/5
	Hanger Lane Junction IMR	WM	1 November 1959		V	IMR		12	New IMR operated from push button in Ealing Broadway SB (but keeping same letters). From 12 May 1974 programme machine control introduced supervised from Earls Court, but PMs themselves housed at Ealing Broadway PM Room.	IMR on west side of line close to the junction points.	Personal visit
Harrow Gasworks	Harrow Gasworks Siding		4 October 1910	Closed after 17 November 1935.	Mech	E		14 (2 spare)	On opening described variously as GF and SB. Mechanical Frame in 1930. Control transferred to Rayners Lane. Frame never lettered as was within section operated lock & block.	Located on east side of line half way between run around crossovers north of South Harrow.	Date from Jackson MR p344. See also MT6/1925/5

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Harrow on the Hill area	Harrow Yard, later Harrow North (or Harrow North Junction)		Probably 25 May 1885 (but see Notes for possible later date)	Probably 24 October 1924	Mech	C		50 (19 spare in 1908, still 20 spare 1915)	This signal box controlled the connections to Harrow Goods yard which was some considerable way north of the station. Not yet confirmed, but hypothesis for now is that a fully functioning box would not have been required prior to Pinner extension. Connections to Uxbridge line laid in 20 October 1901 (for contractor's use this was inspected 25 October and indicates double junction with proper signalling). So far as it has been possible to establish this was the same box in the same location and from 4 July 1904 controlled junction to new Uxbridge branch. 'Spare levers as at 1908 when frame relocked. In 1925-7 box was relocated relocated as part of major works on Uxbridge underpass but it had already been adapted for colour light signals. It is possible contractors junction went in in 1900 controlled by Annet's key (to be further investigated). Note that Jackson (on page 146) states Harrow Yard (or North) box opened in 1900, but goods yard was there earlier and box shown on 1897 mapping.	Located on south side of line opposite point between convergence of sidings fan (to the east) and shunting neck and run-round, to the west. In 1910 box better described as about 50 ft south of junction, immediately north of trailing crossing.	OS 1:1056 and 1:2500 mapping of junction area 1896 and 1914. See Jackson, London's Met Ry stating box required to handle additional GCR traffic. See Met signalling notice SN77 of 15 October 1901.
Harrow North		N	Probably 24 October 1924	Closed after 17 April 1948.	Mech	C		27 (10 spare when commissioned, only 1 spare in 1933).	Relocated Harrow North box had 27 levers (inc 10) when box was relocated (box relocated 1924 farther south to make way for an additional pair of tracks as part of major works on Uxbridge underpass, this was probably done in October when new automatic signalling was introduced along this section).	New box in same lateral position but placed farther towards south side of line to give space for two additional running lines, there running east-west.	
Harrow North		JB	18 April 1948		N2	E(air)	213	44 (11p,29s,4l)	Controlled from Harrow on the Hill	Box located on south side of line a little to east of former signal box and set even farther back to accommodate additional tracks.	STC 15/48
Harrow station box		J	2 August 1880	Closed after 1 May 1948	Mech	C		70 (of which 7 spare) in 1908, 10 spare in 1917 and 21 spare in 1933	Harrow station box 'rebuilt' in 1901. New frame provided in July 1908 when station widened.		
Harrow on the Hill (with Harrow station)		JB	18 April 1948		N (PP)	C	190	95 (43fs,45r,2c)	To have been 95 (25p,49s,3l,18c) in 1938. Initially opened to control Harrow North subsidiary. Controlled station and South Junction from 2 May 1948. PBD commissioned controlling Pinner IMR from 28 January 1962 and Northwood from 17 June 1962. Control of Pinner removed after 9 May 1970.	Located in tower built above Harrow on the Hill station	STC 15/1948
Harrow South		H	31 March 1901 (also date junction opened)	Closed after 1 May 1948	Mech	C		32 (of which 4 spare in 1908 and 10 in 1933)	Replaced Preston Road Junction. New frame provided in July 1908 when station widened. King lever fitted at some time, No 14.	Situated on down side of line, south of Station Road bridge.	See also Met Ry Signalling Notice 66, of 25 March 1901
Harrow South		JB	2 May 1948		N2	E(air)	212	33 (5p,18s,10l)	Controlled from Harrow on the Hill (new) box	Situated immediately south of Station Road bridge (south of station) between the two NB Metropolitan lines leading to platforms 3 and 4.	See STC 17/1948
Hatton Cross	Hatton Cross IMR	WW	14 July 1975		V	IMR		12	New IMR in connection with opening of extension. Controlled by single programme machine supervised from Earls Court RR. Auto reversing also available. Program Machine removed after 10 December 1977.		
Heathrow	Heathrow Central IMR (Heathrow 1,2,3)	WY	11 December 1977		V	IMR		12	New IMR controlled by local computer supervised from Earls Court RR.		
	Heathrow T5	WZ	14 May 2007			SER			New computer-based SER		
Hendon Central	Hendon	AB	19 November 1923	Closed after 12 November 1930	K	C	E17	11 (2p,3s,5l,1c)	Crossover decommissioned after 16 June 1930 prior to removal.		
High Barnet	High Barnet (IMR)	NU	1 April 1940	Closed as SB from 12 September 1971 when reclassified IMR.	N	C, IMR	(194)	35 (16p,13s,6l)	Apparently into service prior to 1 April 1940. Upon classification as IMR frame equipped with air motors controlled by Programme Machines supervised from Cobourg Street.	Box located on east side of line near through of sidings fan.	
	High Barnet station GF	NU	1 April 1940	Abolished ???	Mech	GF		1	Temporary GF to operate engine run round.	At north end of platforms near run round.	
Highbury & Islington	Highbury (NCL)		14 February 1904						Signalbox not used for train control - not likely to have been in use long	Located at north end of station between platforms.	See Raynor Wilson, Power Railway Signalling.
	Highbury (Victoria) IMR	VJ	4 August 1968	28 November 2011	V	IMR		12	IMR opened just prior to Victoria Line opening. Remote controlled from Cobourg Street, with auto reverse facility.	Located at north end of station between platforms 3 and 4 (NB Victoria and NB main line platforms)	VL Handbook
Highgate area	Park Junction		LNER (GN) signalbox	Closed after 29 July 1939	Mech	C		???	Also controlled access to Wellington sidings (goods). Was in use briefly for LT empty trains getting access to electrified roads in carriage sheds and Highgate Wood sidings.	Signalbox located on down side of the line (south of running lines to Finchley) near entrance fan to the carriage sheds and Wellington sidings.	
	Park Junction	NH	30 July 1939	Closed after 25 March 1984	N	C	(189)	83 (45p,23s,10l,3c)	Replaced LNER signal box. Was deemed an LNER (later Eastern Region) box, and staffed by them, until transferred to LT from 25 July 1955. Box closed on closure of depot 1884 (theoretically it was mothballed, but it became quite unusable after just a few weeks). Wellington sidings and controlling signals out of use during 4 June 1964 leaving a large number of spare levers.	Signalbox located on southbound (up) side of line at south entrance to Highgate carriage sheds; box physically alongside the up line from Alexandra Palace.	Personal visit
	Highgate Depot	NH	11 December 1987		RR	Relay Room			New Relay Room controlling new sidings in reopened depot. Routes set either by driver-operated plungers or from control panel in SM's office at East Finchley. For earlier control of this site, see under Park Junction.		

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
High Street Kensington	High Street Kensington (Joint)	J	1 October 1863	Closed after 30 October 1926	Mech	C		30 (18 wkg 12 spare, ICE paper suggests 20 wkg 14 spare in 1917). From 10 Feb 1907 new frame 26 (of which 3 spare + 4 spaces) alt: 30 of which 20 wkg & 10 spare	Box was jointly operated by Met and Dist. Dist moved controls to power box in 1907. On closure, operation transferred to MDR signal box between MDR tracks at south end of bay platforms. Box infrequently used from 17 January 1909 when Met commissioned auto signalling.	Was situated at south end of outer rail (island) platform.	ICE paper 21 March 1922
	High Street Kensington	EB	10 February 1907	Closed after 5 September 1936	Mech	C		22 (inc 1p)	Probably used ex Whitechapel & Bow frame. Assumed control of Met Rly J signal box from 1st November 1926. Electro-Mechanical in 1930	New box at south end between bay roads.	
	High Street Kensington	EC, ED	6 September 1936	Closed after 25 October 1986	B	E(air)		23	Was normally remotely controlled from Cromwell Road box from opening. Now classed IMR. From 14 May 1967 redesignated IMR controlled by Programme Machines supervised from Earls Court Regulating Room. Relettered ED but signal numbers remain. Point levers at left hand end (in mid position when remote control). Signal levers along rest of frame, in normal position when remote control.	Box located on west side of line in cutting south of station adjacent to inner rail circle tracks.	Photos
	High Street Kensington IMR	ED	26 October 1986		V	IMR		24	New IMR controlled by existing programme machines and supervised from Earls Court RR.		
Hillingdon	Hillingdon GF		10 December 1923	Superseded 20 July 1930	Mech	GF		3	GF to single siding trailing from down line requiring trucks to be shunted on main line.	GF located in yard near trailing connection from sidings west of station on down side of line	Jackson, London's Metropolitan Railway
	Hillingdon	V, MV	20 July 1930	Closed after 23 June 1966	Mech	E		4	Originally lettered 20 July 1930. Relettered 12 December 1948 when signalling in area updated. Connections decommissioned June 1966. New frame near to site of old one.	New frame adjacent to old one, just to its west.	Met signalling notice, The Railway Engineer 1931.
Holborn	Holborn (Cen)	C, CC	1 October 1933	Abolished after 20 March 1994.	N	E	176	11 (2p,8s)	Relettered CC 1 June 1941 when signalling in area updated. Recovered frame now at Bolton Abbey.	Box located at west end of the westbound platform.	Visit
	Holborn (Cen)	HOL	21 March 1994			SER			New relay interlocking temporarily controlled by Local Panel in existing SB at Holborn. Control transferred to Wood Lane SCC from 8 September 1999.		
	Holborn & Strand (Picc)	D	15 December 1906	Closed after 14 July 1979.	B	E	77	19 (2p,10s,6c) [Later 11]	Wooden case in 1974 in which year it had only 11 levers - at some time it was shortened (more likely changed over) and most likely date for this was around 1930. If frame changed over most likely source was have been Hendon Central (a K). King lever (No 8) added, with A signs, from 12 February 1929. Frame apparently the one recovered to become the 'York Road' frame part of the signalling exhibit at the LT Museum when it opened.	Located at south end of the Aldwych through platform.	
	Holborn (Picc) temp SB	D	15 July 1979	Closed after 1 March 1980	N	E		11	Temp SB on Aldwych platform. Frame similar to old frame.	Located on the Aldwych platform (No 5) at Holborn, towards south end, near old signal box.	
	Holborn (Picc) IMR	PD	2 March 1980		V	IMR		12	New IMR remotely controlled from Earls Court RR	Located in heading at south end of Aldwych through platform.	
Holland Park	Holland Park		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling	Not known	
Hornchurch	Hornchurch IMR	FJ	13 November 1960		V	IMR		12	New IMR controlled from Upminster SB PBD. Cabin letters originally to have been FK (changed 1959).	IMR located on north side of line by No 6 crossover (at west end of Eastbound platform)	STC 45/1960
Hounslow Central	Hounslow Central (Heston Hounslow)	WT	10 May 1910 (inspection date)	Closed 1912	Mech	C		7 (2 spare)	New SB in connection with extension of double line working from Hounslow Town a further 35 chains towards Heston Hounslow.	New SB on north of line about 300 yards east of Heston Hounslow.	
	Hounslow Central (Heston Hounslow)	WT	4 October 1912 (approx inspection date)	Closed April 1913	Mech	C			New SB resulting from extension of double line through resited station. Replaced following year by new or resited box much further west.	New SB either on south side of line west of station, or at west end of island. File not clear.	
	Hounslow Central (Heston Hounslow)	WT	21 April 1913 (inspection date)	Closed after 3 March 1923	Mech	C		6	Replaced by new box.	Was situated at junction with reduced single line about 560 yards west of platform on south side of line (may have been earlier box but resited).	
	Hounslow Central (Heston Hounslow)	WT	4 March 1923	Closed after 27 November 1976	EOD	C, E		22	Replaced earlier box in connection with new crossover at east end. King lever installed from November 1926, when box retained for emergency crossover only. Electro-Mechanical in 1930. May possibly also have been the 1912 box resited.	SB at west end of station south of the down (westbound) line	
	Hounslow Central IMR	WT	29 November 1976		V	IMR		12	New IMR controlled from Earls Court RR (auto reversing available).		
	Hounslow Central Surface Stock train detector	X	14 July 1975			PR			New surface stock train detector resulting line to west being tube gauge only.	Situated between Hounslow West and Hounslow Central and controlling X412A.	

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Hounslow East (Hounslow Town)	Lampton Junction		Probably 21 July 1884 when Barracks opened (Inspection report 17 June)	Permanently closed April 1909, though not actually worked from 1905.	Mech	C		??	Appears to have opened when Hounslow Barracks branch came into use in July 1884. Was retained after Hounslow Town branch closed as it controlled entrance to single line section. Definitely in use 1903. On closure, single line access transferred to new box Hounslow East (then Hounslow Town). Box does NOT seem to have been worked after Hounslow curve opened and was not lettered.	Was originally located on North side of line alongside the Barracks tracks just west of junction itself, half way between junction points and single line.	
	Hounslow East (Hounslow Town)	WS	2 May 1909	Closed after 16 March 1923	Mech	E		22 (12 spare)	Crossover disconnected from 27 December 1922. Crossover removed and signals made automatic March 1923.	New SB at east end of WB platform (replaced Lampton Junction box).	
Hounslow Town (terminus)	Hounslow Town (terminus)	WS	1 May 1883	Closed after 1 May 1909	Mech	C			Not used from 31.3.1886 until 1.3.1903. Relocated June 1905 in connection with Hounslow curve junction, and signals made ep.	Hounslow Town SB located a little to north of station on west side, by crossover.	
Hounslow West	Hounslow West (Hounslow Barracks)	WT	21 July 1884	Probably around 1905-6. Still there 1903	Mech	C			Signalbox probably became disused shortly after electrification as electric trains used single line token block.	SB on north side of line beyond platform.	District Railway signalling plan around 1905
	Hounslow West	WX	28 November 1926	Closed after 25 March 1972	B	C	151	15 (4p,6s,5l)	SB (behind platform 3) opened when line doubled.	Signalbox at east end of station on north side of track leading to platform 3	Personal visit and photos
	Hounslow West (Temporary)	WX	26 March 1972	Closed on 10 July 1975	N	C		11	Closed when terminus abandoned.	New SB at Hounslow West on embankment behind platform 1.	Personal visit and photos. Various sources confirm only 11.
Hyde Park Corner	Hyde Park Corner	A, B	15 December 1906	Superseded	B	C	68	11 (1p,7s,3c)	Originally coded A. Relettered B from 31 May 1931. For fate, see below.	Located west end of eastbound platform.	
	Hyde Park Corner (for present signalling control see under Down Street)	B	13 May 1933 (date HPC signals renumbered - suggests new or enlarged frame in place on or about that date)	Closed after 12 May 1979	B	C		11 (2p,8s). 1974 photo shows ONE B frame with 23 levers (4+10 spare, 12 and 21 spaces). Suspect were briefly two frames then replaced by one?	Referred to in Westinghouse list as 'additional frame' of 11 levers. Levers for Hyde Park Corner station renumbered numbered from 1-11 to 13-23 and lower numbers reused upon commissioning of siding on 28 May 1933. Siding area may have been additional frame but later photos show SINGLE 23 lever B frame in wooden case. Thought originally an N (170) was ordered, but never fitted. Hypothesis is that the additional frame was used somewhere else and a reused 23 lever B frame substituted. Replaced by IMR at DOWN STREET. Frame sold to East Herts Miniature Railway at Knebworth.	Same box as above. Although frame doubled in size box does not appear to have been altered.	UN313
Ickenham	Ickenham		7 December 1913 (Date of inspection report)	Closed after 19 July 1930	Mech	E			Occasionally used as block post (for example just during Summer seasons). Closed when branch automatically signalled.	Box (really covered GF) in hut on S side between Ickenham and Hillingdon.	
Kennington	Kennington (NB)		18 Dec 1890	Closed 1922	Mech	C		2wkg 1 sp	Frame by Dutton		
	Kennington (SB)		18 Dec 1890	Closed 1922	Mech	C		2wkg 1 sp	Frame by Dutton		
	Kennington	Y	30 June 1923		Switches	E (switches)			Switch-operated semi-auto signals protecting temporary sidings in platform areas. Operated by switches and proving circuits on points.		
	Kennington	A, B	29 August 1926	Closed	B	C	149	31 (4p,19s,5l,1c)	Operated CSLR signals only until Charing Cross branch commissioned. Relettered B from 14 November 1937.	New locking frame in new cabin at S end of (unopened) CX NB platform.	
	Kennington (temporary)	B	22 September 1957	Closed after 25 January 1958	B	C	?	31	Other than new frame, no other changes.	Temporary cabin at S end of plat 1, next to existing box.	
	Kennington IMR	B	26 January 1958		V	IMR	24	New IMR in cross passage controlled by programme machines in old signal box and supervised from Leicester Square RR. Control transferred to Cobourg Street from 29 November 1969.	IMR in new heading driven off the southernmost cross passage between NB platforms.		
Kenton (near Northwick Park)	Kenton (Road)		10 December 1904	Closed September 1914	Mech	C		14 (4s,2l,8c)	Superseded by auto signals 1914 immediately prior to which had 4 working and 10 spare levers.	Box located on east side of Metropolitan Railway just north of LNWR bridge (near later position of Northwick Park).	See ICE Paper 21 March 1922. MT6/1315/6 and 2381/1 and SEE Ref to Notice 288 suggesting 22 Feb 1914 when auto signalling introduced.
Kilburn	Kilburn and Brondesbury		24 November 1879	Closed 1910	Mech S&F	C		16 (all wkg in 1910)	Superseded by auto signals 1910, but probably left in situ for a while.	Located at north end of station on south (west) side of line immediately beyond platform end.	ICE Paper 21 March 1922
	Kilburn siding		On or around 2 October 1902 (Inspection date)	Early 1903 (six months use suggested).		Key op'd			Temporary contractors siding to west of and trailing with down Met Ry line, with catch points, locked by Annetts key from adjacent Met SB (removal of key locks running signals at danger).		See MT6/1132/2
	Kilburn B		On or around 2 October 1902 (Inspection date)	Early 1903 (six months use suggested).	Mech prob S&F	C		9 levers, 6 in use	Temporary box required during viaduct repairs on the GCR lines adjacent to Kilburn station following failure of retaining wall.	Temporary SB immediately north of Met SB (north of N end of Dn plat).	See MT6/1132/2

