

**LONDON UNDERGROUND SIGNAL CABINS and other interlockings to 2001 (V4.85 - 11 October 2009)**

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Gloucester Road "A" Junction						30 (5 spare) in 1905	June 1906	Situated in angle between Cromwell Curve and High St-Earls Court line. Controlled High Street end of Cromwell Curve. Replaced by Cromwell Road power box.
Gloucester Road "B" Junction			There in 1873			29 (2 spare) in 1905	June 1906	Situated just north of line at Junction with Cromwell Curve. Controlled Gloucester Road end of Cromwell Curve. Replaced by Cromwell Road power box.
Gloucester Road (Dist)		C	1868?	Mech			Electrification in 1905/6	
Gloucester Road (Met)		C	1 Oct 1863	Mech			Probably after 6 Feb 1906	Described in 1873 as being at up end of centre platform. May also have controlled District signals.
Gloucester Road (Met)	K	C, E	7-Feb-1906	Mech		16 (2 x 8-lever frames) 15 wkg 1 spare after 1909. 17 (all wkg) prior.	Superseded after 27 September 1952	Electro-mechanical in 1930.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	E	26-Oct-1952	??	??	15 (4p,9s)	Closed after 27 July 1957	Replaced earlier frame in same box
<b>Gloucester Road IMR</b>	<b>EC (EE)</b>	<b>IMR</b>	<b>28-Jul-1957</b>	<b>V</b>		<b>24</b>		<b>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.</b>
Golders Green	G	C	22-Jun-1907	B	84	31 (7p,14s,10c)	Frame abolished after 14 October 1961.	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.
Golders Green	G	C	15-Oct-1961	PBD			Box closed after 13 March 1971.	Frame superseded by 59 button control desk in same location from 15 October 1961.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.
<b>Golders Green IMR</b>	<b>G</b>	<b>IMR (2)</b>	<b>15-Oct-1961</b>	<b>V</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>
Golders Green Depot	-	GF	08-May-1932	Mech		4 (2p,1l)		In shunters cabin. 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.
Granborough Road		C		Mech			Closed after 28 January 1940	Closed when line singled. GF status?
Grange Hill	LL	E(air)	29-Oct-1948	N	191	35 (2c?)	Abolished after 9 November 1997	Was controlled from Hainault. Was to have been 83 (30p,43s,6c) apparently intended for Grange Hill. Old GER signal box superseded.
<b>Grange Hill</b>	<b>GRH</b>	<b>CBI</b>	<b>10-Nov-1997</b>					<b>New CBI (Westrace) temporarily controlled from PBD in Hainault SB. Control transferred to Wood Lane SCC from 14 March 2000</b>
Granville (Met)		C	Opened prior to Jan 1867			7 (4 wkg 3 spare) at closure		Situated over down Circle Line

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Granville (CWL)		C		Mech			Closed from 18 October 1914	Situated on down side of CWL about 424 yds east of Kings Cross. Replaced by track circuit operation. But LMS Map suggests taken out October 1924.
Great Missenden			1 Sep 1892	Mech S&F			Closed after traffic Friday 20 April 1990	Superseded by control from new Marylebone Signalling Centre from start of traffic Monday 23rd April 1990 (controlling crossover and associated signals)
Great Portland Street (Portland Road)		C	10 Jan 1863	Mech		8 (3 spare)	Closed when auto signalling introduced. Possibly April 1906 when Gower Street got	Lever position at closure. SB at west end of up platform.
Greenford relay room	CLX	Auto	23-Jun-1947				Auto reverse withdrawn after 6 Nov 48	Temporary stage in western extension programme
Greenford	CL	C	07-Nov-1948	N2		11 (2p,7s)	Closed after 30 April 1960.	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 (in railway arches).
Green Park (Jub)	TF	SER/Relay Int	1998?					Relay Interlocking commissioned prior to Jubilee Line extension. Operated from Baker Street Met/Jubilee control room.
Grove Road Junction		C	20 May 1870	Mech		17 (3 spare)	Closed after 25 October 1914	Located on west side of line just north of the junction with Richmond branch.
Hainault	LL	C	12-May-1948	N		83	Closed 21 April 2001 at 21.30.	Presumably frame intended for Grange Hill. Frame later controlled Grange Hill subsidiary frame. 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	HAI	CBI	10-Nov-1997					<b>New CBI (Westrace) temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC from 14 March 2000</b>
Hainault Depot		DEP	21-Apr-2001					<b>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.</b>
Hammersmith Junction (GWR)								Box situated at junction of GWR and H&CR some 700 yds west of Lord Hills Bridge box.
Hammersmith Junction (MDR)[Addison Rd/Hammersmith]		C	Opened 9 Sept 1874	Mech			1906?	Cabin situated 66yds on Kensington side of Junction points. Superseded by EP box (West Kensington East).
Hammersmith		C	187?					Superseded by EP box after 15 June 1906
Hammersmith	WD	C	16-Jun-1906	B	53	39 (10p,24s,5c)	Closed 2 May 1931	Replaced mechanical frame. In 1912 box located east end of EB MDR/LER platform.
Hammersmith (MDR)	WD	C	03-May-1931			At least 42.	Closed after 4 January 1964	New box located on south side of line in retaining wall half way along platform.

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<b>Hammersmith (MDR) IMR</b>	WD	IMR	05-Jan-1964	V		36		<b>New IMR controlled by Programme Machines and supervised from Regulating Room Earls Court.</b>
Hammersmith (Met)	H	C		Mech		63 (8 spare)	Closed after 23 Jun 1951	Situated at north end of station on west side.
<b>Hammersmith (Met)</b>	OZ	C	24-Jun-1951	N	?	35		<b>Replaced box H. Situated on up (west) side just north of station. DB states by repute frame intended for somewhere else (not on Westinghouse list).</b>
Hampstead IMR	F	C, E, IMR	22-Jun-1907	B	79	11 (1p,7s,3c) [orig]	Closed as SB after 6 December 1958. Frame replaced after 30 Oct 1993	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
<b>Hampstead IMR</b>	F	IMR	31-Oct-1993	V		12		<b>Uncertain of location. Presume in former SB</b>
Hanger Lane Junction	WO	C	March 1901	Mech		18 (3 spare). (NB 11 spare after 1905 altns)	Closed after 9 May 1925.	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.
<b>Hanger Lane Junction IMR</b>	WM	IMR	01-Nov-1959	V		12		<b>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.</b>
Harrow Gasworks Siding		E	Oct-1910	Mech		14 (2 spare)	Closed after 17 November 1935.	On opening described variously as GF and SB. Located on east side of line half way between run around crossovers. Mechanical Frame in 1930. Control transferred to Rayners Lane. Frame never lettered as was within section operated lock & block.
Harrow North	N	C	1904	Mech		50 (19l)	Closed after 17 April 1948.	Spare levers as at 1908 when frame relocked. In 1923 Harrow North box had 27 levers (inc 10l) when box was relocated (box relocated 1924 from east to west side of line as part of major works on Uxbridge underpass)
<b>Harrow North</b>	JB	E(air)	18-Apr-1948	N2	213	44 (11p,29s,4l)		<b>Controlled from Harrow on the Hill</b>
<b>Harrow on the Hill</b>	JB	C	19-Apr-1948	N (PP)	190	95 (43fs,45r,2c)		<b>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.</b>
Harrow South	H	C	31-Mar-01	Mech		32 (of which 4l)	Closed after 1 May 1948	Probably replaced Preston Road Junction. New frame provided in July 1908 when station widened.
<b>Harrow South</b>	JB	E(air)	02-May-1948	N2	212	33 (5p,18s,10l)		<b>Controlled from Harrow on the Hill</b>
Harrow station box	J	C	2 August 1880	Mech		70 (of which 7l)	Closed after 1 May 1948	Harrow station box 'rebuilt' in 1901. New frame provided in July 1908 when station widened.
Hatton Cross IMR	WW	IMR	14-Jul-1975	V		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 Central IMR	WY	IMR	11-Dec-1977	V		12		New IMR controlled by local computer supervised from Earls Court RR.
Hendon	AB	C	Aug-1923	K	E17	11 (2p,3s,5l,1c)	Closed after 12 November 1930	Crossover decommissioned after 16 June 1930 prior to removal.
<b>High Barnet (IMR)</b>	NU	C, IMR	01-Apr-1940	N	(194)	35 (16p,13s,6l)	Closed as SB from 12 September 1971 when reclassified IMR.	<b>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.</b>

