

London Underground - Inventory of Signal Cabins and Other Interlockings 1863 - 2001

Listing of Interlockings at locations beginning A to E

V5.7 - Updated to knowledge available 17 December 2009

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
Acton Town	Mill Hill Park		1 July 1879	Replaced by ep box in 1903.	Mech	C			Box was located on up platform about half way along.
	Mill Hill Park	WL	11 June 1903	After traffic 23 Jan 1932	B	C	29	47 (22p,19s,6c)	Located at east end of northern island. (Prior to island this was the northern platform at east end). Replaced Mechanical box at Mill Hill Park.
	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.
	Acton Town	WL	24 January 1932	After traffic 11 July 1965	N	C	171	119 (27p,67s,19l)	New Box located on north side of line towards east end of platforms.
	Acton Town IMRs	WL	12 July 1965		V	IMR (2)		36 (East IMR) and 36 (West IMR)	Two new IMRs (East and West) controlled by local programme machines supervised from the new regulating room (Warwick Road) at Earls Court.
Acton Signal School	<i>Signal School</i>		<i>November 1992</i>					<i>12, with further m/c of 12</i>	<i>One machine ex Moorgate CW. School relocated 1999 with 2 frames 'V' and 'BE'. Assume one frame (at least) not resued from old school. Also 1x'B' and 1x'V' in SSL SE&CS 'Quality Hut' (Per TJC)</i>
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.	Was situated on south side of line opposite junction.
	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
	Aldgate	OB	19 May 1946	After traffic 24 January 1988	N	C	183	59 (14p,39s,5c)	Ordered 1937. New box over tracks at north end of station. Controls all three junctions and Aldgate East
	Aldgate IMR	OB	25 January 1988		V	IMR		48	New IMR controlled from new temporary PBD in Farringdon SB
Aldgate East	Aldgate East		26 February 1905	Box retained, frame replaced	Mech	C			SB on EB platform
	Aldgate East	EL	15 January 1906	After traffic 6 October 1928	B	C	61	15 (5p,9s,1c)	New Frame Only. On electrification, 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.
	Aldgate East	EL	7 October 1928	After traffic 18 May 1946	B	C	61	15 (5p,9s,1c)	New box adjacent to old one; reused existing frame. Replaced by Aldgate OB. Box remained at old station site even after it closed.
Alperton	Perivale-Alperton		Complete in March 1901 but box never commissioned.		Mech			17 (3 spare)	Auto signalling introduced when line finally opened in 1903
Amersham	Amersham		1 September 1892	After traffic 19 March 1960	Mech S&F	C			Replaced by new power box.
	Amersham	JW	20 March 1960			PBD			New SB on west side of line (S end) initially controlling IMR in same building. From 22 May 1960 also controlled Chalfont & Latimer IMR.
	Amersham IMR	JW	20 March 1960		V	IMR		48	New IMR beneath operating floor of new SB
Angel	Angel	K	17 November 1901	Closed after 1923, but probably emergency cabin for few years prior	Mech	C			Signal box originally at south end of the island platform. 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
	Angel	K	By 1924	Closed after 22 January 1959	Mech	E		8	Believe this always fitted with a recovered mechanical frame. Box situated trackside at siding outlet. Siding abolished at same time at cabin closed. A power frame was ordered but used elsewhere.

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
Archway (was Highgate)	Highgate	H, NN	22 June 1907	Closed as SB after 24 June 1961. Frame apparently OOS no later than after traffic 11 Sept 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!
	Archway	NN	12 September 1992		V	IMR		12	Believe frame in original SB site.
Arnos Grove	Arnos Grove	J	6 September 1932	After traffic 1 August 1982	N	C	175	59 (14p,33s,11l)	Push button panel commissioned from 26 March 1957 remotely controlling signalling at Wood Green SB which is now normally unmanned.
	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.
Aylesbury	Aylesbury (station)		1868	On or about 1 January 1894	Mech (GW)	C		10	Cabin located near west end of up platform and after decommissioning was porter's room for a number of years. Frame installed by GWR and interlocking was of Blackall pattern.
	Aylesbury (Met, temporary)		1 September 1892	On or about 1 January 1894	Mech	C			Cabin located near later Met 'East' box and provided to give access to and from their temporary station at north east end of main station.
	Aylesbury (station)		On or about 1 January 1894	June 1908	Mech	C		44	New cabin installed by GW but paid for jointly, also on up platform, but nearer eastern end than old cabin.
	Aylesbury East (Met)		On or about 1 January 1894	June 1908	Mech S&F	C		34	New cabin installed by Met and located on up side of line somewhat to the east of the main junction and between up line and up siding.
	Aylesbury North		June 1908	??	Mech	C		30 in 1908	Box located on east side north of goods shed north of station.
	Aylesbury South		June 1908	1990?	Mech	C		55 in 1908	New box in angle between Met and GW lines. Replaced old east box (almost opposite) after junction relaid.
	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.