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Kings Cross (Metropolitan)	Kings Cross		10 January 1863	End 1865	Mech	C			Board of Trade very unhappy about signalbox location and method of working.	In roundhouse formed by triangular junction	
	Kings Cross		In use September 1867 (probably in use 1865)		Mech	C			It had evidently replaced the roundhouse and certainly controlled down junction points between Met and GNR prior to CWL coming into use. The Down junction was removed 30 June 1867, but box presumably remained.	Box located on platform at Kings Cross station.	
	Kings Cross "C"	L, C	Before 1900 - prob part 1868 widening.	Closed 1941, destroyed by bomb.	Mech	C		14 (1 spare) in 1906. 20 (9 spare) 1908 frame, though only 4 spare 1933.	New frame in July 1908. Control extended in 1926 to include Midland Junction (box closed after 7 March) and Chalton Street (Circle). Was lettered C by 1926, but CWL correct sequence was previously code L from 1918.	Located just beyond east end of island platform in space between Widened and Old lines.	
	Kings Cross "B" (Met)		Opened as part of 1868 widening	Closed (prob) after 15 May 1909	Mech	C		12 (7 spare from June 1908), was 2 spare till 1906 and only 1 spare till 1907.	Controlled trailing connection (from CWL) and crossover (removed 1908). Rearranged May 1906 when crossover incorporated in slip from CWL and separate crossover removed. In June 1908 Circle crossover and connection with CWL removed, leaving B box with no point controls. Auto signalling through area Feb/Mar 1907.	SB at east end of inner rail (down) platform.	See ICE paper 21 March 1922.
	Kings Cross "A" (Met)		Opened as part of 1868 widening on 15 June 1869.	Gone by 1906.	Mech	C		Probably closed 1872 when Chalton Street box opened.	New box.	Box located on Up (outer rail) Circle platform at West end.	
	Kings Cross (Met) GF	J	2 August 1912 (Inspection date)	Abolished after 7 October 1939, see note.	GF	GF		4	GF installed in conjunction with emergency crossover on Met. Signals removed or rearranged to be worked from Kings Cross 'C' box from 26 November 1939 when crossover connections to Widened Lines installed. Located just E of 'C' box by Met crossover on N side.	Located just east of C box.	
	Kings Cross (Met)	OJ	13 March 1941	Abolished after 25 October 1958	GF	GF		2	New GF. Control of crossover transferred to IMR in 1958.	Located east of Kings Cross (new) station on north side of the Inner Rail track adjacent to trailing end of crossover with Inner Rail.	
	Kings Cross (Met)	C	16 March 1941	Closed on 29 June 1958.	??	C	??	23	Replaces former 'C' box (bombed). Situated at old station but controls CWL and Met. GF OJ provided for crossover at new station. Controls for Met inner and outer rail removed from 14 July 1946 when crossovers removed. Met line now controlled from OJ only, though track indications remained in C box.	Located at Kings Cross (old) station at west end of disused Circle Line Outer Rail platform.	STC 6/1941
	Kings Cross CWL	OJ	28 June 1958	Closed after 14.5.79	V	IMR		12	Controlled from new SB on Down CWL platform and controlled CWL only. After withdrawal, used partly for spares and partly for experimental work at Earls Court.	New IMR on disused Circle Line platform (Outer rail towards west end, near the former signal box).	STC 25/1958
	Kings Cross	OJ	28 June 1958	Closed after 13 January 1979.	PBD	PBD			Initially controlling new CWL IMR (OJ). Also controlled Circle Line crossover east of new station via new IMR at King's Cross (Met) from 26 October 1958. Control eventually passed to Farringdon.	Signal box (referred to as a control room) located on down CWL down platform, apparently towards middle.	STC 25/1958
	Kings Cross (Met)	OJ	26 October 1958		V	IMR		12	New IMR controlled initially from CWL SB on Down CWL platform. Crossover operated from new IMR, replacing GF control. Temp auto working from 14 January 1979. From 25 February 1979 controlled from PBD at Farringdon. Control of IMR transferred from Farringdon to Baker Street control centre 28 November 1999.	IMR located to east of Kings Cross (new) station between running lines as they converged at crossover.	STC 41/1958
Midland Junction [Kings Cross Junction] (CWL)	K	13 July 1868 (date MR service began).	Closed 6 March 1926		C			12 (3 spare)	Served CWL only.	Box in tunnel in angle between Midland and Hotel curves.	Closure date from Met Railway official Chronology
St Pancras Tunnel (Midland Railway/LMSR/LMR)		1889	Closed for regular use from 31 July 1921, finally abolished 2 February 1958	Mech	C, E			In 1950s frame was 6-lever REC type frame (1 spare). This replaced earlier 6-lever frame of MR origin.	Intended as intermediate block post. Metropolitan Railway chronology reported it open 'for traffic purposes only' from 1921. On closure signalling controls transferred to LT Signal box at Kings Cross. Box was accessed via 60ft shaft from St Pancras main line station and was situated in Midland Curve on south side (Met had been trying to get rid of it since 1916). Note: Jackson's London Termini (p6) quotes this opening with 4 levers.	On CWL (Midland Line), west of junction with GNR and situated below the concourse of the main line station.	Jackson (London Termini p66) states opening and closing date and location but 4 levers.

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Kings Cross (Tubes)	Kings Cross (CSLR)		11 May 1907		Mech	C		8 levers of which 2 spare	South end		
	Kings Cross (Picc/Nor)	L	13 March 1927	Closed after 8 August 1936	B	E	150	11 (2p,8s)	Believe equipment transferred from old box to new one.	Original box on City & South London line, possibly in cross passage or room at north end.	
	Kings Cross (Picc/Nor)	L	16 August 1936 - after temporary closure it was reopened 25 January 1957.	Temporarily closed after 24 November 1956. Closed permanently after 12 May 1962.	B	E	150	11 (2p,8s) and 11 routes after 1957.	After closure in 1956 control transferred to new IMR on Piccadilly Line, together with new crossover on that line. Control of IMR transferred to power frame on Northern Line (operating on route control basis) from 25 January 1957; 11 levers thus numbered intermittently in range 1-23 with points set automatically by V frame (see below).	Box relocated elsewhere on Northern platforms-apparently near centre with access from southbound line (must have been in CP), presumably because of station reconstruction circa 1936 when escalators installed interfering with north end.	
	Kings Cross (Picc) IMR	L	25 November 1956		V	IMR		24	IMR initially manually operated (uniquely) but remotely controlled by Northern Line box from 25 January 1957. From 13 May 1962 control transferred to Leicester Square Regulating Room, with facilities for Piccadilly Line crossover to be controlled by PBD in Covent Garden, when open. From 12 May 1967 control of Euston end of loop transferred to Euston IMR. Leicester Square control transferred to Cobourg Street from 15 November 1969. Control of Piccadilly Line area transferred to Earls Court RR from 14 October 1979 with auto reversing and programme machine control of Piccadilly starting signals (PMs located at Earls Court). Only V frame fitted with covers.	IMR located in heading off cross passage between eastbound platform and lower Piccadilly Line concourse.	STC (Second) 46/1956
	Kings Cross (Victoria) IMR	VH	4 November 1968	28 November 2011	V	IMR		12	IMR opened just prior to Victoria Line stage II opening. Programme Machine controlled, supervised from Cobourg Street.	IMR at north end of Victoria Line platforms.	VL Handbook
King William Street	King William Street		18 December 1890	Closed after 25 February 1900	Mech Dutton	C		9 (in 1890), nil spare, and 24 levers from 1895 (though locking only accounts for 22)	Originally served a single platform track between two platforms. Altered 1895 to double track with single island.	SB at Stockwell end of southern platform. After alterations SB at extreme west end of island platform with larger frame. Not clear whether was same structure or a new one.	

Ladbroke Grove	Ladbroke Grove (Notting Hill)		13 June 1864 inferred	Superseded by box below by 1895	Mech	C			Station appears to have had trailing crossing in platform area on opening but soon lost it. No sign of signal box on maps and suppose it was one of platform buildings.		
	Ladbroke Grove (Notting Hill)	E, OU	By 1895	Closed after 12 March 1983	Mech	C, E		15 (2 spare 1922)	SB situated on north of line west of up platform. Lettered E c1909 and relettered OU and part modernised 1950. Signals renumbers in auto series upon closure. Siding removed Autumn. Old SB to Swindon & Cricklade Railway and frame to NRM (see UN 262).		
Lambeth North (Westminster Bridge Road and Kennington Road)	Lambeth North (Kennington Road)	D	19 March 1906	Closed after 28 Jan 1939	B	C	50	15 (2p,8s,4c)	Assumed control of London Road Depot area 1915. Box located on NB platform at south end.		
	Lambeth North	BR	29 January 1939	Closed 12 August 1991	B	C	??	15	Replaced original box at new location on lower lift landing (Way Out). On closure control of site passed to Waterloo IMR (See Waterloo BR-BS). Frame appears to have been recovered from elsewhere.		
	Railway Training School (Lambeth North)	Railway Training Centre									
Lampton Junction	See under Houslow East (Houslow Town)										
Lancaster Gate	Lancaster Gate		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
Latimer Road	Latimer Road	F, OV	1 July 1864	Closed after 16 February 1957	Mech	C, E		20 levers (4 spare in 1914 [7 spare in 1922])	Lettered upon electrification and relettered and part modernised 1950. Situated in angle with Addison Road line. Crossover removed when box closed. Box located in angle between main line and branch.		
Leicester Square	Leicester Square Lower Regulating Room		26 January 1958	Closed after 4 December 1969.		CON			Initially supervised Kennington, then Camden Town and Euston, then all remote sites except Morden and Tooting Bdy. Controls transferred to Cobourg St in 1969. Situated in base of old lift shaft at lower landing level.		
	Leicester Square Upper Regulating Room		29 July 1962	Closed after 13 December 1969.		CON			Supervised Morden and Tooting Bdy. New room opened initially supervising Tooting, with Morden following from 12th August. Controls transferred to Cobourg St in 1969. Situated in Transad House, building over station, next to controllers.		

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source	
Leyton	Leyton	LE	1899 (on Great Eastern Railway)	Closed November 1971	DN	C		31	Works in conjunction with new frame too. Frame was originally larger than 31 but was cut down to allow space for adjacent power frame. Box closed when ER connection severed. Box was of standard GER(1886) design and extended at west end to accommodate equipment below.	Box located west of station on south side of line, next to junction with Central Line.		
	Leyton	LE	5 May 1947	Closed after 4 November 1971	N120	E	(195)	23 (11p,2s,10l)	New power frame in existing SB and worked in conjunction with existing frame. SB closed when ER connection decommissioned. Signals retained existing numbers with 'A' prefix until properly renumbered from 8 April 1978, when frame removed.	See above		
Leytonstone	Leytonstone	LF	5 May 1947	Closed after 17 February 2000.	N	C	196	59 (16p,37s,3c)	Temp PBD operating new local CBI replaced frame from 14 April 1997. Cabin replaced former GER signal box.	Box located east of station on north (eastbound) side of line, near junction of two branches.		
	Leytonstone	LES	14 April 1997			CBI			New CBI (Westrace) temporarily controlled from new PBD in existing SB. Control transferred to Wood Lane SCC from 7 November 1999.			
Liverpool Street	Liverpool Street (Met) [including Bishopsgate Junction]	G	1 February 1875 (new frame 1910)	Superseded after 20 February 1954	Mechanical	C		40 when opened (of which 16 spare when old frame taken out), 20 in 1910 frame of which 2 spare - 4 spare 1933	Signal box initially as block post between Moorgate and Liverpool St main line - from 12 July 1875 also controlled junction with new Met station at Bishopsgate. Junction with GER removed 1907. New mechanical frame provided in 1910 when bay road rearranged for regular service. Lettered by 1912 (and probably when auto signalling introduced 1908-9). Described as all Electric 1930, but Mechanical in 1954. New frame installed in old signal box. Still 20 levers in 1953 (poss 16 in use).	Located at extreme west end of eastbound (outer rail) platform (was originally beyond platform but extensions now enclose it).	MT6/1880/4 covers new frame. ICE paper 21 March 1922 suggests 24 levers of which 6 spare though.	
	Liverpool Street (Met)	OD	21 February 1954	Closed (as cabin) after 15 December 1956. Open as IMR	B	C, E, IMR		15	Rebuilt Westinghouse frame installed in existing signal cabin and signalling and points converted to standard ep operation. Relettered at same time. Was normal cabin at first. From shortly after 6 November 1956 (when alterations made) Lever frame power operated from route control key panel situated in front. From 16 December 1956 converted to IMR status and controlled from Farringdon PBD. Control of Liverpool Street area transferred to Baker Street SCC on 25 March 2001.	In 1875 cabin.		
	Liverpool Street (Cen)	A	28 July 1912	Closed after 30 October 1937	B	C	118	15 (4p,8s,3c)	SB was at east end of platforms. Replaced by new box LB.			
	Liverpool Street (Cen)	LB	31 October 1937	Closed after 11 December 1999	B/K	C		23 (No 9 Spare)	New SB located in cross passage 70 ft west of original east headwall of WB platform. Frame recovered and rebuilt from elsewhere. Temp PDB commissioned from 10 March 1997 operating new local CBI, superseding frame. Frame of 2x12 lever sections, 2 King levers (7 and 12). Recovered frame now at Bolton Abbey.			
	Liverpool Street (Cen)	LIS	10 March 1997			SER-CBI			New CBI (Westrace) temporarily worked from PBD in existing SB. Control transferred to Wood Lane SCC from 10 October 1999.			
London Bridge	London Bridge (CSLR)		26 February 1900		Mech EOD	C		14 working when opened	Signal box located on NB platform. Crossover and lay by at south end. Annetts key for old junction kept here. Signalbox also held key(s) for the GFs at the old Borough Junction.			
	London Bridge	P	15 November 1924 (SB handed over to traffic department - actual service began 1 December 1924)	Closed after 10 March 1962	B	E			Control passed to new IMR. No new frame ordered for this site. Frame used might plausibly have been No 139 (11 levers) intended for Angel but not deployed there, or a refurbished frame. After signal box closed the frame was recovered for use at Railway Training Centre.	Box at south end of NB platform.		
	London Bridge (Nor) IMR	P, X	11 March 1962	Crossover secured for through running 15.12.94 and OOC and removed after 7.10.95	V	IMR		12	New IMR in disused siding tunnel controlled from Leicester Square Regulating Room. Control transferred to Cobourg Street from 23 November 1969. NB from 15 Dec 1994 shafts 3 and 9 remained in commission for train regulation, though prefix P lost and starters renumbered X638 and X643. Appears this arrangement still in force for regulation from Cobourg Street.	IMR located in disused siding tunnel between running lines - accessible from crossover tunnel.		
	London Bridge (Jub)	TJ	Into service 29 September 1999	28 December 2010	Westrace	SER			New Interlocking introduced when line opened. Controlled from Jubilee Line control centre at Neasden. Replaced by Seltrack system from 29 December (local code LOB) as part of Jubilee Line upgrade.		Seltrack date from UN 590/124	
London Road Depot	London Road Depot	D	19 March 1906	Closed on or around 20 September 1915	B	C	48	7 (1p,2s,3c)	Control of depot outlet transferred to Lambeth North.			
Lords (Originally St Johns Wood Road - 'Road' later dropped)	Lords	B, MC	13 March 1868	Closed after 24 April 1971	Mech	C, E		10 (7 wkg 3 spare after 1910, 2 spare in 1933)	Became emergency box after 12 November 1910. Box previously 21 levers (13 wkg 9 spare). Relettered MC from 22 August 1937 during minor signalling works. Crossover then still mechanically operated. Accident report 3 July 1876 reports 14 levers of which 5 spare. Box retained after station closure for emergency use. ICE paper reports 13 working levers and 9 spare till about 1910. Question about whether frame altered.	Located South end of down platform in 1878.	Accident report 10 July 1891 refers to location. See ICE paper 21 March 1922	
Loughton	Loughton	LT	26 September 1948	Closed after 28 March 2000	N	C	197 Confirmed	59 (21p,30s,6l)	Replaced GER box. Temp PBD controlling Debden and Epping CBIs commissioned from 29 July 1996. Frame replaced by PBD operating new local CBI from 26 August 1997.			
	Loughton	LOU	26 August 1997			SER-CBI			New CBI (Westrace) temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC from 28 February 2000			



Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Mansion House	Mansion House		3 July 1871	Replaced 1884	Mech	C			When line terminated at Mansion House Box was situated some way west of platforms amongst the junction work between middle and north roads just west of middle coke stage.	In tunnel adjacent to EB line, somewhat west of platform.	
	Mansion House		On or around 30 October 1884	Closed after 23 Feb 1906	Mech	C		40, extended to 50 then 60 with additions at RH end.	Understood to be new signal box (in similar location) for new track layout and extension eastwards.	In tunnel adjacent to EB line, somewhat west of platform.	Benest notes. Troske plan.
	Mansion House	EJ	24 February 1906	Closed after 2 August 1969	B	C	58	35 (9p,22s,4c) and 47 after 1939	Inspection indicates new signal box. (in tunnel west of platforms). There is some uncertainty about cabin code for which there is puzzling evidence of being EJ in 1928 (and earlier) and EI in 1930 and later, though an 'EI' in 1925 has been seen.	In tunnel adjacent to EB line, somewhat west of platform.	MT6/1513/4
	Mansion House	EJ, EI	Between 1911 and 1917	1 September 1939	B	C		11	Evidence suggests that 35 lever frame replaced by an 11 lever frame during this period.	In tunnel adjacent to EB line, somewhat west of platform.	1931 plan shows renumbering between 1 and 11, other plans suggest probably done by 1922. Nothing in records back to 1917.
	Mansion House	EI	2 September 1939	2 August 1939	B	C		15 or 23 levers	Notice states Signal frame extended by 11 new levers in connection with installation of new trailing crossover commissioned 2 September 1939. That would make 23 levers. Signaller recalls only 15 and levers numbered no higher than 15.	In tunnel adjacent to EB line, somewhat west of platform.	TC35/1939 para3. Signaller's recollection of working frame.
	Mansion House IMR	EG	3 August 1969		V	IMR		12	New IMR close to former SB west of station. Controlled by programme machines supervised from Earls Court RR. Site relettered EG from 29 July 1973.	In tunnel adjacent to EB line, somewhat west of platform.	STC 27/1969
Mantles Wood	Mantles Wood		1900	Closed after 22 September 1924	Mech	C		??	Box to facilitate GCR trains. Closed on introduction of experimental track circuits. Box apparently mounted on a gantry (avoiding line of sight obstruction of footbridge).	Box located just north of footbridge, by northbound side of line.	
Marlborough Road	Marlborough Road		13 April 1868	Closed after 13 November 1910 (but see note)	Mech	C		8 (6 wkg and 2 spare at closure)	Abolished when auto signalling introduced. Reported that loop and signalbox not used after 1874 (fill line doubled 1882 when it became block post) and accident report in 1878 ignores its existence.	SB at up end of down platform (1891).	ICE paper 21 March 1922
Marble Arch	Marble Arch	D, CD	30 July 1900	Superseded after 30 April 1956	EOD	C		17	Originally Evans O'Donnell frame. Frame adapted for auto signalling in 1912. Frame replaced in same cabin by EP frame in 1952. Appears to have been relettered during 1940.	Located at entrance to siding at west end of westbound platform.	
	Marble Arch	CD	1 May 1956	Closed after 9 December 1999.	N	C		11	Mechanical lever frame of 17 levers replaced by miniature power frame of 11 levers in same signal cabin. From 10 Jan 1994 frame replaced by PBD operating new local Westinghouse relay interlocking.	See above	TC17/1956 para 23
	Marble Arch	MAA	10 January 1994			SER			New relay interlocking temporarily controlled by PBD in existing SB. Control transferred to Wood Lane SCC from 8 September 1999.		
Marylebone (originally Great Central)	Great Central	B	19 March 1906	Closed on or about 15 June 1907	B	C	51	7 (1p,5s,1c)	Location considered unsafe by Board of Trade. Report indicates existing frames was moved to new box	Frame originally in temporary cabin in crows nest over crossover.	MT6 1599/5
	Great Central	B	On or about 15 June 1907 (opening date of extension, but frame could have been moved a little earlier)	Closed no later than 1916	B	E	51	7	Historian John Talbot suggests that this frame was recovered and used at Paddington when it opened in 1915, but it could equally have shifted to Piccadilly Circus, also a 7-lever frame. Without knowing closure date it is difficult to be precise about later moves.	Existing frame moved to station platform after trains began running through to Edgware Road.	MT6 1599/5
Mile End	Mile End		2 June 1902	Abolished Feb 1907	Mech S&F	C		22 (of which 2 spare)	Box abolished when auto signalling introduced		MT6/1142/1
Mill Hill East	Mill Hill East (North and Middle GF)	NV, NQ	18 May 1941	Abolished from 8 July 1964	Mech	GF (2)		6 (middle)+2 (north)	Cabin letters as Finchley Central. GFs recoded NV from 18 July 1943, but SB starter retained NQ code. After abolition code NV retained for signal (FRL) at N end of platform until June 1965 when Edgware line closed.		
	Mill Hill East (South GF)	NV	18 July 1943	Abolished from 8 July 1964	Mech	GF		4	New south GF also coded NV.		
Mill Hill Park..... See Acton Town											
Minories	Minories Junction		6 October 1884	Closed on or around 7 July 1906	Mech	C			It was STILL mechanical on 22 March 1906 although ep operation was imminent.	This box was located in angle between East Ham and Circle lines at point of divergence.	
	Minories Junction	EK	7 July 1906 (Inspection)	Closed 27 February 1909	B	C	60	7 (2p,3s,2c)	On closure, control of area taken over by Aldgate East (EL)	New box on west side of double line, replacing original box.	
Monument	Monument		10 October 1884	Electrification in 1905/6	Mech S&F	C		17 (4 spare)	Controlled signals and pair of crossovers.	Located at east end of outer rail platform.	Saxby & Farmer explanatory leaflet

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Moorgate	Moorgate (Joint and Met)		23 December 1865	By 1895	Mech	C			Controlled Met and CWL by means of entirely separate signalmen (and possibly separate frames). At that time Met side comprised 3 roads with island platforms between. Seems to have survived extension to Liverpool St. Control of Widened Lines later moved to its own box.	Box situated 134 yds to west of station platforms (a little to west of Moor Lane Bridge)	
	Moorgate (Met)	F	By 1895	Closed after 12 March 1926	Mech	C		45 in orig frame (26 wkg 19 spare); 24 (18 wkg 6 spare) in 1908 frame.	New Frame installed on or around 4 December 1908. This appears to have mechanically operated points but with signal levers operating signals via the Johnson all-electric system (which used hydraulic actuators) Box erected some time after CWL moved out of old box.	Box located immediate to east of above box and immediately west of Moor Lane bridge (at west end of Inner Rail platform).	ICE paper 21 March 1922
	Moorgate (CWL)	R	By 1895	Closed after 12 March 1926	Mech	C		Orig frame 50 levers, with 37-50 spare in 1910. Shortened to 36 (4 spare) in 1911 and 1916		Box located at west end of platforms between CWL and Metropolitan tracks immediately east of Moor Lane bridge.	
	Moorgate (Met)	F	14 October 1926	Officially 14 February 1941, but may have been out of service earlier after bombing in December 1940	Mech/ Electric	C	9615	44 (3 spare 1933)	All Electric 1930 (Had mech frame for points and slide frame for signals). New box needed to deal with additional platforms and connections between Met/CWL. Replaced former F and R boxes.	Box on north side of line west of station.	
	Moorgate (Met)	F, OE	15 February 1941	OOS After 5 December 1965 (CWL moved out June 1965)	N	C, IMR	??	47	Introduced with emergency crossover, with intention of taking over whole layout later (achieved in part 31 March, 1941). Original signal box bombed on or around December 1940. From 2 December 1956 Lever frame power operated from key panel situated in front. From 16 December 1956 converted to IMR status and controlled from Farringdon PBD.	Signal box located in disused air raid shelter described as being at east end of platform 1, though diagram suggests it was farther west along platform against retaining wall.	
	Moorgate (CWL)	OE	21 June 1965	Closed during 3 February 1966.	N	C			Temporary SB containing power frame and controlling CWL at Moorgate only, following track diversion work. After closure, control passed to the IMR controlled from Farringdon (see Met IMR). Levers as yet unknown but there were 12 functions, suggesting a 15 lever frame.	Box Situated in hut adjacent to Platform 6 above the new IMR, effectively at street level.	
	Moorgate (CWL) IMR	OE	3 February 1966	OOC after 14.5.79	V	IMR		24	Out of service when CWL transferred to BR. During its life controlled from PBD at Farringdon SB	IMR on platfor 6, west end (separate from Met IMR)	
	Moorgate (Met) IMR	OE	6 December 1965		V	IMR		24	New IMR on platform 6 initially controlling Met Lines and controlled by PDB at Farringdon. Replaced older IMR (ex signal box). Commissioned as part of track diversion works. IMR also assumed control of CWL during 3 February 1966 but lost latter upon its transfer to BR in 1975. Control of IMR transferred from Farringdon to Baker Street control centre 25 March 2001.	IMR on platform 6, west end (separate from CWL IMR)	
	Moorgate (NCL)	A, D	14 February 1904	Frame superseded after 10 April 1937	Mech	C		13 levers (5 sigs, 2 pts, 3 fpl, 1 buffer bolt lock, 2 spare)	Cabin code D by October 1933 and probably relettered after 1926.	Located iat end of SB platform with access via cross passage.	Cabin Letters Met Railway Appendix to WTT 1921 and STC 14/1937. See Raynor Wilson, Power Railway Signalling.
	Moorgate (NCL)	ND	11 April 1937	Closed on transfer of line to BR in 1976	B/K	C		11 (Frame casing big enough for 15)	Located in existing signal box replacing mechanical frame.	Located in above box, somewhat reconfigured.	Photograph. STC 14/1937
	Moorgate CSLR		25 February 1900	Closed in 1901	Mech Dutton	C		26 working levers	Shortly after closure signalbox caught fire causing a lot of damage.	Box situated on girders in crossover tunnel south of station	MT6 1040/8
	Moorgate CSLR		On or around 17 November 1901	Believe closed when line reconstructed.	Mech EOD	C		20 levers	NB date is date of extension to Islington and may have been commissioned shortly before.	New box at north end of station between the platforms.	
	Moorgate (Nor)	M	20 April 1924 (date of service resumption)	Closed as SB after 30 September 1961	B/K	E		11 levers.	Replaced by V frame believed in same location		
	Moorgate (Nor)	M	5 November 1961		V	IMR		12	New IMR (in old SB) 4 November 1961 and new V frame arranged for remote operation from Leicester Square Regulating Room. Control transferred to Cobourg Street from 23 November 1969 (after temporary decommissioning from 19 November).	IMR in heading off NB platform at north end.	
Moor Park	Moor Park GF	D	22 September 1923	Closed after 11 July 1953	Mech	GF		3 levers	GF controlled siding and inlet signal D2. No 1 lever a King lever.		
	Moor Park	JG	30 November 1962	Abolished after 19 June 1971	Switch	Key Switch			Code letters introduced 22 April 1961, but signals uncontrolled. Emergency handworked crossover commissioned 8 October 1961. Keyswitch itself (keeping signals at danger) introduced November 1962. Points not proved. Crossover removed 1971.	Crossover south of platform on main line.	
Morden	Morden	Y	13 September 1926	Closed after 11 August 1962	B	C	147	31 (p9,11s,11l)	Morden controlled Tooting IMR by PBD from 30 August 1959-2 June 1962.	Box at north end of western island platform.	Notice W278 (1926)
	Morden IMR	Y	12 August 1962		V	IMR		24	New IMR controlled by Programme Machines and supervised from Upper Regulating Room Leicester Square. Control transferred to Cobourg Street RR from 14 December 1969.	STC 27/1962, TC30/1962 P17(b), TC32/1962 P22.	
	Morden Depot		13 September 1926		Mech	GF		6-levers (2 crossovers, 2 points, 2 permission)	Frame located in shunter's cabin near depot outlet.		
Mornington Crescent	Mornington Crescent	D	22 June 1907	Closed after 1st March 1924	B	E	83	11 (1p,7s,3c)	Interlocking assumed by new frame at Camden Town.	Box located at north end of NB platform.	See LER Notice W65 (1924)
	Mornington Crescent IMR	E	17 July 1955		V	IMR		12	Control initially local, then transferred to Camden Town PBD		

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source	
Neasden	Neasden	G*, F	2 August 1880	Closed Jan 1914	Mech S&F	C		41 (34 wkg 7 spare) in 1911 and 37 wkg, 1 spare & 4 spaces in 1903.	Frame relocked 1911. when track circuit signalling put in, and cabin lettered at same time ("Evidence suggests code 'G' used initially but soon changed to 'F'")	SB situated on south west side of line north of down platform.	See ICE paper 21 March 1922. Shown in Met 1910 film. Met appendix April 1912 gives F, but RG and Bot plans gives G at start. Also MT6/1207/1	
	Neasden	F	4 January 1914 (inspection)	Closed after 1 October 1938	Electro - Mech	C		40 (30 wkg 10 spare in 1914 and 6 in 1933)	Part of widening works and exact date still uncertain. On closure, control of Neasden station transferred to Neasden South (MF) (already open). Frame probably old mechanical frame but signal control electric. King lever No 31.	New signal box (retrieved from Willesden Green) situated beyond south end of island, south of road bridge.	See ICE paper 21 March 1922. MT6/2381/1; Mck,H&W booklet on new signalling.	
	Neasden North	MH	22 May 1939	Closed after 14 October 1987	N	C	201	47 (16p,29s,2c)	Was to have been frame 182. second frame ordered for some reason.	Box located at north end of Neasden Depot at point where fan converges into the various approach tracks near top of underpass.		
	Neasden South	MF	27 June 1938	Closed after 14 October 1987	N	C	184	83 (22p,42s,15l)	Replaced Neasden Yard upon opening. Neasden station followed ????. From 28 October 1985 new PBD commissioned to control new Neasden IMR. 14 existing levers temporarily remained in use. From 29 March 1987 control of Neasden IMR transferred to Baker Street SCC but SB remained open for a while longer to control depot and shunting movements from old lever frame.	Box located at south end of depot between Klondyke sidings and main depot fan.		
	Neasden Yard		1896-1911 and most likely between 1903-1908.	Closed after 26 June 1938	Mech	C		???	Apparently always semaphore/mechanical and never lettered. Replaced by Neasden South (MF).	Box located near throat at south end of depot between the double junction inside depot site.	Photos	
	Neasden IMR	JM/ MM	28 October 1985		V	IMR		36	New IMR remotely controlled from new PBD in existing Neasden South signal box. Control transferred from Neasden South SB (which remained open) to Baker Street SCC from 29 March 1987.			
	Neasden Control Centre		26 July 1999			Con Room			CR took over from temporary control at Stratford Market Depot. Control centre at first controlled just the Jubilee Line Extension (Waterloo to Stratford) but from 29 December 2010 Control extended to Dollis Hill (formerly controlled from Baker Street control room) and from 26 June 2011 Jubilee Line control extended to Stanmore (now controls whole line Stanmore-Stratford) taking over northern section from Baker Street. The control centre was equipped by Alcatel and uses their Selnet Lan based system and workstations to supervise the line and computer controlled train supervision, including speeds and dwell times.	Located on bank at south end of depot, previously occupied by Pway sidings.		
	Neasden Depot Control Tower		16 October 1987		Comp	Depot cabin			New Control tower controlling points and signals in previously unsignalled depot and signalled approaches at Neasden North SB and Neasden South SB.	On north side of yard west of main sheds.		
Newbury Park	Newbury Park	LP	14 December 1947	Closed after 10 February 2000	N	C	200	59 (22p,24s,8l)	Replaced GER box. Frame replaced by temp PBD controlling new local CBI from 14 October 1994.	New SB on east side of line and north of station.		
	Newbury Park GF	(LP)	(14 December 1947)	Abolished after 11 October 1969	Mech	GF		7 levers (possibly one or two more spare).	GF situated at entrance to goods yard and released by lever in main box. It appears to have come into use with new SB but one cannot be certain there was no GF earlier on. Abolished with decommissioning of goods yard roads.			
	Newbury Park	NEP	24 October 1994			CBI			New CBI temporarily controlled from PBD in existing SB. Control transferred to Wood Lane SCC from 7 November 1999.			