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High Barnet station GF	NU	GF	01-Apr-1940	Mech		1	Abolished	Temporary GF to operate engine run round.
Highbury (NCL)			14 Feb 1904					Signalbox not used for train control
Highbury (Victoria) IMR	VJ	IMR	04-Aug-1968	V		12		IMR opened just prior to Victoria Line opening. Remote controlled from Cobourg Street, with auto reverse facility.
Highgate Depot	NH	Relay Room	11-Dec-1987	RR				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.
High Street Kensington (Joint)	J	C	1 Oct 1863	Mech		30 (18 wkg 12 spare, alt: 20 wkg 14 spare). From 10 Feb 1907 new frame 26 (of which 3 spare + 4 spaces) alt: 30 of which 20 wkg & 10 spare	Closed after 30 October 1926	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. Was situated at south end of outer rail (island) platform. Box infrequently used from 17 January 1909 when Met commissioned auto signalling.
High Street Kensington	EB	C	10-Feb-1907	Mech		22 (inc 1p)	Closed after 5 September 1936	New box at south end between bay roads. Probably used ex Whitechapel & Bow frame. Assumed control of Met Rly J signal box from 1st November 1926. Electro-Mechanical in 1936.
High Street Kensington	EC, ED	E(air)	06-Sep-1936	B		23	Closed after 25 October 1986	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.
High Street Kensington IMR	ED	IMR	26-Oct-1986	V		24		<b>New IMR controlled by existing programme machines and supervised from Earls Court RR.</b>
Hillingdon GF		GF	Dec-23	Mech		3	Superseded	GF to single siding trailing from down line requiring trucks to be shunted on main line.
Hillingdon	V, MV	E		Mech			Closed after 23 June 1966	Originally lettered 20 July 1930. Relettered 12 December 1948 when signalling in area updated. Connections decommissioned June 1966.
Holborn (Cen)	C, CC	E	01-Oct-1933	N	176	11 (2p,8s)	Abolished after 20 March 1994.	Relettered CC 1 June 1941 when signalling in area updated. Recovered frame now at Bolton Abbey.
Holborn (Cen)	HOL	SER	21-Mar-1994					<b>New relay interlocking temporarily controlled by Local Panel in existing SB at Holborn. Control transferred to Wood Lane SCC from 8 September 1999.</b>
Holborn & Strand	D	E	15-Dec-1906	B	77	19 (2p,10s,6c) [Later 11]	Closed after 14 July 1979.	Wooden case in 1974. In 1974 frame had only 11 levers (poss space for twelfth]. King lever (No 8) added, with A signs, from 12 February 1929.
Holborn (Picc) temp SB	D	E	15-Jul-1979				Closed after 1 March 1980	Temp SB on Aldwych platform. Frame similar to old frame.
Holborn (Picc) IMR	PD	IMR	02-Mar-1980	V		12		<b>New IMR remotely controlled from Earls Court RR</b>
Holland Park		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Hornchurch IMR	FJ	IMR	13-Nov-1960	V		12		<b>New IMR controlled from Upminster SB PBD.</b>
Hounslow Central (Heston Hounslow)	WT	C	May-1910	Mech		7 (2 spare)	Closed 1912	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.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Hounslow Central (Heston Hounslow)	WT	C	1912?	Mech			Closed April 1913	New SB resulting from extension of double line through resited station. Replaced by new box further west.
Hounslow Central (Heston Hounslow)	WT	C	Apr-1913	Mech		6	Closed after 3 March 1923	Was situated at junction with reduced single line about 560 yards west of platform on south side of line. Replaced by new box.
Hounslow Central (Heston Hounslow)	WT	C, E	04-Mar-1923	EOD		22	Closed after 27 November 1976	SB at west end of station south of the down line and 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.
<b>Hounslow Central IMR</b>	<b>WT</b>	<b>IMR</b>	<b>29-Nov-1976</b>	<b>V</b>		<b>12</b>		<b>New IMR controlled from Earls Court RR (auto reversing available).</b>
<b>Hounslow Central Surface Stock train detector</b>	<b>X</b>	<b>PR</b>	<b>14-Jul-1975</b>					<b>New surface stock train detector resulting line to west being tube gauge only. Situated between Hounslow West and Hounslow Central.</b>
Hounslow East (Hounslow Town)	WS	E	Apr-1909	Mech		22 (12 spare)	Closed after 16 March 1923	New SB at east end of WB platform (replaced Lampton Junction box). Crossover disconnected from 27 December 1922. Crossover removed and signals made automatic March 1923.
Hounslow Town (terminus)	WS	C	1 May 1883	Mech			Closed after 1 May 1909	<b>Hounslow Town</b> SB located a little to north of station on west side, by crossover. Not used from 31.3.1886 until 1.3.1903. Relocked June 1905 in connection with Hounslow curve junction, and signals made ep.
Hounslow West (Hounslow Barracks)	WT	C	21 July 1884	Mech			Probably around 1905-6. Still there 1903	SB on north side of line beyond platform. Signalbox probably became disused shortly after electrification as electric trains used single line token block.
Hounslow West	WX	C	28-Nov-1926	B	151	15 (4p,6s,5l)	Closed after 25 March 1972	SB (behind platform 3) opened when line doubled.
Hounslow West (Temporary)	WX	C	26-Mar-1972			11 (4l)	Closed on 10 July 1975	New SB at <b>Hounslow West</b> on embankment behind platform 1. Closed when terminus abandoned.
Hyde Park Corner	A, B	C	15-Dec-1906	B	68	11 (1p,7s,3c)	Superseded	Originally coded A. Relettered B from 31 May 1931. For fate, see below.
Hyde Park Corner	B	C	1931	B		11 (2p,8s)	Closed after 12 May 1979	Referred to in Westinghouse list as 'additional frame'. 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.

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Ickenham		E	1913	Mech			Closed after 19 July 1930	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 of line near goods siding outlet.
Kennington (NB)		C	18 Dec 1890	Mech			Closed 1922	Frame by Dutton
Kennington (SB)		C	18 Dec 1890	Mech			Closed 1922	Frame by Dutton
Kennington	Y	E (switches)	30-Jun-1923	Switches				Switch-operated semi-auto signals protecting temporary sidings in platform areas. Operated by switches and proving circuits on points.
Kennington	A, B	C	29-Aug-1926	B	149	31 (4p,19s,5l,1c)	Closed	New locking frame in new cabin at S end of (unopened) CX NB platform. Operated CSLR signals only until Charing Cross branch commissioned. Relettered B from 14 November 1937.
Kennington (temporary)	B	C	22-Sep-1957	?	?	31	Closed after 25 January 1958	Temporary cabin at S end of plat 1, next to existing box. Other than new frame, no other changes.
<b>Kennington IMR</b>	<b>B</b>	<b>IMR</b>	<b>26-Jan-1958</b>	<b>V</b>		<b>24</b>		<b>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.</b>
Kenton (Road)		C	10-Dec-1904	Mech		14 (4s,2l,8c)	Closed September 1914	Box located on east side of Metropolitan Railway just north of LNWR bridge (near later position of Northwick Park). Superseded by auto signals 1914 immediately prior to which had 4 working and 10 spare levers.
Kilburn and Brondesbury		C	24 Nov 1879			16 (all wkg in 1910)	Closed 1910	Located at north end of station on south side of line just beyond platform end. Superseded by auto signals 1910.
Kings Cross		C	10 Jan 1863	Mech			End 1865	In roundhouse formed by triangular junction
Kings Cross		C	In use September 1867	Mech				Box located on platform at Kings Cross station. It had evidently replaced the roundhouse and certainly controlled down junction points between Met and GNER prior to CWL coming into use. The Down junction was removed 30 June 1867, but box presumably remained.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Kings Cross "C"	L, C	C	Before 1900	Mech		20 (9 spare)	Closed 1941	New frame in July 1908. Control extended in 1926 to include Midland Junction (box closed after 7 March) and Chalton Street (Circle). Located just beyond E end of island platform in space between Widened and Old lines.
Kings Cross "B" (Met)	??	C	Opened as part of 1868 widening	Mech		12 (7 spare), was only 1 spare till 1907.	Closed (prob) after 15 May 1909	SB at east end of inner rail (down) platform. Controlled trailing connection (from CWL) and crossover
Kings Cross "A" (Met)		C	Opened as part of 1868 widening	Mech				New box on Up (outer rail) Circle platform at West end.
Kings Cross (Met)	J	GF	Jul-1912	GF		4	Abolished after 7 October 1939, see note.	GF installed in conjunction with emergency crossover on Met, located just east of C box. 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.
Kings Cross (Met)	OJ	GF	13-Mar-1941	GF		2	Abolished after 25 October 1958	New GF. Control of crossover transferred to IMR in 1958.
Kings Cross (Met)	C	C	16-Mar-1941	??	??	23	Closed on 29 June 1958.	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.
Kings Cross CWL	OJ	IMR	29-Jun-1958	V		12	Closed after 14.5.79	New IMR on disused Circle Line platform controlled from new SB on Down CWL platform. Used partly for spares and partly for experimental work at Earls Court.
Kings Cross	OJ	PBD	29-Jun-1958	PBD			Closed after 13 January 1979.	SB on down CWL down platform 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
<b>Kings Cross (Met)</b>	<b>OJ</b>	<b>IMR</b>	<b>26-Oct-1958</b>	<b>V</b>		<b>12</b>		<b>New IMR just east of new Met station controlled 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.</b>
Kings Cross Junction (CWL)	K	C				12 (3 spare)	Closed	Box in tunnel in angle between Midland and Hotel curves. Served CWL only.
Kings Cross (CSLR)		C	11-May-1907	Mech				
Kings Cross (Picc/Nor)	L	E	13-Mar-1927	B	150	11 (2p,8s)	Closed after 8 August 1936	Believe equipment transferred from old box to new one. Original box on City line, probably in cross passage.
Kings Cross (Picc/Nor)	L	E	16-Aug-1936	B	150	11 (2p,8s)	Temporarily closed after 24 November 1956. Closed permanently after 12 May 1962.	Box relocated (believe elsewhere on Northern platforms), presumably because of station reconstruction. 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.