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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
Baker Street (Tubes)	Baker Street (Bloo)	BM	27 August 1939	Closed after 6 August 1977.	B	C		7 (1p, 5s)	Situated off lower escalator chamber between SB platforms. Frame in larger ironclad case with comms and desk at RH end.
	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.
	Baker Street (Bakerloo) SCC		Opened for trial operation 8/9 December 1990 and properly in 1991			Con Room			Situated in former Met general offices at Baker Street. Control of Queens Park from 6 Jan 1991, Lambeth/Elephant from 8 Sept 1991 and Piccadilly, Baker Street and Paddington from 30 June 1991.
Baker Street (Met & Circle)	Baker Street		10 January 1863	Closed 1868	Mech	C			Original box at west end of Up (EB) platform. Replaced by 'roundhouse' signal cabin at Baker St Junction).
	Baker Street (Junction and Circle)		13 April 1868	Closed after 3 Jan 1913	Mech	C		17	Located in junction 'roundhouse'. Replaced by Baker Street (main) box. New power frame installed in 1908. Seems to have gone out of use during period when box (below) was in commission.
	Baker Street (Circle)		1898? Poss 1873	Closed in June 1909	Mech	C		27 (8 spare) in 1907	Located in St Johns Wood junction tunnel on trackbed. Presumably superseded by roundhouse box after reframing.
	Baker Street (Circle)		29 June 1909	Closed in 1913	Power frame	C		20 (3 spare)	Appears to have been new power frame in the old 'roundhouse' structure, but conceivable still in junction tunnel which was still then single track. Frame does NOT appear to be a Westinghouse frame.
	Baker Street (Met main or East box)		13 April 1868	Closed 1888	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)		1888	Closed after 3 Jan 1914		C		48 working in 1898; 50 (25 spare) in 1912 but nil spare in 1904	New signal box controlling St Johns Wood line to allow for more tracks consequent on doubling of that line.
	Baker Street (Met)	A	4 January 1913	Closed after 5 April 1924	M2	C	E4	37 (13p,20s,4c); another report states 36 levers (30 wkg 6 spare and 3 spaces at RH end)	Replaced junction and north boxes. Situated at north end (east side) of main station on retaining wall (not far from previous box which was at track level). Station layout was reconstructed at same time
	Baker Street (Met)	A, M, MB	6 April 1924	Closed after 11 June 1988.	K	C	E19	39 (12p,20s,5l,2c)	Original code A. Situated track level - replaced 1913 box nearby. Relettered M on 12 August 1928. Relettered MB on 9 February 1947, during minor signal improvement works. Frame disused after 25 July 1987 and control of new IMR exercised through temporary key panel.
	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.
	Baker Street (Met) Chiltern Court siding		1 September 1927	1965?	Mech	GF		2	Ground Frame released by Annetts Key normally kept in SB
	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. 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 Farringdon and Liverpool Street area transferred to Baker Street SCC on 25 March 2001.
Bank	Bank CLR	B, CB	30 July 1900	Closed after 13 April 1958	EOD	E		16	Situated at east end of WB platform. Relettered CB from 22 June 1941, during minor signal improvement works
	Bank CLR	CB	28 April 1958	Closed after 23 October 1971	B or N	E		11	New frame in existing signal cabin.