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
New Cross Area	New Cross ELR		7 December 1869	Closed 1 November 1876	Mech	C			[NXG branch] Signal box controlling East London Line station at New Cross (later New Cross Gate), then an independent station not connected to LBSCR and situated to its north east (and at lower level).	SB by up ELR line a little to north of platforms.	
	New Cross (East London Down Junction)		1 November 1876	Closed 1928/9	Mech	C		15 working levers	[NXG branch] Acting as block post and controlling access to LBSCR/GER yards on down side of station. This box was still in use in 1923, but it had certainly gone by 1930 (probably on SR resignalling 1928/9). The junction was installed at site where new link to LBSCR station was installed in 1888 (the junction was moved a few yards farther north between 1894 and 1914 but box remained on initial site). Junction to yard (which was initially the same junction to the old ELR station) seems to have gone at same time.	Signal box on ELR just north of ELR/LBSCR property boundary (by up ELR line)	
	New Cross (Gate) LBSCR "Yard" cabin		by 1897	Believe 8 October 1950 when new SR signal box 'MC' commissioned.	Mech	C		89 working levers	[NXG branch] LBSCR Yard cabin operated access to east bay platform from ELR. In use in this form 1897		
	[New Cross] East London Junction No2 (later referred to as EL Staff box). Also apparently referred to as Woodpecker Lane.		29 April 1884 (inspection date)	3/4 March 1917	Mech	C		9 (of which 1 spare). It appears to have received a 12-lever frame at some later time (prob when carriage sidings opened) - no spares in 1906.	[NX branch] Required when regular services terminating at New Cross were planned and extensive use of 2-way reversible section (on down line) was expected. Frame relocked in 1906, and as hitherto unlocked the carriage sidings ground frame.	Box located immediately to south of crossover where up and down ELR lines converged, in angle between tracks.	See Talbot (UN353) P140
	New Cross (East London) Staff box		3/4 March 1917	Closed after 19th February 1927	Mech	C		16 levers, all used.	[NX branch] Controlled crossover and entrance to Met depot. On closure control passed to Canal Junction (E) box and coloured light signals installed locally. Appears to have replaced ground frame (still there in 1914) further south and introduction coincided with new method of operation by electric train staff.	Located at start of New Cross single line near the main line overbridge.	Closure, Met Railway signalling notice.
	Carriage Sidings GF		1890s	3/4 March 1917	Mech	GF		4	Unlocked by Staff Box.	Situated at entrance to New Cross (ELR) carriage sidings	See MT6/1472/9
	New Cross (SE&CR) GF		1 December 1929	Gone by 1961 but thought still there early '50s		GF		2	[NX branch] Ground Frame controlling access to No 1 siding on up side of line immediately north of ELR platform. 2 lever frame, No 1 King lever released by Canal Junction ELR box. No 2 lever operated access crossover. No signal control. GF came into use when New Cross SECR box abolished - that box was replaced by North Kent Junction, but control of siding put on new GF released by Canal Junction (E)	GF located at entrance to siding.	
	New Cross SCC		24 March 1998	After removal of rolling stock 23 December 2007		Con Room			New control room situated in depot, controlling local interlocking (ET), Surrey Quays (ER), Whitechapel (B) and Shoreditch (B).	Located in depot yard.	ELL Handbook
	New Cross SER	ET	24 March 1998	23 December 2007		SER			New SER, local computer and emergency control panel controlling all signalling south of Surrey Quays. Replaces Canal Junction and depot signalling		ELL Handbook
North Acton	North Acton (GWR box)	K	16 April 1917	Not connected with Central Line operations on and from 5 November 1939. Closed by GWR 14 August 1940.	Mech (McK, H & W.)	C		28 (Sp,15s,6c)	GWR box on Ealing & Shepherds Bush section. First controlled CLR trains from 3 August 1920. Junction with main line OOC from 3 May 1936 and control of North Acton crossover disconnected from 5 November 1959. Box itself reported as closed 15 August 1940 when new main line box commissioned, but it could have closed prior to that as it partly obstructed new Central Line junctions.		
	North Acton	CJ	23 June 1947 (The box was commissioned electrically 14 July 1946 but signals were arranged for through running).	Closed as SB after 7 April 1973.	N2	E(air), IMR	208	11 (2p,8s)	When opened levers controlling North Acton Junction were ep slave-operated from Wood Lane cabin (control transferred to push-pull levers in White City cabin when opened in July 48). Crossover locally controlled in emergency only. Made IMR from 8 April 1973 with all levers now air controlled from new PBD at White City.	Box on south side of line almost at point of junction.	
	North Acton	NOA	22 March 1993			SER			New SER lettered 'NOA' commissioned by WB track W of station. New platform commissioned at same time. Relay based Interlocking controlled from temporary new panel in White City SB. ATP introduced 7.8.95. Control transferred from white City to Wood Lane 6.7.99.		

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North Ealing	North Ealing		23 June 1903	Box closed end 1906.	Mech	E		17 (3 spare)	Auto signalling introduced prior to line opening. However 1906 accident report refers to emergency signal box north of station (old box used if required). Known to have gone Jan 1907. After box closed crossover padlocked normal but detected by signals.	Box was at north end of eastbound (up) platform.	
	North Ealing	WU	From end 1906			PR			Signals coded WU from circa 1906-7 but numbered as autos. 'A' signs added in 1927.		
	North Ealing GF	WU	3 May 1941	Abolished after 19 June 1971	Mech	GF		2	Points converted to operation by 2-lever ground frame on cess side of WB line. No 2 lever operated points and No 1 the facing point lock. Time release switch provided to hold signals at danger. All moves handsignalled.		
Northfields	Northfields	WR	22 December 1919	Closed 3 Sept 1932	Mech	E		At least 11	New Box opened to serve crossover, also at west end. Electro-Mechanical in 1930. A siding was installed at some point.	Located south of line just west of station	
	Northfields	WR	4 September 1932	Closed after 20 July 1974	B	C		71	This huge frame is an assembly of at least two recovered and refurbished frames	Box at west end of station on south side of line.	
	Northfields IMR	WR	21 July 1974		V	IMR		36	<b>New IMR (in substation) controlled by programme machines supervised from Earls Court.</b>		
North Greenwich	North Greenwich	TM	14 May 1999	28 December 2010	Westrac e				New Interlocking introduced when line opened. Signalling available for train testing a little earlier. Replaced by Seltrack system from 29 December (Local code NOG) as part of Jubilee Line upgrade.		Seltrack date from UN 590/124
Northolt	Northolt IMR	CP	1 May 1960	Frame OOS from 8.11.92	V	IMR		12	Controlled from West Ruislip SB from new PBD. Frame ran in parallel with experimental VPI interlocking from 1987. Duplicate processing facility and room OOC and demolished 1990. Originally an N frame was ordered for this site, but deployed elsewhere.	New IMR at west end of station.	
	Northolt	NOR	13 October 1992			SER			<b>New SER (NOR) located at west end of platforms. New crossover commissioned from same date. Relay interlocking controlled from panel in West Ruislip cabin. Control transferred to Wood Lane CC 6.7.1999. ATP Commissioned 7.8.1995. Replaced IMR working in conjunction with experimental VPI (Vital Processor Interlocking) in use since 1987.</b>		
Northumberland Park depot area	Northumberland Park Depot Control		27 November 1967		PBD	Depot Tower			<b>Tower control initially available for construction and commissioning traffic. Panel replaced 28 January 1989, incorporating auxiliary panel installed 1988.</b>		
	Northumberland Park IMR	VN	11 March 1968		V	IMR		12	Initially opened as programme machine controlled with some adjustment available from control tower. Supervised from Cobourg Street from 4 August 1968.	IMR Located in dedicated structure above 'snow shed' between tunnel mouth and scissors crossing, with access steps leading to track level.	VL Handbook
	Northumberland Park (Victoria Line) Control Room (Osbourne House)		16 January 2011 (on permanent basis)			CON Room			<b>New control room superseding the Victoria Line control at Cobourg Street. New control room had been available from 26 October 2009 when first 'out-and-back testings began. Controls original VL interlockings and the replacement TBTG system.</b>	Northumberland Park depot, north end.	Visit.
North Weald	North Weald	LX	1888 (by GER). Under LT control from 1949.	Not used after 17 October 1976. Closed from 30 July 1978.	Mech S&F "1880" "EIR" type	C		21 (4" pattern)	Old box on up platform rejuvenated from 17 November 1957 for electric train working, box lettered at same time. SB went out of use when platform 1 decommissioned. Passing loops, all signals and points decommissioned from 30 July 1978 with SB decommissioned and levers locked. Passing loop and new platform provided 1936.	During LT days box located on Up platform a little to west of footbridge steps.	
Northwood	Northwood	E	1 September 1887	Closed after 16 June 1962	S&F	C, E		40 (28) [intention to add extra lever in 1914 (making 41 total) but this was probably not done. Of 28 levers, 8 spare 1933)	Frame replaced in 1915 by new one of 28 levers (4 spare). Became normally unmanned from 30 November 1924 when auto working introduced - No 12 lever King lever. Jackson states ORIGINAL box was 20 levers plus 5 spare.	Box situated at south end of down platform.	See Jackson P86
	Northwood IMR	JF	17 June 1962		V	IMR		24	<b>Controlled remotely from PBD at Harrow on the Hill.</b>		
Northwood Hills	Northwood Hills GF	F	In period 1913-1925. Most likely date 22 March 1920.	Closed after 19 December 1953	Mech	GF		4	Groundframe controlled entrance to engineers siding, trailing to up line. This served new substation (1925) and Council Yard and possibly went in to facilitate construction of substation (Now Northwood Hills substation). No 4 lever King lever. Signalling notice refers to 'temporary' siding on up line.	Installed about half way between Pinner and Northwood.	Maps, plus Met SN324 and various intermediate track diagrams.
	Northwood Hills	JE	10 September 1961	Closed after 16 June 1962	??	C		At least 13	JE lettering came into use with new lines on 5 February 1961 (and box could probably have been used in emergencies), prior to SB commissioning for normal service in September when new fast lines commissioned from Harrow North..	Temporary box north of road bridge between fast and local roads.	

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Notting Hill Gate	Notting Hill Gate (CLR EB)		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
	Notting Hill Gate (CLR WB)		30 July 1900	Closed 1914	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
	Notting Hill Gate (Met)		1 October 1868	Closed 1909 (probably on or around 14 Feb).	Mech	C		6 (4 wkg 2 spare) at closure	Box infrequently used from 1908. Auto signalling (experimental) on up road NHG-Praed St on or around 20 Oct 1907 and to South Ken 14 Feb 1909.	Box was located at south end of Outer Rail platform.	ICE paper 21 March 1922
Oakwood (opened as Enfield West)	Oakwood	K	5 March 1933	Closed after 24 Jan 1982	N	C	173	35 (7p,20s,7l)	Opened with line extension.		
	Oakwood IMR	PK	25 January 1982		V	IMR		24	Controlled by local site computers supervised from Earls Court RR.		
Old Street	Old Street (GNCR)		14 February 1904			Timing only			signalbox not used for train control. Supposed to be for booking but doubtful if was ever used.	Located at south end of station, between platforms.	See Raynor Wilson, Power Railway Signalling.
	Old Street (CSLR)	L	17 November 1901	Made compatible with auto signalling April 1920. Closed August 1922.	Mech EOD	C			Signal box retained after auto signalling installed to control access from siding.		
Kensington Olympia (Addison Road)	Olympia GF		3 March 1958	Closed after traffic 11th September 1992 and crossover later removed	Mech	GF		2	GF (provided by Western Region) controlled link between new LT single line and WR. Locked by Kensington South and West Kensington East (4 lever).		
Ongar	Ongar	LZ	1888	Closed after 22 March 1969	Mech	C		At least 30	Old box rejuvenated from 17 November 1957 for electric train working, box lettered at same time. Goods yard and connections decommissioned on 22 August 1967.	Located at west end of platform	Photos
Osterley	Osterley Park	WR	21 July 1884 - first day of shuttle service. May have opened previous year as block post.	Probably closed 1910	Mech	C		19 (11 wkg after relocking).	Frame relocked 1905 when signals converted to ep operation. The signalbox had definitely gone by 1915 but a padlocked crossover was retained and detected, so the box code was retained until crossover removed (by 1919). Def still in use 1903. The original SB was located on N side of line, east of Thornbury Road Bridge by entrance to sidings.		
Oval	Oval (NB)		18 December 1890	Closed 14 March 1920	Mech Dutton	C		2wkg 1 sp	Frame by Dutton		
	Oval (SB)		18 December 1890	Closed 7 December 1920	Mech Dutton	C		2wkg 1 sp	Frame by Dutton		
Oxford Circus	Oxford Circus (CLR)		30 July 1900	Closed 1914	Mech EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		

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Paddington	Paddington (Bakerloo)	C	1st December 1913	Closed after 3rd June 1939	B	E	?	Prob 11, with 8 in use)	Talbot suggests this frame came from Marylebone, but Edgware Road (also 11 lever) more likely, though changeover would have been interesting.	SB at N end of SB platform.	
	Paddington (Bakerloo)	BD	19 June 1939	Closed after 6 June 1987	B	E		8 (1p, 6s)	Actually looks like 11 lever frame with r/h end (levers 9-11) blocked off for table. Lever 8 King. Ironclad case.	New SB in cross passage towards north end of platform (accessed from NB platform)	
	Paddington (Bakerloo) Temporary relay room.	BD	7 June 1987	Abolished from 4 November 1989	RR	Relay Room			Temporary relay room controlled from temporary key panel on NB (north) headwall. Signals and points renumbered to suit future IMR.		
	Paddington (Bakerloo) IMR	BD	5 November 1989		V	IMR		12	New IMR in old SB controlled from key panel in Queens Park SB and (from 30 June 1991) Baker Street Signal Control Room.		
	Praed Street (later Paddington (Circle))		1 October 1868	Closed 1909	Mech	C		7 (5 wkg 2 spare) at closure	This appears to have been location at opening in 1868. Box infrequently used from 5 January 1908 when automatic signalling commissioned on down line (already in use on up line).	Signal box situated at east end of 'outer rail' platform (in 1909);	See photo in constructing inner circle, and MT6/1842/1. ICE paper 21 March 1922
	(Paddington) Bishops Road (GWR Box)		10 January 1863 (passenger service). Box was apparently in use for several years prior for Met construction traffic.	Replaced 13 August 1933	Mech	C		26 (in 1919) with 4 spaces	GWR box located at west end of the up platform (west of Bishops Road bridge), engine spur runs along back. From opening, station had two platforms with centre through siding.		
	Paddington (Arrivals) GWR	V	13 August 1933	Signal control of Hammersmith & City tracks eliminated 12 November 1967	Power GRS Type C slide handle frame	C		186 levers (also seen 184 quoted), of which only the far 60 (incl 2 spares) were devoted to the Hammersmith & City and local services from suburban platforms to Royal Oak.	New power signal box at 'country' end of main lines plats 10-11. Controlled signals to west of Royal Oak. There were two frames and Hammersmith & City tracks and main line departures from platforms 13-16 were dealt with on the 'suburban' frame. Note reference to major fire (below): power signalling register indicates Type C reinstalled.		
Paddington (arrivals) emergency signal box	V	13 December 1938 (also controlled main line from 18 December)	Superseded 2 July 1939 when replacement arrivals frame came into use	N	C	183 (and another ?)	141	The signalling in the Arrivals box was destroyed by fire on 25 November 1938 putting it completely out of use and closing suburban station. A 141 lever emergency frame was erected from spare parts by London Transport in a temporary box on roof of old battery house. This might conceivably have included the first N frame ordered for Neasden North and otherwise unaccounted for. Power Signal Register states Aldgate 183 frame deployed, but this on its own was not large enough.			
<i>Eastbound starting signals at Paddington Suburban and Paddington (Circle) - see under Edgware Road</i>											
Park Junction	See Highgate area										
Parsons Green	Parsons Green		1 March 1880	Original frame out of use 13 September 1905	Mech	C		???		Box was situated at north end of EB platform.	
	Parsons Green	WF	14 September 1905	Closed after 8 October 1960	B	C	47	39 (7p, 16s, 16c)	New ep frame commissioned together with new sidings and connections. New frame erected in <b>existing</b> signal box. Frame seems somewhat large for location.		
	Parsons Green (south or west) IMR	WF	14 December 1958		V	IMR		36	New IMR initially just controlling new siding and operated by certain levers in existing SB. From 9 October 1960 control transferred to local Programme Machines supervised from temporary regulating room at Earls Court.		
Parsons Green (north or east) IMR	WF	9 October 1960		V	IMR		12	Additional IMR at street level beneath old SB. Control transferred to local Programme Machines supervised from temporary regulating room at Earls Court.			