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<b>Kings Cross (Picc) IMR</b>	L	IMR	25-Nov-1956	V		24		IMR initially manually operated but 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.
<b>Kings Cross (Victoria) IMR</b>	VH	IMR	04-Nov-1968	V		12		IMR opened just prior to Victoria Line stage II opening. Programme Machine controlled, supervised from Cobourg Street.
King William Street		C	1890	Mech		9	Closed 1900	Frame by Dutton
Ladbroke Grove (Notting Hill)	E, OU	E		Mech		15	Closed after 12 March 1983	SB situated on west of line south of up platform. Relettered and part modernised 1950. Signals renumbers in auto series upon closure.
Lambeth North (Kennington Road)	D	C	19-Mar-1906	B	50	15 (2p,8s,4c)	Closed after 28 Jan 1939	Assumed control of London Road 1915.
Lambeth North	BR	C	29-Jan-1939	B	??	15	Closed 12 August 1991	Replaced original box at new location. On closure control of site passed to Waterloo IMR.
Lampton Junction		C	Probably 21 July 1884	Mech			Permanently closed April 1909, though not actually worked from 1905.	Appears to have opened when Hounslow Barracks branch came into use. Was retained after Hounslow Town 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). 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. Box does NOT seem to have been worked after Hounslow curve opened and was not lettered.
Lancaster Gate		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Latimer Road	F, OV	E		Mech		20 levers (4 spare)	Closed after 16 February 1957	Relettered and part modernised 1950. Situated in angle with Addison Road line. Crossover removed when box closed.
Leicester Square Lower Regulating Room		CON	26-Jan-1958				Closed after 4 December 1969.	Initially supervised Kennington, then Camden Town and Euston, then all remote sites except Morden and Tooting Bdy. Controls transferred to Cobourg St in 1969.
Leicester Square Upper Regulating Room		CON	29-Jul-1962				Closed after 13 December 1969.	Supervised Morden and Tooting Bdy. New room opened initially supervising Tooting, with Morden following from 12th August. Controls transferred to Cobourg St in 1969.
Leyton	LE	E	1893.	DN		31	Closed November 1971	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.
Leyton	LE	E	05-May-1947	N120	(195)	23 (11p,2s,10l)	Closed after 4 November 1971	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.
Leytonstone	LF	C	05-May-1947	N	196	59 (16p,37s,3c)	Closed after 17 February 2000.	Temp PBD operating new local CBI replaced frame from 14 April 1997.
<b>Leytonstone</b>	LES	CBI	14-Apr-1997					<b>New CBI (Westrace) temporarily controlled from new PBD in existing SB. Control transferred to Wood Lane SCC from 7 November 1999.</b>

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Liverpool Street (Met) [Bishopsgate Junction]	G	C	1875	Mechanical		40 (20 in 1910 frame)	Superseded after 20 February 1954	New mechanical frame provided in 1910. 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).
Liverpool Street (Met)	OD	C, IMR	21-Feb-1954	??	??	15	Closed (as cabin) after 15 December 1956.	Was normal cabin at first. From ??? Lever frame power operated from 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.
Liverpool Street (Cen)	A	C	28-Jul-1912	B	118	15 (4p,8s,3c)	Closed after 30 October 1937	SB was at east end of platforms. Replaced by new box LB
Liverpool Street (Cen)	LB	C	01-Nov-1937	B/K		23 (No 9 Spare)	Closed after 11 December 1999	New SB located in cross passage 70 ft west of original east headwall of WB platform. 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	CBI	10-Mar-1997					New CBI (Westrace) temporarily worked from PBD in existing SB. Control transferred to Wood Lane SCC from 10 October 1999.
London Bridge (CSLR)		C	26-Feb-1900	Mech				
London Bridge	P	E	Nov-24	B			Closed after 10 March 1962	Control passed to new IMR
London Bridge (Nor) IMR	P	IMR	11-Mar-1962	V		12	Secured for through running 15.12.94 and OOC and removed after	New IMR in disused siding tunnel controlled from Leicester Square Regulating Room. Control transferred to Cobourg Street from 23 November 1969.
London Bridge (Jub)	TJ			Relay				New Interlocking introduced when line opened
London Road Depot	D	C	19-Mar-1906	B	48	7 (1p,2s,3c)	Closed 1915	Control of depot outlet transferred to Lambeth North.
Loughton	LT	C	26-Sep-1948	N	197	59 (21p,30s,6l)	Closed after 28 March 2000	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.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Loughton	LOU	CBI	26-Aug-1997					New CBI (Westrace) temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC from 28 February 2000
Mansion House		C		Mech			Closed after 23 Feb 1906	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.
Mansion House	EJ, EI	C	24-Feb-1906	B	58	34 (9p,22s,4c)	Closed after 2 August 1969	Signal frame extended by 11 new levers in connection with installation of new trailing crossover commissioned August/September 1939.
Mansion House IMR	EI, EG	IMR	03-Aug-1969	V		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.
Mantles Wood		C	1900	Mech			Closed after 22 September 1924	Box to facilitate GCR trains. Closed on introduction of experimental track circuits. Box apparently mounted on a gantry
Mapesbury (Willesden)			Not opened	Mech				Box to facilitate spoil removal and stage works in Construction of widened lines for GCR, but never commissioned, though fully kitted out.
Marlborough Road		C	1868?	Mech		8 (6 wkg and 2 spare at closure)	Closed after 13 November 1910	SB at up end of down platform (1891). Abolished when auto signalling introduced. Reported that loop and signalbox not used after 1874 (till line doubled 1882)
Marble Arch	D, CD	C	1900	EOD		17	Superseded after 26 April 1952	Originally Evans O'Donnell frame. Frame replaced in same cabin by EP frame in 1952. Appears to have been relettered during 1940.
Marble Arch	CD	C	27-Apr-1952	N		11	Closed after 9 December 1999.	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.
Marble Arch	MAA	SER	10-Jan-1994					New relay interlocking temporarily controlled by PBD in existing SB. Control transferred to Wood Lane SCC from 8 September 1999.
Marylebone (Great Central)	B	C	19-Mar-1906	B	51	7 (1p,5s,1c)	Closed 1915?	Frame originally in temporary cabin in crows nest over crossover; moved to station platform after trains began running through to Edgware Road. John Talbot suggests that this frame was recovered and used at Paddington when it opened in 1915, but more likely it shifted to Piccadilly Circus, also a 7-lever frame..
Midland Junction	K?	C	Opened with link to Midland circa 1868	Mech			Closed from 7 March 1926	In angle between Midland Curve and Hotel Curve
Mile End		C	1904	Mech			Abolished Feb 1907	Box abolished when auto signalling introduced
Mill Hill East (North and Middle GF)	NV, NQ	GF (2)	18-May-1941	Mech		6 (middle)+2 (north)	Abolished from 8 July 1964	Cabin letters as Finchley Central. GFs recoded NV from 18 July 1943, but SB starter retained NQ code. After abolition code NV retained for FRL at N end of platform until June 1965 when Edgware line closed.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Mill Hill East (South GF)	NV	GF	18-Jul-1943	Mech		4	Abolished from 8 July 1964	New south GF also coded NV.
Mill Hill Park..... See Acton Town								
Minories Junction		C	6 Oct 1884	Mech			Closed after 24 Jan 1906?	This box was located in angle between East Ham and Circle lines at point of divergence. It was STILL mechanical on 22 March 1906 although ep operation was imminent.
Minories Junction	EK	C	July 1906	B	60	7 (2p,3s,2c)	Closed 27 February 1909	New box on west side of double line, replacing original box. On closure, control of area taken over by Aldgate East
Monument		C	10 Oct 1884				Electrification in 1905/6	Located at east end of outer rail platform. Controlled signals and pair of crossovers.
Moorgate (CWL)	R	C				Orig frame 50 levers, with 37-50 spare in 1910. Shortened to 36 (4 spare) in 1911	Closed after 12 March 1926	Box located somewhat west of station just west of Moor Lane bridge between Circle and CWL tracks (ie on north side of CWL lines). Frame shortened and relocked in December 1911.
Moorgate (CWL)	OE	C	21-Jun-1965				Closed during 3 February 1966.	Temporary SB containing power frame situated on Platform 6 and controlling CWL at Moorgate only, following track diversion work. After closure, control passed to the IMR controlled from Farringdon (see Met IMR).
Moorgate (CWL)	OE	IMR	03-Feb-1966	V		24	OOC after 14.5.79	Out of service when CWL transferred to BR. During its life controlled from PBD at Farringdon SB
Moorgate (Met)	F	C	23 Dec 1865					Box situated 134 yds to west of station platforms and 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. SEE ENTRY TWO ABOVE - PROBABLY SAME
Moorgate (Met)	F	C		Mech		45 in orig frame (26 wkg 19 spare); 24 (18 wkg 6 spare) in 1908 frame	Closed after 12 March 1926	Box situated at west end of inner rail platform. At first also served CWL until that received its own box and levers made spare and later used up. Believe received new frame 1908. There were 15 spare levers in 1905.
Moorgate (Met)	F	C	14-Oct-1926	Mech/ Electric		44	Officially 14 February 1941, but may have been out of service earlier after bombing in December 1940	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
Moorgate (Met)	F, OE	C, IMR	15-Feb-1941	N?	??	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.
Moorgate (Met)		C						