Barbican	Barbican CWL	P	1 January 1878 (possibly very shortly earlier)	Closed 10 March 1924.	Mech	C		10 levers (1 spare) in 1916. Also 10 levers 1878.	SB situated on north side of line east of Aldersgate station. Controlled CWL only. Closed shortly after 1885 when Whitecross Street opened, but box later re-opened (May 1916) and Whitecross Street closed. Superseded by track circuiting between Aldersgate and Barbican 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
Barbican (previously Aldersgate)	Barbican (Aldersgate)	E	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	Box located west end of island. Had at one time large CWL frame and two short Met frames at right angles at each end.
	Barbican (Aldersgate)	E	27 November 1932	Closed after 11 December 1954	Mech/ Electric	E			(Had mech frame for points and slide frame for signals by British Power Signal Co), located Farrington end of island. Safety concerns following a locking irregularity found on 30.9.52 resulted in the swift demise of this interlocking.
	Barbican (Aldersgate) IMR	OG	12 December 1954	Abolished after 20 October 1979	V	IMR		36	Controlled from push button panel in existing Farrington cabin. From 16 December 1956 control transferred to new PDB at Farrington. 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
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.
	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.
	Barking Station IMR	FF	3 April 1960		V	IMR		12	New IMR controlling signal at Barking station, controlled from Barking SB.
	Barking West IMR	FF	30 March 1960		V	IMR		36	New IMR controlling west end of Barking sidings controlled from Barking SB.
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 withdrawn after 11 October 1967.
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.
Bayswater	Bayswater		1 October 1968	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).
Bethnal Green	Bethnal Green	LC	18 November 1946	Abolished after 29 January 1995	B	E	?	11 (1p,6s)	Frame installed 1939/40. Peter Kay / Mark Adlington states B frame. 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.
Paddington	Bishops Road		30 August 1874			C			New signalbox
Blackfriars	Blackfriars		30 May 1870	Closed on electrification 1905/6	Mech	C			
Blake Hall	Blake Hall GF		??	Abolished 1 August 1967	Mech	GF		2	Operated by Annetts Key. Appears to have replaced full GER signal box.
Bond Street	Bond Street (CLR)		30 July 1900	Closed 1915	Mech	C			Evans O'Donnell frame. Cabin superseded by automatic signalling
Borough	Borough (NB)		18 December 1890	Closed 1922	Mech	C			Frame by Dutton
	Borough (SB)		18 December 1890	Closed 1922	Mech	C			Frame by Dutton
	Borough	X	12 August 1922	When line closed in 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.
Boston Manor (was Boston Road)	Boston Manor (Boston Road)		1 May 1883	Closed 1905	S&F	C			Closed upon introduction of auto signalling. Box retained as Pway cabin.
	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.
Bouverie Street	Bouverie Street		Thought likely to have come into service 1868		1930s	PR			Originally 2-road engine shed. Ground frame possible. Substation from 1906. Substation siding had trailing connection to inner rail with handworked points proved.
Bow Road	Bow Road	EP	11 June 1902	Closed October 1946	Mech	C		29 (19s after 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
	Bow Road	EP	20 October 1946	Decommissioned after 22 February 1964	N	E	?	11 (1p,9s)	New signal box at east end of eastbound plat. Not used after 20 February 1961 when crossover decommissioned., but not finally abolished until 1964. DB states frame was assembled from 'bits'.
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.