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Piccadilly Circus	Piccadilly Circus (Piccadilly)	Y	Unknown, but after line opening.	Closed after 25 December 1927	?	E		2 controls required, but not known if levers were used.	Piccadilly Line starting signals controlled from Special Train Regulating box somewhere on station. Controlled starter Y1 (EB) and Y2 (WB). On closure, train control transferred to Covent Garden signal box, EB signal Y1 remaining at Piccadilly Circus, but Westbound control Y2 moved to Leicester Sq starter (formerly S246) and renumbered S250. Space on Covent Garden frame seems to have been released by removal in August with Holborn slotting. It is possible that regulation facilities were conducted from hitherto unused Bakerloo Line signal box was used.		
	Piccadilly Circus (Bakerloo)	B	July 1915	Closed after 2 Sept 1939	B	E		7	From 11 February 1934 includes control of Piccadilly Line starters (BZ) from 2-lever unit commissioned for purpose, replacing Covent Garden regulation (that box was thenceforth only opened in emergency). Control transferred to new SB (BP). Talbot suggests this frame came from Edgware Road (an 11-lever frame) but more likely came from Marylebone (also 7-lever). Box at N end of SB platform, probably there from opening but unequipped. Possibly used prior to 1915 for Piccadilly control (inspection report of 1915 refers to new crossover being controlled from existing signal box. Note: King Lever 8 added 1927	MT6/2392/2	
	Piccadilly Circus (Bakerloo)	BP	3 September 1939	Superseded 26 September 1991	B	C		15 (2p, 11s)	Includes control of Piccadilly Line starters (BPZ). From 17 August 1979 panel installed controlling Bakerloo routes at Baker Street IMR. From 2 June 1991 frame replaced by PBD controlling new local IMR. On closure control of Piccadilly Circus and Baker Street transferred to Baker Street Signal Control Centre. Ironclad case	New SB at north end of NB Bakerloo Platform.	
	Piccadilly Circus (Bakerloo) IMR	BP	2 June 1991		V	IMR		12	New IMR controlled initially from temporary PBD in old cabin and from 26 September 1991 from Baker Street SCC.		
Pinner	Pinner		25 May 1885	Closed early 1915	Mech S&F	C		24 (2 spare)	Replaced by new frame in existing SB in 1915 (likely a second-hand box)		Per Jackson - London's Metropolitan Railway. P86/
	Pinner	G	15 July 1915 (date of inspection report). Likely that new arrangements came into use earlier (but after January)	Closed after 27 January 1962	Mech	C, E		24 (6 spare at first, 7 spare 1933)	New frame required for additional signals. Became normally unmanned from 30 November 1924 when auto working introduced. Insp report 15 July 1915. King Lever No 14.	SB at south end of down platform.	MT6/2394/6
	Pinner IMR	JD	28 January 1962	Abolished after 9 May 1970	V	IMR		24	New IMR remotely controlled from Harrow on the Hill SB. Frame later used for spares.	IMR near exit of goods yard.	
Plaistow	Plaistow IMR	FC	4 October 1959		V	IMR		12	New IMR introduced when LT signalling replaced ER signalling. Control transferred to Barking SB PBD from 8 May 1960.	IMR located on north side of line between siding outlet and crossover.	
	Plaistow Temporary SB	FC	4 October 1959	Closed after 7 May 1960		C			Temporary signals controls operated by keys.	Signal Box in room next to power room (in IMR).	
	Plaistow SER	FC	17 January 2011			Relay			Installed to operate new ctre lay-by siding between Plaistow and West Ham. Controlled from Barking SB (existing PBD).	SER adjacent to existing IMR	Information from TC (LU Signalling)
Portland Road	See Great Portland Street										
Praed Street	See Paddington (for station) and Edgware Road (for Junction)										
Preston Road	Preston Road		9 March 1899.	Closed as junction after 30th March 1901. Finally abolished September 1914.	Mech	C		18 [4 wkg and 14 spare] 1914	Originally conceived as temporary Met box allowing Great Central trains access to the new tracks (on west side) towards Marylebone. From 16 September 1900 widened tracks available to Harrow South but junction rearranged so new pair carried all traffic while bridge over LNWR repaired. Closed as junction when all four tracks became available Wembley-Harrow, but apparently retained as a block post. After 1904 (when Kenton opened) box retained on 'as needed' basis as intermediate block post. Superseded by automatic signals 1914. Located on west side of Metropolitan just south of Preston Road station.	Signal box located on north side of line about 150 yards to the east of Preston Road bridge (just east of where platforms later installed), almost opposite MP 7½.	Met Ry Signalling Notice 66 of 25 March 1901 confirms retained as block post. See OS mapping 1:2500 of 1914. See MT6/1315/6. staing box normally closed. See also Jackson, London's Metropolitan Railway
	Preston Road	MZ	6 November 1938	Closed after 7 March 1948	Prob B	C		7	Closed when direction of running into Harrow changed. Note work postponed from 2 October)	Box appears to have been a few hundred yards north of station at south end of flat crossing and on north side of line (probably where cable run set back.	
Princes St	Princes Street		Probably after 1868 but certainly by 1872.	Probably closed on electrification as it was still there 1903.	Mech	C		Not yet known for certain, but Rule Book implies 4 levers.	Between Sloane Square and South Kensington. Definitely open 1903 and probably closed at electrification circa 1905. Shown in 1872 Rule Book. Note that Princes Street became Rawlings Street in 1874.	Box located in or at edge of Ventilator	Shown in MDR Rule Book 1872
Putney Bridge	Putney Bridge		1 March 1880	Closed September 1905	Mech	C			Superseded by new box with ep frame.	Box at north end of UP platform.	
	Putney Bridge	WG	September 1905	Closed July 1910	B	C	46	15 (2p,12s,1c)	Frame later transferred to new box at north end of station, farther north on parapet by new junction.	New box just beyond north end of 'down' platform.	
	Putney Bridge	WG	July 1910	Closed after 19 November 1960	B	C	46	15 (12wkg)	Box relocated in connection with new island platform, but old frame transferred.	New SB at N end of station by down line;	
	Putney Bridge IMR	WG	20 November 1960		V	IMR		12	Controlled by Programme Machines supervised from Earls Court (temporary) regulating room	New IMR on WB road near existing SB.	



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Quainton Road area	Quainton Road (station)		1896	13 August 1967.	Mech S&F	C		55 (21 spare) in 1935	Signal box closure followed station and goods yard closure and abolition of regular services after which trains ran single line between Aylesbury and Claydon.		
	Quainton Road Junction		26 July 1898	Closed 27 November 1921	Mech S&F	C		??	Operation of junction passed to Quainton Road box using remote electric point operation. Date of opening given as date of first coal trains. May have been commissioned slightly earlier. Though 27 November closure is best date ascertained, Met Railway Chronology does quote 11 November.		
Queens Park	Queens Park	A, BB	11 February 1915	Superseded 29 June 1991	B	C	132	27 (10p,11s,4l,2c)	Relettered BB from 21 November 1937. Probably not original frame. Frame superseded from 8 October 1990 by temp PBD controlling new IMR. Acquired PB control Paddington 5/11/89. On closure control of Queens Park and Paddington transferred to Baker Street Signal Control Centre. Cabin remained for a few months controlling Paddington only.	Box located at north end of NB island platform.	Personal visit, and building still there.
	Queens Park	BB	7 October 1990		V	IMR		36	New IMR controlled temporarily from PBD in old cabin and from 6 January 1991 from Baker Street SCC. IMR in old cabin building.		
Queensway (originally Queens Road)	Queens Road	E, CE	30 July 1900	Frame decommissioned after 31 January 1957	EOD	E		17	Frame originally from Evans O'Donnell. Relettered CE from 30 March 1941 during minor signalling works.	Located at east end of EB platform at entrance to siding.	
	Queensway	CE	17 February 1957	Closed from 7 December 1984	N (L converted)	E		11	New power frame in existing SB. Points decommissioned from 12 July 1982. Siding de-electrified from 27 October 1982. Signals renumbered in auto series upon closure. Frame understood to be 11-lever section ex Wembley Park (a style L frame that was shortened) but fitted with mechanical locking.	Located in original box as above.	Personal recollections from several sources, including one explicitly stating it was part of Wembley Park.
	Queensway	QUE	1 January 1993			Relay Room			SER 'QUE' Relay Interlocking controlled by Push Button Panel at EE of WB. Commissioned on 1/1/93, in Auto working only. Became Semi-Auto location on 16.2.1997, though crossover locked out of use. Crossover not commissioned until 11/03/05. ATP also introduced 16.2.1997. Control transferred to Wood Lane 8.9.1999.		
Railway Training School (later Railway Training Centre)	Railway Training Centre (Lambeth North)	'A' and later 'TC'	Frame provided 1928-30	School closed 1963 and function transferred to White City RTC	B	Training		11 levers	11 Lever B style Frame (wooden case) definitely in situ 1940 but photos suggest installed 1928-30. Designated Cabin A originally (and "TC" after the war) with double track and scissors crossover. B frame in wooden case. Regretted that when school opened in 1922 it had not been possible to provide a frame..		
	Railway Training Centre (White City)	'P' and 'T'	20 October 1963	Closed 1994	2 x B + a PBD	Training		2 frames of 11 levers	Two B style frames in use for operation of model railway, one came from the old school at Lambeth North. Midway (P) had 11 lever B frame No 83 with 'upright' lever plates and this frame came from London Bridge (Northern) closed in 1962 (prior to installation at London Bridge in 1924 it came from Mornington Crescent. Southdown (T) had 11 lever B frame (sloping lever plates), No 159, which came from the old Training School. Later a Westinghouse Push Button Control Desk was added (believed ex Cromwell Road)		
	Ashfield House		Circa 2006		N	Training		16	This is not a proper signal frame although the levers and quadrant plates seem to be based on Style N Parts.		
Ravenscourt Park	Studland Street Junction (LSWR) (sometimes Studland Road)		1 June 1877 (Date of District connection)	August 1912		C		??	Prior to connection with District there seems to have been no signal box in Ravenscourt Park area (station opened on 1 June 1877 As Shaftsbury Road).	A new box was installed at the junction (east of station) on south side of line. Immediately east of Studland Street bridge (on corner of Felgate Mews).	
	Ravenscourt Park		New LSWR Box opened August 1912	Closed 6 November 1919		C			Box replaced Studland Road Junction for LSWR traffic	Was located at west end of the northern island platform, between tracks.	

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Rayners Lane	Rayners Lane Junction	P	4 July 1904 (opening of Metropolitan Line). Understood came into use immediately as block post.	Closed after 19 October 1935	S&F	C		22 (3 spare) 6 spare in 1912, soon reduced to 5.	Mechanical in 1930. Appears to have been lettered P from 1 November 1925 during extensive signal and track alterations. Box badly damaged on 22 November 1934 by runaway wagons but frame little damaged and box structure repaired.	Box located in angle between the two branches	Photos and signal diagrams.
	Rayners Lane Yard GF	P	16 June 1929	Closed after 19 October 1935	Mech	GF		2-4 levers (exact number not known)	Controlled entry to goods yard west of station which was commissioned from same date. (NB frame resited 15ft further south 8th April 1935).		
	Reids Siding GF	P	1929	Closed after 19 October 1935	Mech	GF		2-4 levers (exact number not known)	Controlled entry to Reids Siding, trailing connection to Met Line east of Rayners Lane on up line.		
	Rayners Lane	P	20 October 1935		N (Push Pull)	C	177	35 (9p,15r,9l)	Replaced Rayners Lane and Harrow Gasworks Siding Met SBs. PBD added from 15 September 1957 to control South Harrow IMR (seems to have occupied space previously used by lower numbered levers) - removed after 16 July 1978. Frame decommissioned 1985 and PB controls introduced. Ruislip IMR added to PBD from 28 Sept 1975 (in instrument shelf). From 14 October 1985 frame decommissioned and new PBD installed to operate new IMR. Gasworks sidings operated through local relay room; sidings out of use after Saturday 3rd April 1954 and siding pointwork and signalling decommissioned on Saturday night 28th July 1956. Frame still in situ but levers removed.	New cabin on north side of line immediately west of EB platform overlooking siding exit.	
	Rayners Lane IMR	MP	14 October 1985		V	IMR		24	New IMR behind WB platform controlled from new PBD in Rayners Lane cabin	On south side of line at west end of platforms (access off car park).	
Rickmansworth	Rickmansworth		1 September 1887	Closed 1889	S&F	C		??	The existence of this box (location uncertain) is inferred from Inspecting Officer's file of 9 March 1889 referring to provision of goods yard and new signal box.		
	Rickmansworth	K	9 March 1889 (inspection report)(frame extended 1925)	Closed after 5 December 1953	S&F, extension Westing house	C	9433 (ext)	33 (9 levers spare after 1910 relocking), 50 levers (3 spare) in 1933	Frame relocked 1910. Box located S end of down plat. Box extended at lh end circa 1924 and frame extended. Jackson states ORIGINAL box was 14 levers PLUS 11 spare, P86		
	Rickmansworth	JP	6 December 1953		N	C	??	47	Box still in use. Acquired control of Watford South Junction from 17 June 1955 via PBD mounted above frame. Acquired further control of Watford 28 September 1958; later had programme machines and supervision included a repeater machine on operating floor of cabin.	Box located at north end of NB platform.	
	Rickmansworth GF	JP	Believed 26 April 1929.	Abolished from 7 August 1960	Mech	GF		2	GF certainly in service 1934 and controlled exit from goods yard to SB line. Crossover abolished with GF.		
Rotherhithe	Rotherhithe		6 December 1869	On or around 31 March 1913	S&F	C		At least 6	Closed when ELL electrified and auto signalling installed.		

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Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Royal Oak area	Westbourne Bridge		Probably 13 June 1864 or thereabouts	Not relevant to H&C Railway traffic after 10 March 1877, but believe survived until 1909.	Mech S&F	C		24	Cannot be certain that there was not already a box in vicinity acting as block post for main line traffic; was certainly in position March 1867. Not relevant to H&C traffic following line diversion via Westbourne Park subway.	Signal box shown on maps immediately west of Westbourne Bridge at point where H&C Railway crosses GWR on level and positioned to be in control of that junction.	
	Lord Hills Bridge		Probably 13 June 1864 or thereabouts	October 1871	Mech	C		??	Was certainly in position March 1867. Appears to have served H&C tracks only and was probably located on south side of down line at base of cutting. Was replaced by Royal Oak station box.	Box located 570 yards west of Westbourne Bridge box (putting it about 200 yards west of Lord Hills Bridge itself).	
	Royal Oak station (H&CR)		On or shortly before 30 October 1871 when Royal Oak (first station) opened.	Closed 10 March 1877.	Mech	C		18	Box closed when H&C tracks diverted between Bishops Road and Westbourne Park via new subway and replacement station opened at Royal Oak north of old lines		
	Royal Oak station (H&CR), latterly Royal Oak West (GWR)		11 March 1879	Mar-04				Possibly 18	New box	Box on north side of junction between GWR and H&C tracks just west of Lord Hills Bridge.	
	Royal Oak East (GWR)		31 July 1896	Mar-04	Mech	C		11	New intermediate box between Bishops Road and Royal Oak, forming intermediate block post and controlling junction from up H&C to Up main by Westbourne bridge. Latter seems to be a new connection and SB seems to have been between Ranelagh and Westbourne bridges.	Situated between up and down H&C lines	
	Royal Oak		March 1904	Abolished 13 August 1933 (first day of new box)	Mech	C		33	Replaced when suburban frame at Paddington Arrivals opened. Structure remained for many years (located at west end of island, behind Way Out stairs.	Signal box located at west end of island, appearing to be at least partly underneath Lord Hills Bridge.	
	Royal Oak	X	8 February 1970	Abolished after 18 March 1978			PR			Three signals returned to danger in event of derailment detector being operated in Paddington WR goods yard.	
Royal Oak and Westbourne Park	TRX	24 May 1993				PR			Point proving of new handwork trailing crossover west of Royal Oak station originally to facilitate track replacement work but subsequently retained. Proving operates via starting signals at Royal Oak (WB) and Westbourne Park (EB)		
Ruislip area	Ruislip	U, MT	4 July 1904	Closed after 27 September 1975.	Mech	C		24 (3 spare) on opening and still in 1914	Mechanical in 1930. Lettered U when adapted to semi-auto working from 20 July 1930. Relettered MT 12 December 1948 when signalling in area updated. Box situated on south side of line east of down platform.		
	Ruislip Siding IMR	MU	28 September 1975		V	IMR		12	New IMR controlling newly electrified link to Ruislip depot. Remote controlled from PBD in Rayners Lane SB.		
Ruislip Gardens	Ruislip Gardens	CS	21 November 1948	Not normally manned, but out of use immediately prior to 18 January 1993.	N2	E(air)	Almost certainly part 215	22	Controlled from West Ruislip (Push-Pull section of Ruislip frame). Frame had full stroke levers configured as 2x11 levers in frame of 2 x 12 sections. Frame shows no sign of ever having had catch handles. Seems likely to be part of frame 215 (intended for Debden but not deployed). Residue of 215 probably to Grange Hill. Frame subsequently found home at Bekonscot model railway, Beaconsfield.		UN394
	Ruislip Gardens	RUG	18 January 1993			Relay Room			SER 'RUG'. Relay Interlocking commissioned for SOT 18-01-93 controlled by Push Button Panel in West Ruislip SB. Control transferred to Wood Lane 4-7-1999, panel relocated to site post centralised control. ATP introduced 19-6-1995.		