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Moorgate (Met) IMR	OE	IMR	06-Dec-1965	V		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.
Moorgate (NCL)	A, D	C	14 February 1904	Mech		13 levers (5 sigs, 2 pts, 3 fpl, 1 buffer bolt lock, 2 spare)	Frame superseded after 10 April 1937	Located at end of SB platform with access via cross passage. Cain code D by October 1933. Suspicious of code A.
Moorgate (NCL)	ND	C	11-Apr-1937	B		11	Closed on transfer of line to BR in 1976	Located in existing signal box replacing mechanical frame.
Moorgate CSLR		C	25-Feb-1900	Mech			Closed in 1901	Box situated on girders in crossover tunnel south of station
Moorgate CSLR		C	November 1901	Mech			Believe closed when line reconstructed.	New box at north end of station between the platforms. NB date is earliest date for its provision.
Moorgate (Nor)	M	E	1922?				Closed as SB after 30 September 1961	Replaced by V frame believed in same location
Moorgate (Nor)	M	IMR	04-Nov-61	V		12		SB reclassified IMR 4 November 1961 and 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).
Moor Park GF	D	GF	22-Sep-1923	Mech			Closed after 11 July 1953	GF controlled siding and inlet signal D2
Moor Park	JG	Key Switch	30-Nov-1962	Switch			Abolished after 19 June 1971	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.
Morden	Y	C	1926	B	147	31 (p9,11s,11l)	Closed after 11 August 1962	Morden controlled Tooting IMR by PBD from 30 August 1959-2 June 1962.
Morden IMR	Y	IMR	12-Aug-1962	V		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.
Morden Depot		GF	1926					
Mornington Crescent	D	E	22-Jun-1907	B	83	11 (1p,7s,3c)	Closed 1924	Interlocking assumed by new frame at Camden Town.
Mornington Crescent IMR	E	IMR	17-Jul-1955	V		12		Control initially local, then transferred to Camden Town PBD
Neasden	F	C		Mech		41 (34 wkg 7 spare)	Closed Jan 1914	SB situated on south west side of line north of down platform. Frame relocked 1911.
Neasden	F	C	January 1914	Electro Mech		40 (30 wkg 10 spare in 1914)	Closed after 1 October 1938	New signal box (retrieved from Willesden Green) situated beyond south end of island. On closure, control of Neasden station transferred to Neasden South (MF) (already open).
Neasden North	MH	C	22-May-1939	N	201	47 (16p,29s,2c)	Closed after 14 October 1987	Was to have been frame 182
Neasden South	MF	C	27-Jun-1938	N	184	83 (22p,42s,15l)	Closed after 14 October 1987	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 to control depot and shunting movements from old lever frame.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Neasden Yard		C		Mech			Closed after 26 June 1938	Apparently always semaphore/mechanical and never lettered. Replaced by Neasden South (MF).
Neasden IMR	JM/MM	IMR	28-Oct-1985	V		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		Con Room						
Neasden Depot Control Tower		Depot cabin	16-Oct-1987	Comp				New Control tower controlling points and signals in previously unsignalled depot and signalled approaches at Neasden North SB and Neasden South SB.
Newbury Park	LP	C	14-Dec-47	N	200	59 (22p,24s,8l)	Closed after 10 February 2000	Replaced GER box. Frame replaced by temp PBD controlling new local CBI from 14 October 1994.
Newbury Park GF	(LP)	GF		Mech			Abolished after 11 October 1969	GF abolished with decommissioning of goods yard roads.
Newbury Park	NEP	CBI	24-Oct-1994					New CBI temporarily controlled from PBD in existing SB. Control transferred to Wood Lane SCC from 7 November 1999.
New Cross (SE&CR) GF	E	GF	01-Dec-1929			2		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)
New Cross (East London) Staff box		C	3/4 March 1917	Mech			Closed after 19th February 1927	Located at start of New Cross single line and 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.
New Cross SCC		Con Room	24-Mar-98				After removal of rolling stock 23 December 2007	New control room situated in depot, controlling local interlocking (ET), Surrey Quays (ER), Whitechapel (B) and Shoreditch (B).
New Cross SER	ET	SER	25-Mar-98					New SER, local computer and emergency control panel controlling all signalling south of Surrey Quays. Replaces Canal Junction and depot signalling
New Cross (Gate) LBSCR "Yard" cabin		C	by 1897	Mech		89 working levers		LBSCR Yard cabin operated access to east bay platform from ELR. In use in this form 1897
New Cross (East London Down Junction)		C	1 November 1876				Closed 1928/9	Signal box on ELR just north of ELR/LBSCR property boundary (by up ELR line) 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.
New Cross ELR		C	7 December 1869	Mech			Closed 1 November 1876	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.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
North Acton	K	C	1920	Mech		28 (5p,15s,6c)	Closed c 1939	Box closed when independent GWR tracks installed.
North Acton	CJ	E(air), IMR	23-Jun-47	N2	208	11 (2p,8s)	Closed as SB after 7 April 1973.	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.
North Acton	NOA	SER	22-Mar-93					<b>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.</b>
North Ealing		E	23-Jun-1903	Mech		17 (3 spare)	Box closed end 1906.	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 seems to have been at north end of EB platform.
North Ealing	WU	PR	From end 1906					Signals coded WU from circa 1906-7 but numbered as autos. 'A' signs added in 1927.
North Ealing GF	WU	GF	3-May-1941	Mech		2	Abolished after 19 June 1971	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	WR	E	22-Dec-1919			At least 11	Closed 3 Sept 1932	New Box (located south of line just west of station) opened to serve crossover, also at west end. Electro-Mechanical in 1930
Northfields	WR	C	04-Sep-1932	N		71	Closed after 20 July 1974	
Northfields IMR	WR	IMR	21-Jul-1974	V		36		<b>New IMR (in substation) controlled by programme machines supervised from Earls Court.</b>
North Greenwich	TM			Relay				<b>New Interlocking introduced when line opened</b>
Northolt IMR	CP	IMR	01-May-1960	V		12	Frame OOS from 8.11.92	New IMR at west end of station, 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.
Northolt	NOR	SER	13-Oct-1992					<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 Control		Depot Tower	27-Nov-1967	PBD				Tower control initially available for construction and commissioning traffic. Panel replaced 28 January 1989, incorporating auxiliary panel installed 1988.
Northumberland Park IMR	VN	IMR	11-Mar-1968	V		12		Initially opened as programme machine controlled with some adjustment available from control tower. Supervised from Cobourg Street from 4 August 1968.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
North Weald	LX	C	1936?	Mech		At least 18	Not used after 17 October 1976. Closed from 30 July 1978.	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.
Northwood	E	C, E	1 Sept 1887	S&F		40 (28)	Closed after 16 June 1962	Frame replaced in 1915 by new one of 28 levers (4 spare). Box situated at south end of down platform. Became normally unmanned from 30 November 1924 when auto working
<b>Northwood IMR</b>	<b>JF</b>	<b>IMR</b>	<b>17-Jun-1962</b>	<b>V</b>		<b>24</b>		<b>Controlled remotely from PBD at Harrow on the Hill.</b>
Northwood Hills GF	F	GF	??	Mech			Closed after 19 December 1953	Groundframe controlled entrance to engineers siding
Northwood Hills	JE	C	10-Sep-1961			At least 13	Closed after 16 June 1962	Temporary box north of road bridge between fast and local roads. 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..
Notting Hill Gate (CLR - EB)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Notting Hill Gate (CLR - WB)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Notting Hill Gate (Met)		C	1 Oct 1868	Mech		6 (4 wkg 2 spare) at closure	Closed 1909	Box infrequently used from 1908.
Oakwood (Enfield West)	K	C	05-Mar-1933	N	173	35 (7p,20s,7l)	Closed after 24 Jan 1982	Opened with line extension.
<b>Oakwood IMR</b>	<b>PK</b>	<b>IMR</b>	<b>25-Jan-1982</b>	<b>V</b>		<b>24</b>		<b>Controlled by local site computers supervised from Earls Court RR.</b>
Old Street (NCL)								signalbox not used for train control
Old Street (CSLR)	L	C	17-Nov-1901				Closed	
Olympia GF		GF	03-Mar-1958	Mech		2	Closed after traffic 11th September 1992 and crossover later removed	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	LZ	C	1888	Mech		At least 30	Closed after 22 March 1969	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.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Osterley Park	WR	C	21 July 1884	Mech		19 (11 wkg after relocking).	Probably closed 1910	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 (NB)		C	18 Dec 1890	Mech			Closed 1922	Frame by Dutton
Oval (SB)		C	18 Dec 1890	Mech			Closed 1922	Frame by Dutton
Oxford Circus (CLR)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Paddington (Bakerloo)	C	E	1st December 1913	B		Prob 11, with 8 in use)	Closed after 3rd June 1939	SB at N end of SB platform. Talbot suggests this frame came from Marylebone, but Edgware Road (also 11 lever) more likely, though changeover would have been interesting.
Paddington (Bakerloo)	BD	E	19-Jun-1939	B		8 (1p, 6s)	Closed after 6 June 1987	New SB in cross passage. Actually looks like 11 lever frame with r/h end (levers 9-11) blocked off for table. Lever 8 King. Ironclad case.
Paddington (Bakerloo) Temp	BD	Relay Room	07-Jun-1987	RR			Abolished from 4 November 1989	Temporary relay room controlled from temporary key panel on NB (north) headwall. Signals and points renumbered to suit future IMR.
Paddington (Bakerloo) IMR	BD	IMR	05-Nov-1989	V		12		<b>New IMR in old SB controlled from key panel in Queens Park SB and (from 30 June 1991) Baker Street Signal Control Room.</b>
Park Junction	NH	C	30-Jul-1939	N	(189)	83 (45p,23s,10l,3c)	Closed after 25 March 1984	Replaced LNER signal box. Was deemed an LNER (later Eastern Region) box until transferred to LT from 25 July 1955. Box closed on closure of depot.
Parsons Green		C	1 March 1880	Mech			Original frame out of use 13 September 1905	Box was situated at north end of EB platform.
	WF	C	14 September 1905	B	47	39 (7p,16s,16c)	Closed after 8 October 1960	New ep frame commissioned together with new sidings and connections. New frame erected in existing signal box.
Parsons Green (south or west) IMR	WF	IMR	14-Dec-1958	V		36		<b>New IMR initially controlling new siding and operated by levers in existing SB. From 9 October 1960 control transferred to local Programme Machines supervised from temporary regulating room at Earls Court.</b>
Parsons Green (north or east) IMR	WF	IMR	09-Oct-1960	V		12		<b>New IMR at street level beneath old SB. Control transferred to local Programme Machines supervised from temporary regulating room at Earls Court.</b>
Piccadilly Circus	Y	E					Closed after 25 December 1927	Piccadilly Line starting signals controlled from Piccadilly Circus (Bakerloo) box. Facilities transferred to Covent Garden but on WB line Y2 transferred to Leicester Sq starter.
Piccadilly Circus (Bakerloo)	B	E	Jul-1915			7	Closed after 2 Sept 1939	Includes control of Piccadilly Line starters (BZ) from 2-lever unit commissioned from 11 February 1934 seemingly replacing Covent Garden which 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.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Piccadilly Circus (Bakerloo)	BP	C	03-Sep-1939	B		15 (2p, 11s)	Superseded 26 September 1991	New SB at north end of NB Bakerloo Platform. 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
<b>Piccadilly Circus (Bakerloo) IMR</b>	<b>BP</b>	<b>IMR</b>	<b>02-Jun-1991</b>	<b>V</b>		<b>12</b>		<b>New IMR controlled initially from temporary PBD in old cabin and from 26 September 1991 from Baker Street SCC.</b>
Pinner		C	25 May 1885	Mech			Closed early 1915	Replaced by new SB.
Pinner	G	C, E	Jan-1915	Mech		24 (6 spare)	Closed after 27 January 1962	SB at south end of down platform. Became normally unmanned from 30 November 1924 when auto working introduced.
Pinner IMR	JD	IMR	28-Jan-1962	V		24	Abolished after 9 May 1970	New IMR remotely controlled from Harrow on the Hill SB. Frame later used for spares.
<b>Plaistow IMR</b>	<b>FC</b>	<b>IMR</b>	<b>04-Oct-1959</b>	<b>V</b>		<b>12</b>		<b>New IMR introduced when LT signalling replaced ER signalling. Control transferred to Barking SB PBD from 8 May 1960.</b>
Plaistow Temporary SB	FC	C	04-Oct-1959				Closed after 7 May 1960	Temporary signals controls operated by keys. SB in room next to power room.
Portland Road		C	10 Jan 1863				Closed after 3 April 1909	Superseded when auto signalling extended east towards Kings Cross.
Post Office (EB)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Post Office (WB)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Praed Street (later Paddington [Circle])		C	1 Oct 1868	Mech		7 (5 wkg 2 spare) at closure	Closed 1909	Box infrequently used from 5 January 1908 when automatic signalling commissioned on down line (already in use on up line).
Praed Street Junction		C	1 Oct 1868	Mech		17 (2p) [13 wkg in 1891. and 14 wkg 3 spare at closure]	Became semi automatic after 25 July 1908	Lever position in 1907
Praed Street Junction	A	C	26-Jul-1908	M1	E1	7 (2p,3s,2c)	Closed after 9 October 1926	Frame ordered January 1908. Upon closure control passed to Edgware Road.
Preston Road		C	16-Sep-1900	Mech			Closed after 30th March 1901	Temporary Met box allowing Met trains access to the widened lines while bridge over LNWR repaired. Closed when all four tracks became available Wembley-Harrow.
Preston Road		C	12-Mar-1905	Mech		18 [4 wkg and 14 spare] 1914	September 1914.	Originally opened in connection with temporary junction with new GCR. 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.
Preston Road	MZ	C	02-Oct-1938			7	Closed after 7 March 1948	Closed when direction of running into Harrow changed.
Princes Street		C		Mech				Between Sloane Square and South Kensington. Definitely open 1903
Putney Bridge		C	1 March 1880	Mech			Closed September 1905	Box at north end of UP platform. Superseded by new box with ep frame.
Putney Bridge	WG	C	September 1905	B	46	15 (2p,12s,1c)	Closed July 1910	New box just beyond north end of 'down' platform. Frame later transferred to new box at north end of station, farther north on parapet by new junction.
Putney Bridge	WG	C	July 1910	B	46	15 (12wkg)	Closed after 19 November 1960	New SB at N end of station by down line; shifted in connection with new island platform, but old frame transferred.
<b>Putney Bridge IMR</b>	<b>WG</b>	<b>IMR</b>	<b>20-Nov-1960</b>	<b>V</b>		<b>12</b>		<b>New IMR on WB road near existing SB. Controlled by Programme Machines supervised from Earls Court (temporary) regulating room</b>