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
St James's Park	St James's Park	EG	24 December 1868	Frame decommissioned after 20 May 1957 when work began to install power frame.	Mech	E		??	Described as Electro-Mechanical in 1930. No evidence so far found that either box or frame replaced during this period. Levers unknown but DR Appendix indicates it was at least 11 levers. Received code EG during electrification.	1906 photo suggests SB was at west end of eastbound platform behind the ramp. However 1950s accident report and other documentation indicate that the box was located west of the crossover west of the station, adjacent to the westbound line. It would therefore seem box moved at some point (probably when auto signalling put in) and box in photo may be an older disused one.	STC 14/1956. Also Scale plan suggests cabin about 90 ft to west of station starting signal EG10 (later A806).
	St James's Park	EG	4 June 1957	Closed after 27 May 1967	B	E		11	Crossover converted to EP in 1957. New power frame in existing signal box. Crossover physically removed and signals unlettered from 29 October 1967.	See above	Accident Report of collision on 22 November 1962, and see above
<i>St Mary's - See under Whitechapel</i>											
<i>St Pancras Tunnel - See under Kings Cross</i>											
Seven Sisters	Seven Sisters IMR	VL	4 August 1968	29 August 2011	V	IMR		24	IMR opened just prior to Victoria Line opening. Programme Machine controlled, supervised from Cobourg Street. Replaced by Westrace interlocking (Code VSS) from 30 August 2011 as part of Victoria Line upgrade.	IMR located at north end of platforms 3 and 4	VL Handbook. Closure from TC 35/2011
Shadwell	Shadwell		7 April 1876	On or around 31 March 1913	S&F mech	C		???	Mechanical signal box provided by S&F from line opening. Signalling originally managed by LBSCR. Closed on electrification and auto signalling introduction		
Shepherds Bush (Central)	Shepherds Bush (CLR)		30 July 1900	Closed on or around 11 January 1914	Mech EOD	C	125	?? (at least 26)		SB was at east end of EB platform.	TN 30/1925
	Shepherds Bush CLR	F	On or around 11 Jan 1914 (inspection date)	Closed after 5 February 1938	B	C	125	11 (1p,??,11,2c)	New frame in existing signal box. Exact date into service not known, but could have been as early as December 1913. Crossover decommissioned when signal box closed.		
Shepherds Bush (H&CR)	Shepherds Bush (H&C) (Old station)		13 June 1864	Closed after 16th December 1922	Mech	C		7 (3 spare at time of auto signalling)	Box was at south end of up platform. Box remained when station closed in 1914. Box abolished when automatic signalling introduced.		
Shoreditch	Shoreditch	A	10 April 1876	After traffic on 19th May 1928	S&F	C		14	Mechanical signal box provided by S&F from line opening. Signalling originally managed by LBSCR. SB located at east end of down platform. Box originally controlled just signals, but pair of crossovers laid in at east end in January 1886. Frame relocked and levers renumbered in May 1913. After closure signals and remaining crossover controlled from new power frame in Whitechapel ELR box.		Frame size from John Talbot
	Shoreditch - See under Whitechapel for period 1928-1943 Shoreditch	B	8 September 1943	Finally closed on closure of branch after last train during evening of 9 June 2006.	N	E(air)	??	7 levers in 11-lever frame (active levers at LH end). There is in fact a 12th lever at RH end, but only 11 shafts	Prior to 1943 Whitechapel directly controlled Shoreditch. On commissioning of remote controlled box at Shoreditch the same lever numbers were used and code was also 'B'. TC supplement states 11-lever frame (but photo shows larger frame with at least 6 spare levers). Late photo shows 7 levers and 4 slots where lever arms removed. After simplification only 3-levers in operation (22/25/26). From 1959 control of frame transferred to Whitechapel DR box (as was Whitechapel ELL) though codes and signal numbers remained the same. On line reconstruction from 1998 frame remote-controlled from SCC at New Cross; prior to reconstruction of ELL (Shoreditch reopened 27 September 1998) control was still effected from Whitechapel ELL box. On commissioning, frame also controlled slots on Brick Lane Junction.		

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Signals Training School/Centre	South Kensington		1927	1939 (approx - school closed as premises required for war purposes)	B	Training		7 levers	Training centre installed in unused District deep level tunnels. School removed to new centre at Earls Court during WW2.		
	Earls Court Signal School		October 1954 (No 1) and 1981 (No 2)	December 1992	V	Training		12 + 24	First m/c dismantled and transferred to Acton TS around 1992. A SECOND machine was used for experimental purposes. This came partly from Barons Court and partly from Kings Cross CWL. Later transferred to Acton TS. School located in large hut on embankment behind westbound platform.		
			Unknown		1992	N	Training		11	Style N in metal case used for training and controlling training equipment.	
	Acton Signal School		November 1992		V	Training		12, with further m/c of 12	One machine ex Moorgate CW. School relocated 1999 with 2 frames 'V' and 'BE'. Assume one frame (at least) not reused from old school. Also 1x'B' and 1x'V' in SSL SE&CS 'Quality Hut' (Per TJC)		
					B	Training		11	Levers numbered 3,5,6,7,14, 116 S glns and 202-206 points		
Sloane Square	Sloane Square		24 Dec 1868	Closed on or around February 1906	Mech	C		???	Closed on electrification (introduction of auto signalling). Signalbox at east end of the westbound platform (a crossover was installed at some time prior to 1896 possibly requiring changes to locking and frame).		
Smithfield Market	Smithfield (Market)		On or around 1 May 1869 (date GWR goods to Smithfield commenced)	Closed 1909	Mech	C		???	Situated west of Smithfield Market in angle between branch to Farringdon St and branch to Holborn (Smithfield curve). Replaced by new box next to it.		
	Smithfield (Market) - sometimes Smithfield Junction	Possibly N	June 1909	Closed after 21 December 1918 - Alternative date given by Met of 26 May 1919.	Mech	C		24 (10 spare)	Situated west of Smithfield Market in angle between branch to Farringdon St and branch to Holborn (Smithfield curve). Replaced earlier box next to it. After closure control transferred to Aldersgate (Barbican) (Box unnecessary after SECR trains withdrawn). Canin code conjectured.		
	Smithfield Goods (GWR)		On or around 1 May 1869 (opening of depot to GWR)	Inknown: still there 1916	Mech	GF		???	Small box situated at extreme east end of depot, almost in ground of Aldersgate station. Box appears only to have controlled shunting and was almost certainly a ground frame in character.		
Snaresbrook	Snaresbrook	LG	LNER (GER) Origin	Box closed after 14 Dec 1947. GFs out of use from 3 February 1957	Mech	E		???	Box retained temporarily in conjunction with new GFs and continuation of lock & block working eastwards. LNER (GER) box located on up side of line about 170 yards south of the south end of Up platform. Site coded LG from 21 September 1947. It is possible box actually decommissioned a few days prior to new services beginning.		
	Snaresbrook GF	LG	21 September 1947	GFs disused from 28 June 1954, but not immediately abolished. Abolished and signalling renumbered as automatic from 2 February 1957.	GF	GF (2)		15 (main) + 4 (subsidiary)	Signals between Leytonstone and north end of Snaresbrook made automatic. All pointwork at Snaresbrook disconnected from existing cabin and controlled by two ground frames. A main GF controlled layout west of station and subsidiary GF the crossover east of station. Each initially unlocked from existing cabin.		
South Acton	South Acton	WQ	This box may have been built in 1899, but was marked 'not yet open' in 1903 and probably came into use when passenger services began 13 June 1905	Closed after 13 February 1932	Mech	C		15 (2 spare)	Box was certainly in use when passenger trains began, but may have been in use as intermediate box for MDR construction trains from 1899, though questionable intermediate box needed, and there is no evidence for it. Box described as Electro-Mechanical in 1930. South Acton branch became single line after WQ closed.		
	South Acton Junction		Probably 1899.	Junction out of service around 1914. Box appears to have survived as block post.	Mech	C			This was a N&SWJR box and was probably introduced to service around 1899 for construction traffic for MDR new facilities. Appears to have been in use 1903, and was presumably near Bollo Lane viaduct.		
South Harrow area	South Harrow	WV	28 June 1903	Closed after 14 September 1957	Mech. E.O.D Frame	C		30 (4 spare)	Thumb switch panel for siding points added from 26 April 1956. Box replaced by IMR next door.	Box located just south of south end of Up platform	Photos of station. Frame type from notes in John Talbot files.
	South Harrow IMR	WV	15 September 1957	Abolished after 16 July 1978	V	IMR		24	IMR controlled from PBD mounted on power frame in Rayners Lane box, together with siding thumb switches.		
	South Harrow IMR	WV	17 July 1978		V	IMR		24	Replacement IMR with larger frame and operated by programme machines supervised from Earls Court RR.		
	South Harrow Gasworks Sidings		9 October 1910 (date of inspection)		Mech	GF		16 (including 2 spaces)	GF (sometimes described as SB). GF replaced by control from Rayners Lane. Note it was practice to propel up goods trains from Rayners Lane on the 'up' line to minimise shunting required.	Located on up side of line between road bridge and siding entrance.	
	South Harrow Gasworks Sidings	P	17 November 1935	OOU after 3 April 1954 and abolished after 28 July 1956		RR			Relay Room near siding connection (comprising hut on 'down' side next to road bridge) and setting routes selected by push-pull lever in Rayners Lane cabin. Hut still there.		

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South Kensington	South Kensington (MDR)		3 July 1871	Replaced after 18 Jan 1906	Mech	C		???	Box located at east end of eastbound platform, and controlled new junction. West side of Peigham Place bridge. Subsequently replaced by power box near tunnel.		
	South Kensington (MDR)	EE	19 January 1906	Closed after 27 July 1957	B	C	56	23 (8p,11s,4c)	Elevated power box near tunnel mouth, between sidings and westbound line.		
	South Kensington (Met)		24 Dec 1868	Replaced 1871	Mech S&F	C		???	This box controlled station and junction with District west of station. After junction closed in 1871, it appears the box was moved to new position to facilitate operation of Met bay road.		
	South Kensington (Met)	L, OR	1871 - probably between April and August.	Closed after 17 June 1957	Mech S&F	C, E		20 (5 spare) in 1917 though also described 19 (15 wkg & 4 spare). Earlier pre 1912 frame 30 (24 wkg & 6 spare)	New frame in 1912. Electro-Mechanical in 1930. Relettered and some alterations 11 December 1949. Box infrequently used from 17 January 1909 when auto signalling introduced on Met roads.	Was situated at west end of inner rail platform.	ICE paper 21 March 1922. This suggests 24 lever plus 6 spare frame replaced by 15 lever plus 4 spare frame.
	South Kensington IMR	EC, EF	28 July 1957		V	IMR		24	Art first remotely controlled from Cromwell Road PBD and coded EC. Levers numbered 250 upwards. From 14 May 1967 controlled by Programme Machines supervised from Earls Court RR. Relettered EF but lever numbers remained as before		
South Woodford	South Woodford	LH	12 October 1947	Closed after 12 February 1972	N120	E	(204)	35 (2p,23s,7l)	Worked in conjunction with new 23 lever mechanical frame. Mechanical frame dispensed with from 8 January 1961 when relevant point control transferred to existing power frame (7 points in range 1-21 renumbered in range 33-49). Yard connections and signals etc decommissioned from 3 July 1967 and SB then became unused with running signals and king levers secured normal (and crossover 42 still in position but out of use). Signals unlettered on closure. Small part of frame (maybe 11 levers) still in position 1990.		
	South Woodford GF	LH	12 October 1947	Closed as far as can be identified from 13 July 1967 when connections removed.	GF	GF		6	Goods Yard closed after 22 Feb 64 but not actually decommissioned until 3 July 1967.		
Stanmore	Stanmore	Y	9 December 1932	Closed after 18 May 1938		Relay Room			Electrical interlocking controlled by CTC system from Wembley Park		
	Stanmore	MK	29 May 1938	Closed after 24 October 1986.	N	C	185	47 (12p,26s,3l,6c)	Replaced CTC apparatus. Outdoor equipment remained all-electric but points (and presumably trainstops) converted to ep operation during November 1964. On commissioning new IMR, signal box frame relocked to operate IMR on temporary basis.		
	Stanmore IMR	JL	15 April 1984	25 June 2011	V	IMR		36	New IMR controlled from existing frame in old cabin. From 25 October 1986 control transferred to Baker Street SCC. On closure of IMR control transferred to newly commissioned Seltrack system.		
Stepney Green	Stepney Green		23 June 1902	Abolished Feb 1907	Mech	C		22 (of which 2 spare)	Box abolished when auto signalling introduced		MT6/1142/1
Stockwell	Stockwell		18 December 1890	Abolished after 4 October 1924	Mech	C		24 (all wkg in 1892) same 1890	Situated N end of island. Frame by Buck (unique). Points thereafter temporarily handworked. May have been coded 'U' after auto signalling introduced.		
	Stockwell	U	1 December 1924 (service resumption)	Closed after 21 October 1961	B	E	144	15 (2p,8s,4l)	Box provided for crossover and siding when line reopened (may have been commissioned slightly before then). Box in chamber off station entrance passage near bottom of escalators. Closed when siding and crossover decommissioned. Unlettered from 1 April 1962.		
	Stockwell IMR	U	24 July 1976		V	IMR		12	New IMR in connection with new crossover. Frame ex Clapham Common.		
Stoke Mandeville	Stoke Mandeville		1 September 1892	Closed as block post in 1928 and for all purposes after 30 April 1966	S&F	C		25 Lever	Appears to have operated as block post until 1928; thereafter timetables suggest it was only opened for goods purposes. After closure, signals made automatic on up line, down line block extended to Wendover-Aylesbury South.		
Stonebridge Park	Stonebridge Park Depot control		26 March 1979		PBD	Depot tower			New control tower at new depot (after at least two postponements). All points power operated from control desk.		
Stratford	Stratford (Jub)	TW	14 May 1999 (First day of service)	28 December 2010	Westrac e	SER			New interlocking introduced with new line. Replaced by Seltrack system from 29 December (Local code STR) as part of Jubilee Line upgrade.		Seltrack date from UN 590/124. Codes from controllers diagrams
	Stratford Market Depot (Jub)	TY	14 May 1999 (First day of service)		Relay	SER			Operated from Depot Control Tower		
	Stratford Market Depot (Jub)		14 May 1999 (First day of service)	After 25 July 1999	PBD	Con Room			Temporary control room for Stratford-Canning Town section prior to commissioning of Neasden on 26 July. It came into use for training shortly before line opened.		
Studland Street (Ravenscourt Park Junction from 5 February 1911)	Studland Road Junction (LSWR box)		1 June 1877	Closed on or around 3 December 1911	Mech Stevens tappet 4 1/2 in	C		17	Out of use when line widened 1911. Box on S side of line east of junction (later controlled crossover in station). Although the road after which named was actually Studland Street (with some evidence that this was also briefly the box name) it has for some reason usually been called Studland Road. Box renamed altogether shortly before closure. SRS information suggests a replacement LSWR box built but never commissioned.		

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Sudbury Hill	Sudbury Hill		Box built by 1 April 1901	Not opened	Mech			17 (3 spare)	Box constructed and equipped, but opening of line delayed and Auto signalling introduced for opening. Box later demolished.	Box located adjacent to Up (eastbound) line a few yards west of station.	OS 1:2500 mao 1914
	Sudbury Hill GF	WW	9 July 1933	Abolished after 4 June 1966	Mech	GF		2	Operated emergency handsignalled crossover west of station.		
Sudbury Town	Sudbury Town		Box built by 1 April 1901	Not opened	Mech			17 (3 spare)	Box constructed and equipped, but opening of line delayed and Auto signalling introduced for opening. Box later demolished.	Box located west of station virtually at end of westbound line (down) line	OS 1:2500 mao 1914
Surrey Quays (Previously Surrey Docks and originally Deptford Road)	Deptford Road		7 December 1869	On or around 31 March 1913	Mech S&F	C		6 levers	Box situated adjacent to down (southbound) line about 50 yards north of platform. Box superseded by GF in similar position in 1913 when line electrified and auto signalling introduced. Maybe same frame as the frame is a full size SER frame.		See Talbot, UN 353 p138
	Surrey Docks GF (Deptford Road)	C, ER	On or around 31 March 1913	After 24 March 1995	Mech (SECR type)	GF		6 (2 in use at removal, 1 crossover 1 fp)	Alterations and relettering 1950. Signals disconnected from GF at same time; reversing trains henceforth required handsignalling. GF removed after line closed for reconstruction		
	Surrey Quays (was Surrey Docks)	ER	25 March 1998	Removed on line closure by LU 22 December 2007	Relay	Relay Room			New relay interlocking controlled from New Cross SCC		
Swiss Cottage	Swiss Cottage		13 April 1868	Closed after 13 November 1910	Mech	C		16 (8 wkg 8 spare in 1910)	Closed when auto signalling introduced.	Original box located at south end of up platform.	ICE paper 21 March 1922. See also 1868 accident report.
	Swiss Cottage IMR	ML	10 May 1964		V	IMR		12	New IMR on disused NB platform controlled by PBD in Finchley Road SB. Controlled emergency crossover. Control transferred from Finchley Road SB to Baker Street SCC from 18 January 1987. Last V machine.	Located on disused NB platform.	
Temple	Temple		30 May 1870	Closed 1905/6	Mech	C		???	SB position suspected at west end of station where there was certainly a crossover in 1896, not known on which side of line. Closed on electrification		
Theydon Bois	Theydon Bois GF	LV	LNER (GER) Signal box	Abolished after 24 Sept 1949	Mech	GF		???	Signal box located at west (south) end of station, immediately west of level crossing on up side (original box moved there from middle of up platform around 1934-35). LT Colour light signals introduced 3 July 1949 and SB initially retained, together with new 'main' GF.		
	Theydon Bois GF	LV	3 July 1949	Abolished on 22 August 1967.	Mech	GF		12	Goods yard and connections decommissioned 1967, but code LV not abolished until after 20 December 1969.		
Tooting Broadway	Tooting Broadway	W	13 September 1926	Closed after 29 August 1959	B	C	148	15 (3p,7s,4l)	Replaced by IMR	Cabin at south end of platforms, possibly in heading between platforms.	Notice W278 (1926)
	Tooting Broadway IMR	W	30 August 1959		V	IMR		12	New IMR located in heading. Initially controlled from PBD located in Morden signal box. From 29 July 1962 IMR operated by local programme machines supervised from Upper Regulating Room, Leicester Square. Control transferred to Cobourg Street RR from 14 December 1969.	Located in 'existing' heading between running roads south of station.	STC 27/1962; TC30/1962 P17(a); TC34/1959
	Tooting Broadway Panel	W	3 June 1962	Abolished 28 July 1962		C			Temporary key panel next to IMR for local operation whilst Programme Machines being installed. Previously controlled from Morden.		
Totteridge & Whetstone	Totteridge GF	NT	1 April 1940	Main GF abolished after 5 August 1964. Other GF (controlling surviving crossover) closed after 24 March 2012	GF. Westinghouse style E2	GF (2)	11073	14+2	GF replaced GNR signal box apparently prior to 1 April 1940. Subsidiary the 2-lever GF retained to operate electrified crossover south of station. Surviving frame is Westinghouse Frame Style E2, 1924 pattern. 5-inch centres.	Located on up side south of station near trailing end of crossover.	UN605 (closure)
Tottenham Court Road	Tottenham Court Road (CLR)		30 July 1900	Closed 1913	EOD	C			Evans O'Donnell frame. Cabin superseded by automatic signalling		
Tower Hill area	Tower (of London)		25 September 1882	Still open 1903	Mech	C		???	Situated at site of 'Tower' station between Mark Lane and Minories. SB retained as intermediate block post. Exact position unknown.		
	Tower Hill (Mark Lane)		10 October 1884	Electrification in 1905/6	Mech	C		???	Exact position of SB unknown		
	Tower Hill IMR	EJ	10 December 1967		V	IMR		12	New IMR controlled by programme machines supervised from Earls Court RR.		
Triangle Sidings - See Cromwell Road Area											

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Turnham Green Area	Turnham Green (LSWR)		1st January 1869	31 May 1879	Mech. Saxby	C		??	Box opened as block post at station on Kensington & Richmond Railway		
	Turnham Green Junction (LSWR)		1st June 1879	Closed on or abouts 2 Feb 1911	Mech	C		??	May have been SB there before. Some evidence a larger box was provided around 1904 immediately east of original site. Box closed at this location to allow stage works for track widening. Box or frame may have been simply relocated as below.	Prior to widening, cabin on north side of line west of station opposite junction (about 33yds west of platform).	
	Turnham Green Junction (Fisher's Lane)(LSWR)		5 February 1911	2 December 1911	Mech	C		??	New box (or old one relocated) serving temporary junction and incline to District during stage works.	Box installed at temporary junction near Fishers Lane bridge on Richmond branch line. The junction was 398 yads west of Turnham Green station and new crossover 296 yds west of Turnham Green.	
	Turnham Green	WK	3 December 1911	SR Mech frame abolished from 6 June 1931 and EP Frame abolished after 30 October 1931	B	C		23 (inc 9 spaces)	Mechanical frame controlled SR signals, and points connecting SR and MDR at east end. In same box was a UER EP frame. Each company worked its own frame. MDR signal department took over maintenance of mechanical frame from 2 June 1931 but controls transferred entirely to existing power frame from 7 June (it had plenty of spare spaces).	Signal box at west end of southern island on W side of road bridge.	
	Turnham Green	WK	1 November 1931	Closed after 4 October 1963		C		51 lever?	This appears to have been a new locking frame in the old cabin. Control passed to new IMR when cabin finally closed.	See above entry	
	Turnham Green IMR	WK	5 October 1963			V	IMR	24	New IMR with Richmond Junctions controlled by Programme Machines and supervised from Earls Court Regulating Room	IMR located adjacent to eastbound Piccadilly Line (on south side) on Turnham Green side of former LSWR connections.	
Upminster area	Upminster	FM	1 December 1958		PBD	C			New SB at east end of station (north side) in same building as east IMR. Controlled Hornchurch IMR from 13 November 1960.		
	Upminster IMR (2)	FM	1 December 1958		V	IMR (2)		24 in each of E and W IMRs		East IMR in signal box, the West IMR beyond west end of island.	
	Upminster Depot Control		27 November 1958		PBD	Depot Tower				Control Tower located in depot	
Uxbridge	Uxbridge	W	4 July 1904	Closed after 3 December 1938	Mech	C		35 levers (8 spare)	Relocked and signals altered from 29 July 1916. Still mechanical in 1930. Adapted for semi-auto working from 20 July 1930 (when first lettered W). Closed when new station opened in 1938.	SB immediately beyond London end of the main platform.	Photographs of box, OS mapping and signalling plans
	Uxbridge	MW	4 December 1938	Closed after 3 May 1987	N	C	180	59 (16p,35s,8c)	New signal box opened with extension to new station.	Box located a little to north of station in cutting wall on NB side	
	Uxbridge IMR	MW	4 May 1987		V	IMR		48	New IMR controlled by new PBD in Rayners Lane SB.	Box located in siding area at west end.	
Verney Junction area	Verney Junction (A&BR)		23 September 1868					???	Signals appear to have been provided along the line but no A&BR signalbox is shown on contemporary OS mapping during the railway's independent life. It is assumed		
	Verney Station (Met)		Late 1896 (inspection report for upgraded line dated 6 January 1897)	Unknown, though goods traffic ceased 6 September 1947 and box probably not needed after that.	S&F	C		32 (11 spare in 1930)	Built as part of doubling of line under Met control. After 'closure' as a signal box the structure appears to have remained intact until the 1950s and may have served some purpose for yard shunting. By this time it was in the hands of BR(LMR). However a drawing of July 1941 suggests that at some point after the joint line had been singled (in 1936) such signalling as was needed was transferred to the LMSR signal box (of 40 levers). The old M&GC box was either converted to GF status (or a new GF provided) to operate west end connections to yard (released by lever 30 in main box), and another GF provided to control east end connections (latter released by key on train staff). Both GFs the responsibility of the LNER.	Box located on 'down' side of line about 50yds east of the connection into the platform (east of level crossing).	
	Verney Yard (Met)		After 1899 but before 1906	May not have had a long life, poss closed 1906 though retained on site.	Mech	C		???	Reference seen in 1906 (and on 1923 OS) but not on Met official publications. There is evidence it was replaced by a local sidings frame released by Annetts key (possibility this was always the arrangement). A 1936 photo shows GF still very much in evidence in hut structure (like small SB) and named, though probably of GF status. Quite likely to have been old box but simply downgraded. 1941 plan shows key operated GF on 'up' side of line near connecting points.	Box located on 'down' side of line at connection with east end of yard (on the southward sweeping curve).	
Victoria	Victoria (Dist)		24 December 1868	Closed 1905/6 on electrification	Mech	C					
	Victoria (Vic Line) IMR	VF	3 February 1969	5 March 2012	V	IMR		24	New IMR opened when line commissioned. Controlled by programme machines supervised from Cobourg Street.	IMR located south of station in cross heading between running tunnels at throat of crossover.	VL Handbook



Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Waddesden Area	Waddesden Road (O&AT), originally Waddesden		1 December 1899 (start of Met operations)	Closed 30 November 1935					Line operated on 'one engine in steam basis' and as far as can be determined pointwork at station was controlled by local point switches with no interlocking. Stations were on signalbox telephone/telegraph circuits and operated such train control as was necessary. In reality earlier operation might have been similar, but stations had been so informal that any conception of formal train control is unrealistic.		
	Waddesden (M&GC) originally Waddesden Manor		1 January 1897	Closed after 5 July 1936	Mech S&F	C		???	Appears to have been built and opened with station with no block post there before. Timetables indicate box closed with station.	SB located on 'UP' side of line about 50 yards north of Up platform.	
<i>Walham Green - See Fulham Broadway</i>											
Walthamstow Central	Walthamstow Central IMR	VP	4 August 1968	30 May 2011	V	IMR		12	IMR opened just prior to Victoria Line opening. Programme Machine controlled, supervised from Cobourg Street. Replaced by Westrace Interlocking (Code VWC) from 31 May 2011 as part of Victoria Line Upgrade.	IMR located at south end of platforms	VL Handbook
Wapping	Wapping		7 December 1869	On or around 31 March 1913	S&F	C		???	S&F mechanical frame supplied on behalf of LBSCR. Closed when line electrified and auto signalling installed to Met standards. New crossover 2 March 1874. Exact position of SB not known to author		
Warren Street	Warren Street (Victoria) IMR	VG	4 November 1968	6 February 2012	V	IMR		12	IMR opened just prior to Victoria Line stage II opening. Remote controlled from Cobourg Street. Auto reversing available.	IMR located at north end of station between VL platforms	VL Handbook
<i>Warwick Road Junction - See Earls Court</i>											
Waterloo area (incl Waterloo to Elephant & Castle)	Waterloo (Bloo)	BR/ BS	12 August 1991		V	IMR		36 (BR 19, BS 16)	New IMR controlling layout at Lambeth North and Elephant & Castle and supervised by Baker Street SCC. Control of Lambeth North exercised between 12 August and 8 September from temporary panel at Elephant & Castle; control of Elephant & Castle assumed from 9 September 1991. Interlockings controlled by local site computer.		
	Waterloo (Jub)	TH	24 September 1999 (First day of service)	28 December 2010	Westrace	SER			New interlocking introduced with new line. Replaced by Settrack system from 29 December as part of Jubilee Line upgrade. local code WAT.		Settrack from UN590/124. Codes from controller diagrams.
Watford	Watford	A, M, JL	2 November 1925	Closed after 27 Sept 1958	Mech WHouse	C	9436	43 (1 spare on opening, 8 spare 1933)	Relettered from A to M prior to 1933 and from M to JL from 27 November 1948.	Box on down side of line a little to north of platforms.	
	Watford IMR	JP	28 September 1958		V	IMR		36	New IMR replaces SB and is located south of island. Control locally by Programme Machines and remotely from Rickmansworth. Shafts numbered 101 up. Site computer controlled for period after 1974 (computer went to Heathrow).	IMR located between running lines to the south of the platforms.	
Watford Junction (Met) area	Watford Road (1)		23 Sep 1896	Closed on or around 12 December 1902	Mech	C		???	This was apparently the old Rickmansworth Yard box relocated. Box relocated in 1902 half a mile to the north.	Precise location of box uncertain but probably near cluster of signals shown on OS mapping immediately south of LNWR Rickmansworth branch line, and on 'down' side of line.	
	Watford Road (2)		12 December 1902 (date of inspection)	Closed early 1925	Mech	C		15 (of which 1 spare in 1902 and 4 in 1916)	Box stated to have been 'relocated half a mile to north' but must have been fitted with larger frame. Later replaced by Watford Junction.	Box located on East (up) side just north of canal bridge, next to trailing connection with sidings.	
	Watford Junction (initially Watford Road Junction)	C	Early 1925	Closed after 24 September 1955	Mech Whouse	C	9435	28 (3 spare 1933)	South junction controlled Mechanically. North and East junctions worked electrically from same frame. Box was commissioned somewhat in advance of opening of Watford branch as part of Harrow-Rickmansworth electrification.	Box located at Watford South Junction in angle between branches;	
	Watford (South) Junction IMR	JP	25 September 1955	Closed after 16 June 1962	V	IMR		24	Controlled from new push button panel at Rickmansworth Signal box. Shafts numbered in continuation of Rickmansworth frame. Frame located in what is now power room for new IMR (below)	IMR located near old box in angle between branches	
	Watford (South) Junction IMR	JJ	17 June 1962		V1	IMR		24	New IMR, controlled from push button panel at Rickmansworth Signal box. Most lever numbers similar. New IMR required by 4-tracking.	IMR located near old box in angle between branches	
Wellington Sidings - See Highgate Area (Sidings and controlling signals out of use during 4 June 1964)											

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Wembley Park area	Wembley Park	G	12 May 1894	Closed Jan 1914	Mech	C		70 [57 wkg 13 spare]	Box appears to have been installed when station opened	SB located south of island platform south of road bridge	See ICE paper 21 March 1922
	Wembley Park	G	4 January 1914 (Date of inspection)	After 2 January 1932	Electro - Mech	C		56 (51 wkg and 5 spare 1914, though inspection report refers to 7 spare). 62 (58 in use) Sept 1924.	Running signals semi-auto ep. Frame appears to have been enlarged in 1922 when additional tracks put in for Wembley traffic. This box interesting as could be switched in as intermediate box on GC lines when these had to be blocked for goods yard access; the GC signal levers were at one end of frame.	SB located north end of island platform.	See ICE paper 21 March 1922. Railway Engineer May 1914.
	Wembley Park (Tower siding) GF/SB		14 October 1893	GF Superseded 22 April 1914.	Mech	GF		Was 11 working levers and 2 spares at about time of abolition.	Operated siding connection to goods yard on west side of GCR -GF released by Annets Key from main SB (query that this appears to be before suggested opening date). This connection worked from new SB from 1914 shortly after its opening.		See ICE paper 21 March 1922. MT6/2381/1. See email from Brian Hardy referencing Met TN113 Para 25 (28/2/14).
	Wembley Park	G, MG	3 January 1932	Superseded by new arrangements in 1954	L	C	E50	95 (30p,45s,14l,5c)	CTC Panel for operating Stanmore interlocking operational from 9 December 1932. Relettered MG from 6 June 1937.	Box located north of station, north of the island platform (later platforms 2 and 3).	
	Wembley Park (temporary)	MG	27 June 1954	Closed after 26 September 1954	??	C	??	59	In temporary signal box south of existing box	Towards north end of platform 2/3	
	Wembley Park	MG	26 September 1954 (in part of 1932 cabin)	Closed after 11 April 1987	PBD	C			New desk in space vacated by shortened frame in old signal box. On closure, desk removed to Farringdon to supplement arrangements there.	At south end of 1932 box.	
	Wembley Park IMR	MG	26 September 1954 (though modified 1932 installation)	Closed after 28 October 1984	L	IMR	E50	59	Was 95 lever cabin frame, shortened in 1954 and converted to air working from new PBD. New arrangements commissioned as IMR from 26 September 1954	At north end of 1932 box.	
	Wembley Park IMR	JG/MG	29 October 1984		V	IMR		60	New IMR remotely controlled from existing PBD in old cabin. From 12 April 1987 control transferred from Wembley Park SB (closed) to Baker Street SCC.	New IMR at north end of station by the SB fast line.	
Stanmore Junction crossover	G	Not in situ at opening of Stanmore branch but apparently there by end of 1933.	Abolished from 20 August 1939	E	Local control plus Annets Key	E		Emergency crossover located near north end of curve north of Stanmore Junction. Crossing controlled locally and locked by Annets key normally in Wembley Park frame. Removal of key set down signals at danger but up signals had to have fuse removed while crossing in use.			
Wendover	Wendover		1 September 1892	Abolished 1st July 1984	Mech S&F	C		30	Very few (6) levers still operational at close. Box standard Met design based of Saxby & Farmer Type 5,J85	On down side of line 300yds north of station.	
Westbourne Bridge - See Royal Oak											
Westbourne Park	Green Lane Junction, also known as Hammersmith Junction		13 June 1864	1871				16			
	Westbourne Park		Not ascertained, but likely to have been 1871 when new tracks to Bishops Road introduced on south side of GWR main line.	Early 1892					Not established whether there was a block post there prior to either station opening, or whether it arrived with first station in 1866 (conceivably with 1871 station). 1867-72 OS 1:1250 shows this box (at east end) with new flat junction at west end.	Box at east end of station, just east of bridge.	
	Westbourne Park	D, OS	Likely shortly before 7 March 1892 (date of inspection report)	Closed after 13 March 1970	Mech S&F	E		16 (6 spare in 1917, but two of these spare levers just used for additional signals. 4 spare in 1922)	Relettered and certain modernisation 1950. Unlettered when box removed after 6 March 1971. Box seems to have been moved from east end when trailing crossover required interlocking (it had been installed sometime between 1872 and 1892 with no locking) and this seems to have required moving box as crossover was at west end.	Box on north side of line a short distance west of station, immediately west of GWR connection to Crimea sidings (in angle).	
West Brompton	West Brompton		Structure from 12 April 1869, but likely not commissioned till 1 August 1870.	1906 or thereabouts	Mech	C		???	Cabin opened at some point between 1869 and extension to Putney, probably when through trains to Blackfriars replaced single track shuttle, requiring crossover at north end to be provided. Replaced on electrification (and auto signalling) by crossover in centre of station.		
	West Brompton GF	WE	1905 or thereabouts (most likely date 26 November).	Abolished after 20 April 1941	Mech	Handworked			Centre crossover appears to have been controlled on site requiring Pway attendance and without signalling protection, requiring special rules to prevent approach of trains. After removal, replaced by new one west of station. It appears that at some point the West Brompton Home signals had prefix S replaced by "WE" (this was certainly the case by 1931), though this does not appear to have been the case initially (nor as late as 1921).		
	West Brompton GF	WE	21 April 1941	Abolished after 28 August 1971	Mech	GF		2	New GF operating new emergency crossover west of station. Moves handsignalled. Four fringe automatic signals prefixed "WE", and illuminated 'A' signs provided. GF finally abolished with crossover.		
West Ham	West Ham (Jub)	TU	14 May 1999	28 December 2010	Westrac e	SER			New interlocking introduced with new line. Initially controlled from Stratford Market and later from Neasden. Replaced by Seltrack system from 29 December (Local codes WEH/STM) as part of Jubilee Line upgrade.		Seltrack date from UNS90/124. Codes from controller's diagrams