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Quainton Road (station)		C	1896	S&F				
Quainton Road Junction		C	26 July 1898	Mech			Closed 27 November 1921	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
Queens Park	A, BB	C	11-Feb-1915	B	132	27 (10p,11s,4l,2c)	Superseded 29 June 1991	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.
Queens Park	BB	IMR	07-Oct-1990	V		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 (previously Queens Road)	E, CE	E	30-Jul-1900	EOD		17	Frame decommissioned after 31 January 1957	Frame originally from Evans O'Donnell. Relettered CE from 30 March 1941 during minor signalling works.
Queensway	CE	E	17-Feb-1957			??	Closed from 7 December 1984	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.
Queensway	QUE	Relay Room	01-Jan-93					SER 'QUE' Relay Interlocking controlled by Push Button Panel at EE of WB. Comissioned on 1/11/93, 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 Centre (Lambeth North)								11 Lever B style Frame (wooden case) in situ 1940 but almost certainly in use earlier. Designated Cabin A with double track and scissors crossover.
Ravenscourt Park (LSWR)		C	Box opened August 1912				Closed 6 November 1919	Box replaced Studland Road Junction for LSWR traffic and was located at west end of the northern island platform, between tracks.
Ray Street		C					Closed after 19 October 1895	
Rayners Lane GF	P	GF	16-Jun-1929	Mech			Closed after 19 October 1935	Controlled entry to goods yard west of station which was commissioned from same date. (NB frame resited 15ft further south 8th April 1935).
Rayners Lane Junction	P	C	04-Jul-04	S&F		22 (3 spare)	Closed after 19 October 1935	Mechanical in 1930. Appears to have been lettered P from 1 November 1925 during extenve signal and track alterations.
Rayners Lane	P	C	20-Oct-1935	N (PP)	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 - removed after 16 July 1978. Frame decommissioned 1985 and PB controls introduced. Ruislip IMR added to PBD from 28 Sept 1975. 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.
Rayners Lane IMR	MP	IMR	14-Oct-1985	V		24		New IMR behind WB platform controlled from new PBD in Rayners Lane cabin