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
West Hampstead area	West Hampstead		30 June 1879 (provided) but may not have come into use till 14 November or thereabouts when second track came into use.	Closed after 12th June 1897	Mech	C		???	Box closed when down platform removed and tracks rearranged either side of old up platform.	Box location appears to be at up end of up platform. 1895 map confusingly shows another SB opposite at end down platform.	OS Mapping 1:2500 1895
	West Hampstead	D	13 June 1897	Closed Sept 1914	Mech	C/E		36 (28 wkg and 6 spare around 1911)	Frame shortened in 1911 to 24 levers (with 6 spare) and box lettered. Box became redundant 1914 when connections to yard removed.	Box located at south end of station, between tracks just south of platform (and very close to but north of footbridge).	Opening date from Jackson MR. See also ICE paper 21 March 1922.
	West Hampstead	D	22 September 1914 (Inspection date)	Closed after 11 September 1937	Mech	E		8	Siding and associated signals taken out of use at same time in 1937.	SB situated at north end between tracks leading to siding (also seen referred to as GF).	MT6/2381/1
	West Hampstead Junction	?	December 1913	May 1915	Electro - Mech	C		6	May have been coded but if so code not known.	Temporary SB with electro-mech frame at temporary junction with new fast lines to Finchley Road just east of NLR bridge. Box just south of line.	MT6/2381/1 (Met drawing SD471)
West Kensington area	North End (station), later West Kensington		9 September 1874 (date District extended)	Closed after 30 May 1908	Mech	C		???	Sykes operation - SB located at east end of WB platform. Superseded by West Kensington East box when power signalling introduced		
	West Kensington (Midland) Junction		25 March 1878 (date yard opened)	Closed after 30 May 1908	Mech	C		???	Sykes - SB located west of connection to the Midland Goods depot (west of West Kensington station) and located on WB (down) side of line. Superseded by West Kensington West (already open).		
	West Kensington West	WC	28 October 1906	Closed after 14 April 1962	B	C, E	56	39 (9p,21s,6l,3c)	Remotely controlled from West Kensington East (except for emergencies and special working) from 1 July 1934 thence normally unmanned. Control of area passed to 2 new IMRs (Barons Court and West Kensington West)		
	West Kensington West IMR	WC	15 April 1962		V	IMR		24	<b>New IMR taking part control from West Kensington West SB. Controlled from Earls Court Regulating Room. Few normally-used movements. Some signals at east end of West Ken subsequently controlled from this frame, reducing slotting</b>		
	Hammersmith Junction		On or around 9 September 1874	30 May 1908	Mech	C		???	Box located on Lillie Bridge Works bridge directly above the new Hammersmith branch immediately west of the new junction (Hammersmith Junction) with the older line to Addison Road. Over time, this junction became known as West Kensington East Junction.		
	West Kensington East	WB	31 May 1908	Closed after 2 October 1948	B	C	54	39 (11p,19s,9c)	Located by entrance to Lillie Bridge on wall overlooking Addison Road line. Superseded Hammersmith Junction and West Kensington boxes. Replaced by new box 1948. Assumed remote control of West Kensington West from 1 July 1934. Photo shows levers 8-17 converted to push-pull		
	West Kensington East	WB	3 October 1948	Closed as cabin after 9 May 1970, but retained as IMR.		N	C / IMR		35	<b>Replaced older box next door. Retained control of West Kensington West by means of push-pull route levers, until facility withdrawn after 14 April 1962. Cabin became IMR (still coded WB) from 10 May 1970, with local programme machines controlling movements to and from Lillie Bridge depot, and the Olympia Junction operated automatically on First Come First Served basis (ie Routes to and from Olympia Line normally automatically set). IMR supervised from Earls Court RR.</b>	
Westminster	Westminster (Dist) [orig Westminster Bridge]		24 Dec 1868	Closed upon electrification 1905/6	Mech	C		???	1893 plan shows SB and crossover at east end of station (SB on WB platform). However, when opened think crossover and SB must have been at west end as there is evidence of a concrete wall at east end.	SB on westbound platform in 1893 at east end (next to crossover)	1893 plan apparently from W R sykes document.

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
West Ruislip	West Ruislip	CS	21 November 1948	Closed 4 July 1999, though frame out of use from 24 August 1991	N	C	199 (confirmed)	59 (44fs[11p,15s?], 15r)	Also controlled Ruislip Gardens via 15 route levers. Was to have been 59 (14p,30s,14j) as ordered in 1938. As installed had 44 full stroke levers (1-44) and 15 push pull levers (45-74) controlling Ruislip Gardens (believe on Deterflex principle). Last push pull lever actually spare. New PBD introduced from 1 May 1960 controlling Northolt IMR. In 1960 acquired control of Northolt via 12 position PBD. Following abolition of old frame there was no service between Ruislip Gardens and West Ruislip for many weeks.	Cabin located on south side of line in accommodation block near the east end of the platforms.	STC 46/1948
	West Ruislip	WER	9 December 1991	after 14 November 1998	Relay interlocking	SER			SER WER: Relay interlocking commissioned FOR start of traffic 9 December 1991 controlled by Push Button Panel in old SB (postponed from 29 September). Further panels also controlled Ruislip Gardens and Northolt.	SER located adjacent to old signal cabin.	TC Supplement No 5 1991
	West Ruislip	WER	15 November 1998		West- trace inter- locking	SER			Layout converted to Westtrace Interlocking, still under local control in old SB. Control passed to Wood Lane 4 July 1999. WER Panel resited to DMT office, RUG panel to RUG Stn Supervisor and NOR panel to NOR station supervisor post-centralised control, dates TBC.	SER appears to be in or adjacent to former signal box structure	TC Supplement No 3 1998
Weston Street (Now Weston Rise)	Weston Street		11 May 1907	Closed after 20 August 1921.	Mech S&F	C		8	Closed when auto signalling introduced. Believe frame remained in place after closure and was subsequently installed at Angel.		
White City area and connection to E&SB line	White City	CG	3 July 1948	Closed after 10 February 2000	N	C	205	47 (10p,26s,9l)	Includes remote control of North Acton Junction via 2 push-pull levers (that junction was at first controlled from Wood Lane). N.Acton route levers decommissioned after 7 April 1973 and replaced by PBD from 8 April controlling all N.Acton routes. From 2 December 1996 control of area transferred to new CBI operated by temporary PBD in SB.		
	White City	WHC	2 December 1996			CBI			New CBI (Westtrace) temporarily operated from PBD in existing SB. Control transferred to Wood Lane SCC from 3 August 1999.		
	White City Sidings	WCS	15 January 2007			CBI			Westtrace CBI interlocking introduced when new sidings commissioned. Controlled from Wood Lane CC. There were lots of issues on commissioning which wasn't finally resolved until 19 March.		
	Wood Lane Junction	J	3 August 1920 (start of CLR service to Ealing)	Closed after 18 June 1938	Mech and Slide	C	Slide 1	2 mech and 8 slides (1 spare)	New signalbox required in use from this date but may have been commissioned a little earlier. Connections between former E&SB and GWR line removed.		

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Whitechapel	Whitechapel West		6 October 1884	Closed after 23 February 1907.	Mech	C		On opening of W&B was new frame 61 (of which 17 spare)	Signalbox appears to have been on north side of line immediately west of Thomas Street bridge and built into north wall of cutting, occupying under-street vaults. Still in use 1903. Spare levers quoted at reinspection date.	At west end of station partly in cutting wall (north side) just west of Court St bridge)	MT6/1142/1
	Whitechapel East		2 June 1902	Closed after 23 February 1907.	Mech	C		49 (of which 4 spare)	New W&B box, located at east end of station in vicinity of ELR bridge (precise location not yet determined).		MT6/1142/1
	Whitechapel	EN	24 February 1907	Superseded 1951	B	C	85	51 (14p,29s,8c)	Replaces Whitechapel E and W boxes. New box immediately west of old west box and also built into north wall and vaults, though with some structure at the front.		
	Whitechapel	EN	18 November 1951		N	C	198	47	<b>New frame 1951, but understood to be part of frame 198 intended for Edgware. The new frame was commissioned in a temporary position at back of box and moved into final position (where old frame had been) ready for service on 25 November. PB unit added 1959 with 11 PBs for Whitechapel ELL and Shoreditch. ELL closed 22 December 1997 and ELL functions and controls for St Mary's curve removed.</b>	<b>Track layout simplified 2011/12</b>	
	Whitechapel junction (ELL)		3 March 1884 (date service began to St Mary's)	Last train 2 December 1906	Mech	C		???	SB located at junction between ELR and branch to St Mary's on east side of line opposite crossing diamond, in middle of open air ventilator area. Through trains from Met/Dist ceased serving ELR on electrification of former, and presumably junction box then closed. On resumption of services in March 1913, replaced by new box at Whitechapel station		
	Whitechapel station (ELL)		10 April 1876	On or around 31 March 1913	Mech S&F	C		???	Box located at extreme north end of down (southbound) platform. Replaced by new box at Whitechapel station. Original SB built by S&F on instruction from LBSCR		
	Whitechapel (ELL)	B	On or around 31 March 1913	Abolished after 17 Oct 1959	Mech	C		21 (in 1929 Nos 20 & 21 spare)	New mechanical signal box located at south end of down (southbound) platform. Locking rearranged from 4 May 1936 in connection with new crossovers. On closure control transferred to Whitechapel (District) box. May have been original SB		
	Whitechapel (ELL)	B	20 May 1928	Closed after 17 Oct 1959	K	C	E36	7 (1p,5s,1c)	From 20 May 1928 existing signalbox also controlled Shoreditch directly by new small Style K power frame of 7 levers (numbered 22-28 and just controlling Shoreditch) located in existing ELL signal box. Originally it had been intended for Shoreditch to be controlled by new lever slides above existing frame (the Met liked these) but in the end a new frame was deployed.		See Talbot - UN 353, p137
	Whitechapel ELL IMR	B	17 October 1959	Line closed 22 December 2006	V	IMR		24	Prior to rebuilding of ELL in March 1995 (reopened 25 March 1998) IMR was controlled from Whitechapel District box. Arrangement then was a Push button panel with 11 PBs (which control Whitechapel and Shoreditch). IMR located N end of SB platform, ELL. After 1998 reopening, IMR controlled by SCC at New Cross. Equipment removed after line relinquished by LUL.		
St Mary's		3 March 1884	Closed on electrification 24 February 1907	Mech	C		??	Superseded by new EP box at Whitechapel in 1907			
Willesden Green	Willesden Green (Station or North)		24 Nov 1879 [enlarged January 1906]	Closed 1911	Mech	C		Original size unknown. New frame in 1906 was 45 levers (including 5 spare in 1906 but 16 spare in 1910)	Signal box considerably enlarged at end of 1905 (at north end) and new and larger frame installed.	SB on west (south, or 'down') side of line just north of down platform.	ICE Paper 21 March 1922. Shown in 1919 Met film. See MT6/1443/1
	Willesden Green (Junction or South)		4 January 1906 (date junction and bay in use); date of inspection 10 Jan.	Closed 1911	Mech	C		45 levers (including 6 spare + 6 spaces)	In 1911 or thereabouts still 45 levers with 31 working and 14 spare.	SB on east (north, or 'up') side of line just south of junction between main line and bay.	ICE Paper 21 March 1922
	Willesden Green	F*, E	February 1911	Closed after 10 Sept 1938	Mech	C		40 [37 wkg 3 spare orig, 1 spare 1933]	SB south of station (south of road bridge) between up line and bay road. Appears to have replaced station and junction boxes. There was 8 spare levers when frame tested in 1910. Presumably work not quite complete. Plans suggest cabin code F used at start (or at least planned) but soon changed to 'E'. No 15 lever King.	1910 Met film shows box in angle, south of island plat and bridge.	ICE paper 21 March 1922.
	Willesden Green	ME, JE	11 September 1938	Closed after 31 January 1987	N	C	181	59 (12p,38s,5c)	On commissioning new IMR a number of levers in existing frame altered to operate new IMR. Some existing levers (ME) remained until close of traffic 27 October 1985 to operate crossover near Dollis Hill. When this was removed, signal box redesignated 'JE'.		
	Willesden Green IMR	JE	30 September 1984	28 December 2010	V	IMR		12	New IMR controlled from existing frame in old SB. From 1 February 1987 control transferred from Willesden Green SB (closed) to Baker Street SCC. Replaced from 29 December by Seltrack system as part of Jubilee Line upgrade - Local site code WIG	IMR on east (SB) side of line a little north of Met Line SB platform.	Location from vist, plans and photos. UN590/124 for introduction of Seltrack system.

Current Location	Interlocking name when opened	Cabin Code where applicable	Box Opened or date of frame	Closed	Frame Type	Status	Frame number	Levers on opening	Notes	Box or interlocking location	Source
Winslow Road	Winslow Road		Probably opened when line rebuilt in 1897.	Closed as block post on or around 26 April 1929 but retained in effect as GF when required for shunting. Abolished after 28 January 1939	Mech	C		???	SB located on 'down' side of line between north end of platform and level crossing. Signalling arrangements under former A&B regime not known, but seems unlikely block posts were required on single track line with only three trains a day each way. OS map 1979 shows no signalling but there appears to have been a crossing keeper's hut and a siding, presumably locally worked. After closure as block post photos suggest signals either side of crossing retained to control crossing.		MT29/85
	Winslow Road		Late August 1911	Not known when GF eliminated, and may have been removed before SB abolished.	Mech	GF		1	GF operates new siding and is released by Annetts ket which keeps up signals at danger. Needed because frame in SB full. Siding made trailing connection with up line south of station and GF located nearby.		
Woodford area	Woodford	LJ	2 November 1947	Closed after 19 March 2000.	N	C	203	59 (15p,24s,8l)			
	Woodford	WOO	26 August 1997			CBI			New CBI temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC on 28 February 2000		
	Woodford Junction		LNER (GER) signalbox	Closed after 8 August 1948	Mech	C					
	Woodford Junction GF	(LJ)	8 August 1948	Abolished after 23 July 1966	Mech	GF		4	GF controlled crossover for handsignalled moves. GF released from Woodford signal box. Crossover decommissioned when GF abolished.		
Wood Green	Wood Green	G	6 September 1932	Abolished after 14 October 1978	N	C (IMR)	172	15 (2p,10s,2l)	Box arranged for remote control by train description. From 26 March 1957 box normally remote controlled by PBD from Arnos Grove. Reclassified IMR from 4 July 1969 after erection of partition.		
	Wood Green temporary Relay Room	G	15 October 1978	Closed after 4 October 1980	V?	RR			Temporary relay room on EB platform.		
	Wood Green IMR	PG	5 October 1980		V	IMR		12	Located in former SB. Remote controlled from Arnos Grove. Control operated by local site computers with supervision from Earls Court RR from 2 August 1982.		
Wood Lane (Cen) area	Wood Lane [depot] (CLR)		30 July 1900						On west side of line at north end of shunting neck and inlet track.		
	Wood Lane	G	14 May 1908 (date loop came into passenger use)	Closed after 12 June 1920	Mech	C		30 (9 spare at opening and 12 spare 1914)	Replaced by new SB. This box at north end of eastern (inner) platform next to depot inlet points.		
	Wood Lane	G	13 June 1920	Closed after 27 November 1948		C		31 (7p,14s,10c)	New power frame brought fully into use from 22 July 1920 in connection with Ealing extension. Appears to have been reuse of existing signal box.		
	Wood Lane depot		6 January 1917	Closure unknown but likely to have survived until loop decommissioned after WW2.	Mech	C		1 (believed)	Two signals each side of Caxton Road Gate level crossing worked by lever outside depot gatekeepers hut to protect roadway.		
<i>Wood Lane Junction - see White City area</i>											
Woodside Park	Woodside Park GF	NS	1 April 1940	Abolished during day on 9 July 1964	GF	GF (2)		13+4	GFs replaced old GNR signal box with Dutton frame of 20 levers opened in 1906, apparently prior to 1 April 1940. Subsidiary 4-lever GF intended for use for reversing electric trains in emergency via crossover south of station.		
York Road	York Road	E	15 December 1906	Closed after 25 April 1964	B	C, E	69	11 (1p, 7s,3c)	King lever fitted 16 Jan 1922. On closure frame and crossover taken out of use and running signals renumbered as autos.		

Floodgate Signals - these not listed in table above because some locations have other interlocking arrangements there. Signals have following prefixes with illuminated 'A' signs beneath.

FBX	Bakerloo Line	Embankment and Waterloo
FCX	Central Line	Liverpool Street and Tottenham Court Road (until 1990s resignalling)
FDX	District Line	Embankment
FEX	East London Line	Rotherhithe (until East London Line closure)
FNX	Northern Line	Kennington, Waterloo, Embankment, Tottenham Court Road, London Bridge, Moorgate
FPX	Piccadilly Line	Green Park and Russell Square
FX	Victoria Line	Green Park

These codes were first deployed in 1940 with additional sites added in 1957. Although none of the above gates are serviceable the interlocking is still maintained and signals are still so lettered.

It will be noted that FBX, FCX, and FEX (no longer in use), and FX are codes also used elsewhere on approach to controlled areas where automatic signals receive the cabin code followed by the letter X.