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Rickmansworth	K	C	1 Sep 1887 (extn 1925)	S&F, extn WH	9433 (ext)	33	Closed after 5 December 1953	Frame relocked 1910. Box located S end of down plat. Box extended at lh end circa 1924 and frame extended.
Rickmansworth	JP	C	06-Dec-1953	N	??	47		
Rickmansworth GF	JP	GF		Mech			Abolished from 7 August 1960	In use in 1953. Crossover abolished with GF.
Rotherhithe		C	1869	S&F		At least 6	Closed 1913	Closed when ELL electrified and auto signalling installed.
Royal Oak	X	PR	08-Feb-1970				Abolished after 18 March 1978	Three signals returned to danger in event of derailment detector being operated in Paddington WR goods yard.
Royal Oak East (GWR)		C	31 July 1896	Mech				New intermediate box (situated between up and down H&C lines) between Bishops Road and Royal Oak, forming intermediate block post.
Ruislip	U, MT	C	04-Jul-1904	Mech		24 (3 spare)	Closed after 27 September 1975.	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	IMR	28-Sep-1975	V		12		New IMR controlling newly electrified link to Ruislip depot. Remote controlled from PBD in Rayners Lane SB.
Ruislip Gardens	CS	E(air)	21-Nov-1948	N2		22		Controlled from West Ruislip (Push-Pull section of Ruislip frame)
Ruislip Gardens	RUG	Relay Room	18-Jan-1993					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.
St James's Park	EG	E	24 Dec 1868	Mech			Frame decommissioned after 20 May 1957 when signals relettered.	Electro-Mechanical in 1930. Crossover converted to EP in 1956. Assume original box and frame. Received code EG during electrification.
St James's Park	EG	E	04-Jun-1957	?	?	11	Closed after 27 May 1967	New power frame in existing signal box. Crossover physically removed and signals unlettered from 29 October 1967.
Lords (St Johns Wood Road)	B, MC	C, E	Steam	Mech		10 (7 wkg 3 spare after 1910)	Closed after 24 April 1971	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. Located S end of down platform.
St Mary's		C	1884	Mech			Closed on electrification 1905/6	Superseded by new EP box at Whitechapel
St Pancras Tunnel		C, E					Closed for regular use from 31 July 1921	On CWL (Midland Line). Believe permanently closed 1926.
Seven Sisters IMR	VL	IMR	04-Aug-1968	V		24		IMR opened just prior to Victoria Line opening. Programme Machine controlled, supervised from Cobourg Street.
Shadwell		C	1876	S&F mech			1913	Mechanical signal box provided by S&F from line opening. Signalling originally managed by LBSCR. Closed on electrification and auto signalling

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Shepherds Bush (CLR)	F	C	30-Jul-1900	B	125	11 (1p,??,11,2c)	Closed after 5 February 1938	Original frame by Evans O'Donnell and SB was at E end of EB platform. Crossover decommissioned when signal box closed.
Shepherds Bush (H&C) (Old station)		C				7	Closed after 16th December 1922	Box was at south end of up platform. Box remained when station closed in 1914. Box abolished when automatic signalling introduced.
Shoreditch	A	C	10 April 1876	S&F		14 approx	After traffic on 19th May 1928	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 1886. Suggestion (not yet verified) new frame installed in 1913. After closure signals and remaining crossover controlled from new power frame in Whitechapel ELR box.
Shoreditch	B	E(air)	08-Sep-1943	N	??	7 levers in 15-lever frame (active levers at LH end, spaces at RH end)	Finally closed on closure of branch after last train during evening of 9 June 2006.	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.
Sion College		C		Mech			Closed prior to 1903	
Sloane Square		C	24 Dec 1868	Mech			Closed 1905/7	Closed on electrification
Smithfield (Market)		C		Mech			Closed 1909	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)	Poss N	C	Jun-1909	Mech		24 (10 spare)	Closed after 21 December 1918	Situated west of Smithfield Market in angle between branch to Farringdon St and branch to Holborn (Smithfield curve). Replaced earlier box next to it. Control transferred to Aldersgate (Barbican) {Box unnecessary after SECR trains withdrawn}
Smithfield Goods (GWR)								Situated at extreme east end of depot
Snaresbrook GF	LG	GF (2)	21-Sep-1947	GF		15+4	GFs disused from 28 June 1954, but not immediately abolished. Abolished ??	

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Snaresbrook	LG	E	Steam	Mech			Box closed after 14 Dec 1947. GFs out of use from 3 February 1957	Box retained temporarily in conjunction with GFs
South Acton	WQ	C	13 June 1905	Mech		15 (2 spare)	Closed after 13 February 1932	Electro-Mechanical in 1930. South Acton branch became single line after WQ closed.
South Acton Junction		C	1903?	Mech			1905?	Probably superseded by Mill Hill Park ep box. Appears to have been in use 1903, and was presumably near Bollo Lane viaduct.
South Harrow	WV	C		Mech		30 (4 spare)	Closed after 14 September 1957	Thumb switch panel for siding points added from 26 April 1956. Box replaced by IMR next door.
South Harrow IMR	WV	IMR	15-Sep-1957	V		24	Abolished after 16 July 1978	IMR controlled from PBD mounted on power frame in Rayners Lane box, together with siding thumb switches.
South Harrow IMR	WV	IMR	17-Jul-1978	V		24		<b>Replacement IMR with larger frame and operated by programme machines supervised from Earls Court RR.</b>
South Kensington (MDR)		C	1871?	Mech			Replaced after 18 Jan 1906	Box located at east end of eastbound platform, and controlled new junction. Replaced by power box near tunnel.
South Kensington (MDR)	EE	C	19-Jan-1906	B	56	23 (8p,11s,4c)	Closed after 27 July 1957	Power box near tunnel mouth.
South Kensington (Met)	L, OR	C, E	24 Dec 1868	Mech S&F		20 (5 spare) in 1917 though also described 19 (15 wkg & 4 spare). Earlier pre 1912 frame 30 (24 wkg & 6 spare)	Closed after 17 June 1957	New frame in 1912. Electro-Mechanical in 1930. Relettered and some alterations 11 December 1949. Was situated at west end of inner rail platform. Box infrequently used from 17 January 1909 when auto signalling introduced on Met roads.
South Kensington IMR	EC, EF	IMR	28-Jul-1957	V		24		<b>Remotely controlled from Cromwell Road PBD. Levers numbered 250 upwards. From 14 May 1967 controlled by Programme Machines supervised from Earls Court RR. Relettered EF.</b>
South Woodford	LH	E	12-Oct-1947	N120	(204)	35 (2p,23s,7l)	Closed after 12 February 1972	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. Yard connections and signals etc decommissioned from 3 July 1967 and SB then became unused. Signals unlettered on closure.
South Woodford GF	LH	GF	12-Oct-1947	GF		6	Closed	Goods Yard closed after 22 Feb 64.
Stanmore	Y	Relay Room	09-Dec-1932				Closed after 18 May 1938	Electrical interlocking controlled by CTC system from Wembley Park
Stanmore	MK	C	29-May-1938	N	185	47 (12p,26s,3l,6c)	Closed after 24 October 1986.	Replaced CTC apparatus. On commissioning new IMR frame relocked to operate IMR.
Stanmore IMR	JL	IMR	15-Apr-1984	V		36		<b>New IMR controlled from existing frame in old cabin. From 25 October 1986 control transferred to Baker Street SCC.</b>
Stanmore Junction GF?		GF?					Abolished from 20 August 1939	Emergency crossover taken out of use from this date. Check was operated by GF.
Stepney Green		C	1904	Mech			Abolished Feb 1907	Box abolished when auto signalling introduced
Stockwell		C	18 Dec 1890	Mech		24	Abolished after 4 October 1924	Situated N end of island. Frame by Buck (unique). Points thereafter temporarily handworked. May have been coded 'U' after auto signalling introduced.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Stockwell	U	E	1926	B	144	15 (2p,8s,4l)	Closed after 21 October 1961	Closed when siding and crossover decommissioned. Unlettered from 1 April 1962.
<b>Stockwell IMR</b>	<b>U</b>	<b>IMR</b>	<b>24-Jul-1976</b>	<b>V</b>		<b>12</b>		<b>New IMR in connection with new crossover. Frame ex Clapham Common.</b>
Stoke Mandeville		C	1892	S&F			Closed after 30 April 1966	Signals made automatic on up line, down line block extended to Wendover-Aylesbury South.
<b>Stonebridge Park Depot control</b>		<b>Depot tower</b>	<b>26-Mar-1979</b>	<b>PBD</b>				<b>New control tower at new depot (after at least two postponements)</b>
<b>Stratford (Jub)</b>	<b>TW</b>			<b>Relay</b>				<b>New interlocking introduced with new line</b>
<b>Stratford Market Depot (Jub)</b>	<b>TY</b>	<b>SER</b>		<b>Relay</b>				<b>Operated from Depot Control Tower</b>
Studland Road Junction (LSWR)			21-Feb-1905	Mech		1914?		Out of use when line widened 1912-14. Box on S side of line east of junction (later controlled crossover in station)
Sudbury Hill			Mar-1901	Mech		17 (3 spare)	Not opened	Auto signalling introduced.
Sudbury Hill GF	WW	GF	09-Jul-1933	Mech		2	Abolished after 4 June 1966	Operated emergency handsignalled crossover west of station.
Sudbury Town			Mar-1901	Mech		17 (3 spare)	Not opened	Auto signalling introduced.
(Surrey Docks), then Deptford Road		C	1869	S&F		6 levers	1913	Box superseded by GF in 1913 when line electrified and auto signalling introduced
Surrey Docks GF (Deptford Road)	C, ER	GF	1913	Mech (SECR type)		6 (2 in use at removal, 1 crossover 1 fpl)	After 24 March 1995	Alterations and relettering 1950. Signals disconnected from GF at same time; reversing trains henceforth required handsignalling. GF removed after line closed for reconstruction
<b>Surrey Quays (was Surrey Docks)</b>	ER	<b>Relay Room</b>	25-Mar-1998	Relay				<b>New relay interlocking controlled from New Cross SCC</b>
Swiss Cottage		C	13 Apr 1868	Mech		16 (8 wkg 8 spare in 1910)	Closed after 13 November 1910	Closed when auto signalling introduced. Original box located at south end of up platform.
<b>Swiss Cottage IMR</b>	<b>ML</b>	<b>IMR</b>	<b>10-May-1964</b>	<b>V</b>		<b>12</b>		<b>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.</b>
Temple		C	30 May 1870	Mech			Closed 1905/6	Closed on electrification
Theydon Bois GF	LV	GF	25-Sep-1949	Mech		12	Abolished after 24 Sept 1949	Replaced GER signal box
Theydon Bois GF	LV	GF		Mech		12	Abolished on 22 August 1967.	Goods yard and connections decommissioned, but code LV abolished after 20 December 1969.
Tooting Broadway	W	C	1926	B	148	15 (3p,7s,4l)	Closed after 29 August 1959	Replaced by IMR
<b>Tooting Broadway IMR</b>	<b>W</b>	<b>IMR</b>	<b>30-Aug-1959</b>	<b>V</b>		<b>12</b>		<b>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.</b>
Tooting Broadway Panel	W	C	03-Jun-62				Abolished 28 July 1962	Temporary key panel next to IMR for local operation whilst Programme Machines being installed. Previously controlled from Morden.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Totteridge GF	NT	GF (2)	01-Apr-1940	GF. Westing-house style E2		14+2	Main abolished after 5 August 1964.	GF replaced GNR signal box apparently prior to 1 April 1940. Subsidiary the 2-lever GF retained to operate crossover.
Tottenham Court Road (CLR)		C	30-Jul-1900	EOD			Closed 1914	Evans O'Donnell frame. Cabin superseded by automatic signalling
Tower Hill IMR	EJ	IMR	10-Dec-1967	V		12		New IMR controlled by programme machines supervised from Earls Court RR.
Tower Hill (Mark Lane)		C	10 October 1884				Electrification in 1905/6	
Tower of London		C	25 Sep 1882	Mech			Still open 1903	Situated at site of 'Tower' station between Mark Lane and Minories.
Triangle Sidings IMR	EC, ED	IMR	31-Mar-1957	V		24		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.
Turnham Green Junction (LSWR)		C	1st June 1879?	Mech			Closed or moved on widening 1912-14	Prior to widening, cabin on north side of line west of station opposite junction (about 33yds west of platform). May have been SB there before. Some evidence a larger box was provided around 1904 immediately east of original site.
Turnham Green	WK	C	29-Aug-1911	B		23 (inc 9 spaces)	Mech frame abolished from 6 June 1931 and EP Frame abolished after 30 October 1931	Signal box at west end of southern island on W side of road bridge. Mechanical frame controlled SR signals, and points connecting SR and MDR at east end. In same box was 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 power frame from 7 June.
Turnham Green	WK	C	01-Nov-1931			51 lever?	Closed after 4 October 1963	Control passed to new IMR
Turnham Green IMR	WK	IMR	05-Oct-1963	V		24		New IMR with Richmond Junctions controlled by Programme Machines and supervised from Earls Court Regulating Room
Upminster	FM	C	01-Dec-1958	PBD				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	IMR (2)	01-Dec-1958	V		24 in each of E and W IMRs		East IMR in signal box, the West IMR beyond west end of island.
Upminster Depot Control		Depot Tower	27-Nov-1958	PBD				
Uxbridge	W	C	04-Jul-1904	Mech		35 levers (8 spare)	Closed after 3 December 1938	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.
Uxbridge	MW	C	04-Dec-1938	N	180	59 (16p,35s,8c)	Closed after 3 May 1987	New signal box opened with extension to new station.
Uxbridge IMR	MW	IMR	04-May-1987	V		48		New IMR controlled by new PBD in Rayners Lane SB.
Verney Junction		C	1896	S&F			Closed 1941?	Box located on 'down' side of line just east of the connection into the platform.
Verney Yard		E	1896?					
Victoria (Dist)		C	24 Dec 1868	Mech			Closed 1905/6 on electrification	
Victoria (Vic Line) IMR	VF	IMR	03-Feb-1969	V		24		New IMR opened when line commissioned. Controlled by programme machines supervised from Cobourg Street.

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Waddesden							Closed	
Waddesden Manor			1896?	S&F			Closed after 1922.	
Walham Green (now Fulham Broadway)		C	1876	Mech			Closed 1905-6	Cabin opened with Putney line.
<b>Walthamstow Central IMR</b>	VP	IMR	<b>04-Aug-1968</b>	V		<b>12</b>		<b>IMR opened just prior to Victoria Line opening. Programme Machine controlled, supervised from Cobourg Street.</b>
Wapping		C	1869	S&F			Closed 1913	S&F mechanical frame supplied on behalf of LBSCR. Closed when line electrified and auto signalling installed to Met standards
<b>Warren Street (Victoria) IMR</b>	VG	IMR	<b>04-Nov-1968</b>	V		<b>12</b>		<b>IMR opened just prior to Victoria Line stage II opening. Remote controlled from Cobourg Street. Auto reversing available.</b>
Warwick Road Junction (Earls Court)		C	1880s??	Mech			1905?	In use 1903, and probably came into use with new station circa 1881. Replaced by Earls Court West cabin WA on electrification.
<b>Waterloo (Bloo)</b>	BR/BS	IMR	<b>12-Aug-1991</b>	V		<b>36 (BR 19, BS 16)</b>		<b>New IMR controlling layout at Lambeth North and Elephant &amp; Castle and supervised by Baker Street SCC. Control of Lambeth North exercised between 12 August and 8 September from temporary panel at Elephant &amp; Castle; control of Elephant &amp; Castle assumed from 9 September 1991. Interlockings controlled by local site computer.</b>
<b>Waterloo (Jub)</b>	TH			Relay				<b>New interlocking introduced with new line</b>
Watford	A, M, JL	C	02-Nov-1924	WH	9436	43 (11)	Closed after 27 Sept 1958	Relettered JL from 27 November 1948.
<b>Watford IMR</b>	JP	IMR	<b>28-Sep-1958</b>	V		<b>36</b>		<b>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).</b>
Watford Junction	C	C	1924	WH	9435	28	Closed after 24 September 1955	Box located at Watford South Junction (controlled Mechanically); North and East junctions worked electrically.
Watford (South) Junction IMR	JP	IMR	25-Sep-1955	V		24	Closed after 16 June 1962	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.
<b>Watford (South) Junction IMR</b>	JJ	IMR	<b>17-Jun-1962</b>	V1		<b>24</b>		<b>New IMR, controlled from push button panel at Rickmansworth Signal box. Most lever numbers similar. New IMR required by 4-tracking.</b>
Watford Road		C	23 Sep 1896	Mech		15	Closed 1924	Replaced by Watford Junction. Box located on West side opposite sidings (near where present substation located).
Wellington Sidings								SEE PARK JUNCTION (Sidings and controlling signals out of use during 4 June 1964)
Wembley Park	G	C	By 1910	Mech		70 [57 wkg 13 spare]	Closed Jan 1914	SB located south of island platform south of bridge
Wembley Park	G	C	January 1914	Electro Mech		56 (51 wkg and 5 spare 1914)	Closed 1930	SB located north end of island platform. Running signals semi-auto ep.
Wembley Park GF		GF	1880?	Mech			Superseded 1914	Operated siding connection to goods yard on west side of GCR. This connection worked from new SB from 1914 shortly after opening.
Wembley Park	G, MG	C	Oct-1930	L	E50	95 (30p,45s,14l,5c)	Superseded by new arrangements in 1954	CTC Panel for operating Stanmore interlocking operational from 9 December 1932. Relettered MG from 6 June 1937.
Wembley Park (temporary)	MG	C	Jun-1954	??	??	59	Closed after 26 September 1954	In temporary signal box south of existing box

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Wembley Park	MG	C	26-Sep-1954	PBD			Closed after 11 April 1987	New desk in space vacated by shortened frame in old signal box
Wembley Park IMR	MG	IMR	1932	L	E50	59	Closed after 28 October 1984	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
Wembley Park IMR	JG/MG	IMR	29-Oct-1984	V		60		<b>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.</b>
Wendover		C	1 Sep 1892	S&F		30	Abolished 1st July 1984	On down side of line 300yds north of station. Very few (6) levers still operational at close.
Westbourne Bridge								Junction between Metropolitan and Great Western Railway west of Bishops Road (probably a GWR box) installed certainly by time H&C commenced and present in March 1867. Electric telegraph utilised. Situated 570 yds from Lord Hills Bridge box.
Westbourne Park	D, OS	E		Mech		16 (6 spare)	Closed after 13 March 1970	Box on west side of line just south of GWR connection (in angle). Relettered and certain modernisation 1950. Unlettered when box removed after 6 March 1971.
West Brompton		C	1876?	Mech			Pron 1906	Cabin opened at some point between 1869 and extension to Putney. Replaced on electrification by ground frame
West Brompton GF	WE	GF					Abolished after 20 April 1941	GF abolished and crossover in centre of station taken out of service, replaced by new one west of station.
West Brompton GF	WE	GF	21-Apr-1941	Mech		2	Abolished after 28 August 1971	New GF operating new emergency crossover west of station. Moves handsignalled. GF abolished with crossover.
West Ham (Jub)	TU			Relay				New interlocking introduced with new line
West Hampstead		C	30 June 1879	Mech			Closed after 12th June 1897	Box location uncertain but may have been on down platform. Box closed when down platform removed and tracks rearranged either side of old up platform.
West Hampstead	D	C/E	13 June 1897	Mech		36 (28 wkg and 6 spare around 1911)	Closed May 1915	Box located at south end of station, between tracks. Frame shortened in 1911 to 24 levers (with 6 spare) and box lettered. Box became redundant 1914 when connections to yard removed.
West Hampstead	D	E	May 1915	Mech		8	Closed after 11 September 1937	SB situated at north end between tracks leading to siding (also seen referred to as GF). Siding and associated signals taken out of use at same time in 1937.
West Hampstead Junction	?	C	December 1913	Electro Mech		6	May 1915	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. May have been coded but if so code not known.
West Kensington (station)		C	Prob 9 Sept 1874	Mech			Closed after 30 May 1908	Sykes. Superseded by West Kensington East
West Kensington (Midland) Junction		C	Prob 25 March 1878	Mech			Closed after 30 May 1908	Sykes. Superseded by West Kensington West
West Kensington East	WB	C	31-May-1908	B	54	39 (11p,19s,9c)	Closed after 2 October 1948	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.
West Kensington East	WB	C / IMR	03-Oct-1948	N		35	Closed as cabin after 9 May 1970, but retained as IMR.	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.
West Kensington West	WC	C, E	28-Oct-1906	B	56	39 (9p,21s,6l,3c)	Closed after 14 April 1962	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)

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
West Kensington West IMR	WC	IMR	15-Apr-1962	V		24		New IMR taking part control from West Kensington West SB. Controlled from Earls Court Regulating Room. Few normally-used movements.
Westminster (Dist) [orig Westminster Bridge]		C	24 Dec 1868	Mech			Closed upon electrification 1905/6	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.
West Ruislip	CS	C	21-Nov-1948	N	199	59 (44fs[11p,15s?], 15r)	Closed	Also controlled Ruislip Gardens via 15 route levers. Was to have been 59 (14p,30s,14l). New PBD introduced from 1 May 1960 controlling Northolt IMR.
West Ruislip	WER	SER	09-Dec-1991					SER 'WER'. Relay interlocking commissioned FOR sot 9/12/1991 controlled by Push Button Panel. Further panels also controlled Ruislip Gardens and Northolt. Site converted to Westrace Interlocking c.1997 and 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.
Weston Street		C	11-May-1907	Mech			Closed after 20 August 1921.	Closed when auto signalling introduced.
White City	CG	C	03-Jul-1948	N	205	47 (10p,26s,9l)	Closed after 10 February 2000	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	CBI	02-Dec-1996					New CBI (Westrace) temporarily operated from PBD in existing SB. Control transferred to Wood Lane SCC from 3 August 1999.
White City Sidings		CBI	2007					Westrace CBI interlocking introduced when new sidings commissioned. Controlled from Wood Lane CC.
Whitechapel East		C		Mech			Closed 1907.	Probably new W&B box. In use 1903
Whitechapel West		C		Mech			Closed 1907.	Probably original DR box. In use 1903
Whitechapel	EN	C	1911	B	85	51 (14p,29s,8c)	Superseded 1951	Replaces Whitechapel E and W
Whitechapel	EN	C	1951	N	198	47		New frame 1951, but part of frame intended for earlier site. PB unit 1959 with 11 PBs for Whitechapel ELL and Shoreditch. ELL closed 22 December 1977 and ELL functions and St Mary's curve removed.
Whitechapel junction (ELL)		C	1884	Mech			Closed 1913	Replaced by new box at Whitechapel station
Whitechapel station (ELL)		C	1876	Mech S&F			Closed 1913	Replaced by new box at Whitechapel station. Original SB built by S&F on instruction from LBSCR

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
Whitechapel (ELL)	B	C	1913	Mech		21 (in 1929 Nos 20 & 21 spare)	Abolished after 17 Oct 1959	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	C	Jan-1928	K	E36	7 (1p,5s,1c)	Closed after 17 Oct 1959	From 20 May 1928 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. This frame probably only ever controlled Shoreditch
Whitechapel ELL IMR	B	IMR	18-Oct-1959	V		24	Line closed 22 December 2007	Prior to rebuilding of ELL (reopened 25 March 1998) 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 controlled by SCC at New Cross.
Whitecross Street	Q	C	1885?	Mech			Closed 2 July 1916.	Situated on north side of line. Served CWL only.
Whitecross Street (Midland) GF		GF		Mech			Closed with depot	May have been Midland Railway frame for yard shunting. Probable location under Redcross Street bridge, partly in yard tunnel.
Willesden Green (Junction or South)		C	04-Jan-1906	Mech		45 levers (including 6 spare + 6 spaces)	Closed 1911	SB on east (north) side of line just south of junction between main line and bay. In 1911 or thereabouts still 45 levers with 31 working and 14 spare.
Willesden Green (Station or North)		C	24 Nov 1879 [January 1906]	Mech		Original size unknown. New frame 45 levers (including 5 spare)	Closed 1911	SB on west (south) side of line just north of down platform. Signal box considerably enlarged at end of 1905 and new and larger frame installed. In 1910 the frame was still 45 levers of which 29 working and 16 were spare,
Willesden Green	E	C	Feb 1911	Mech		40 [37 wkg 3 spare]	Closed after 10 Sept 1938	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.
Willesden Green	ME, JE	C	11-Sep-1938	N	181	59 (12p,38s,5c)	Closed after 31 January 1987	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	IMR	30-Sep-1984	V		12		<b>New IMR controlled from existing frame in old SB. From 1 February 1987 control transferred from Willesden Green SB (closed) to Baker Street SCC.</b>
Winslow Road		C						
Winslow Road		GF	Aug-1911	Mech		1?	Abolished	GF operates siding and is released by Annetts ket which keeps up signals at danger. Needed because frame in SB full.
Woodford	LJ	C	02-Nov-1947	N	203	59 (15p,24s,8l)	Closed after 19 March 2000.	
Woodford	WOO	CBI	26-Aug-1997					<b>New CBI temporarily controlled from PBD in old SB. Control transferred to Wood Lane SCC from 28 February 2000</b>
Woodford Junction		C	GER	Mech			Closed after 8 August 1948	
Woodford Junction GF	(LJ)	GF	08-Aug-1948	Mech		4	Abolished after 23 July 1966	GF controlled crossover for handsignalled moves. GF released from Woodford signal box. Crossover decommissioned when GF abolished.
Wood Green	G	C (IMR)	06-Sep-1932	N	172	15 (2p,10s,2l)	Abolished after 14 October 1978	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	IMR?	15-Oct-1978	V?			Closed after 4 October 1980	Temporary relay room on EB platform.

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Wood Green IMR	PG	IMR	05-Oct-1980	V		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	G	C	May-1908	Mech		30 (12 spare)	Closed after 12 June 1920	Replaced by new SB.
Wood Lane	G	C	13-Jun-1920			27 (7p,14s,3l,3c)	Closed after 27 November 1948	New power frame brought fully into use from 22 July 1920 in connection with Ealing extension.
Wood Lane Signalling Control Centre		SCC						New SCC. Control extended to following local CBIs. Marble Arch and Holborn from 8 September 1999. Liverpool Street and Bethnal Green from 10 October 1999. Leytonstone and Newbury Park from 7 November 1999. Epping, Debden, Loughton and Woodford on 28 February 2000. Hainault and Grange Hill from 14 March 2000.
Wood Lane (H&C) [Exhibition station]		C		Mech			Closed after 16th December 1922	Box situated at south end of up platform. Superseded when auto signalling introduced Hammersmith-Westbourne Park.
Wood Lane depot		C	06-Jan-1917	Mech		1 (believed)	Closed	Two signals each side of Caxton Road Gate level crossing worked by lever outside depot gatekeepers hut to protect roadway.
Wood Lane Junction	J	C	1920	Mech and Slide	Slide 1	2 mech and 8 slides (1 spare)	Closed after 18 June 1938	Connections between former E&SB and GWR line removed.
Woodside Park GF	NS	GF (2)	01-Apr-1940	GF		13+4	Abolished during day on 9 July 1964	GF replaced old GNR signal box with Dutton frame of 20 levers opened in 1906, apparently prior to 1 April 1940
York Road	E	C, E	15-Dec-1906	B	69	11 (1p, 7s,3c)	Closed after 25 April 1964	King lever fitted 16 Jan 1922. On closure frame and crossover taken out of use and running signals renumbered as autos.

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**KEY**

Regularly manned cabin C

Emergency or Irregularly manned cabin E

Ground Frame Interlocking Machine Room (normally no operating access) GF

Signals controlled by proving of points PR

Auto reversing, possible manual intervention by switches Auto

Interlocking achieved through relays Relay Hut

Depot Tower Control (switches) Depot Tower

Central control centre CON

Signal Equipment Room SER

a spare lever

c space

l operational lever (not controlling points or signals separately)

p point lever

r route lever

s signal lever

**MECHANICAL BOXES**

EOD Evans O'Donnell

S&F Saxby & Farmer

WH Westinghouse

DN Dutton

RSC Railway Signal Company

**Notes:**

Frame numbers preceded by letter 'E' are all electric frames

Interlocking	Cabin Code	Status	Box Opened or date of frame	Frame Type	Number	Levers on opening	Closed	Notes
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Where there are multiple entries in each box the first represents the original position and next entries successively later positions.

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