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
Brent North	Brent North		6 September 1898	1922?	Mech	C			Cabin on new widened lines (subsequently leased to GCR) giving access to sidings near Wembley.
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			GF at up end controlling run round loop. Frame closed when line closed. Points on main line locked by train staff.
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
Brixton IMR	Brixton IMR	VE	25 June 1971		V	IMR		12	IMR with programme machines supervised from Cobourg Street
Broadhurst Gardens	Broadhurst Gardens Junction		1895	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 located between GCR and Met NB line prior to track rearrangement at West Hampstead c 1898, near top of ramp down to GCR tunnel.
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.
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.
	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.

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)	Box situated at south end of NB Highgate platform
	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 bew frame in use by March though not fully operational until mid
	Camden Town temporary cabin	E	24 July 1955	Closed after 17 September 1958	?	C	?	23	Temporary cabin in cross passage, controlling new IMRs
	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
	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.
	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. Probably same location as earlier temporary cabin.
Canal Junction and New Cross Depot & Control Room	Canal Junction	E	1 April 1880 (though box may have been built but not used in 1874). Not used by LT origin trains until 1 October 1884	Abolished after 7 October 1950	Mech (prob LBSCR design)	C			Was situated by junction to west of line. Replaced by new box in LT style
	New Cross (East London) Staff box		3/4 March 1917	Closed after 19th February 1927	Mech	C			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.
	Canal Junction	ET	8 October 1950	Closed after 24 March 1995	B	C	?	23	Assumed control of signalling at Canal Junction and Deptford Road. Situated in angle of junction. Cabin closed when ELL shut for reconstruction. B type frame recovered from elsewhere.
	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		Relay	SER			New interlocking opened with new line, controlled from Neasden Control Centre

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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. Apparently remained in use as Met (later GCR) block post on new GCR extension to London lines until auto signalling introduced 1922.
Canning Town	Canning Town	TN	14 May 1999		Relay	SER			For Floodgate control. Date reflects start of passenger services
Cannon Street	Cannon Street		10 October 1884	March 1906	Mech	C		18	Located at west end of inner rail platform. 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.
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	JT, JW, JT	8 July 1889	Closed after 21 May 1960	Mech S&F	C			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.
	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'
Chalton Street	Chalton Street		Definitely brought into use between 1871 and 1885 with some evidence it was during 1872.	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,	Half way between Gower Street and Kings Cross. Situated in walled-in opening on north side in garden of house purchased for purpose. Now 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.
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)	Reference to a twelfth lever being added in December 1939. Levers renumbered 5 Jan 1930 when lever No 12 became 7, and 7 crossover became 5. Box normally unmanned from 29 October 1934.
	Charing Cross (Northern) (Strand)	C	10 June 1951	Closed as SB after 28 October 1961	N	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.
	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	Situated at east end of WB platform. 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.
Chesham	Chesham	JV	8 July 1889	Closed after 28 November 1970.	Mech S&F	C			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.

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Chorleywood	Chorleywood	JS	8 July 1889	Closed after 14 March 1970	Mech S&F	C, E			Lettered 5 December 1954. Became normally unmanned from 20 November 1955. Goods yard signals and connections decommissioned 10 April 1967. Delettered upon closure.
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.
	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.
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.
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.
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.
	Colindale (Temporary)	AC	18 August 1935	Closed after 18 April 1936	B	C		11	Temporary box on SB side of line. Alleged (Pennyfare) the frame came from the signalling school (S Ken).
	Colindale	AC	19 April 1936	Closed after 2 April 1966	?	C	?	15?	Old signal box on platform completely rebuilt. Probably new locking frame (not necessarily electric)
	Colindale (Temporary)	AC	3 April 1966	Closed after 15 July 1967	?	C			Temporary signal box to allow reconstruction of existing box as IMR.
	Colindale IMR	AC	16 July 1967		V	IMR		12	New IMR controlled by Programme Machines supervised from Golders Green SB. Supervision passed to Cobourg St from 14 March 1971.
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. 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.
Covent Garden LT Museum	Covent Garden LT Museum		28 March 1980		V	Exhibit		12	M/c ex Barbican

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
Cromwell Road & Cromwell Curve & Triangle Sidings	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
	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
	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.
	Cromwell Road (Cromwell Curve)	EC	7 June 1906	Closed after 20 June 1935	B	C	32	47 (27p,15s,3c)	SB located on north side of main line on southern arm of triangle. Replaced Earls Court Junction and Gloucester Road "A" and "B" boxes. Control of area transferred to new Cromwell Road box
	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. In 1957 (between March and July) the push-pull frame was replaced by a PBD. See entry below (21 July 1957).
	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 passed to local programme
	Triangle Sidings IMR	EC, ED	31 March 1957			V	IMR	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.
Croxley	Croxley (Green) [Met]	B	2 November 1925	Closed after 13 June 1970	Westing house Mech	E	9434	20 (7l)	Goods yard signals and connections decommissioned 7 December 1967. Delettered upon closure.

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
Dagenham East	Dagenham East	FG	11 September 1960		IMR	V		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.	C	N2M	215	35 (10p,17s)	W. List says 214 [59 (14p,44s)] ordered March 48. 215 should have been Edgware Repl. Box replaced GER mechanical box.
	Debden	DEB	29 July 1996		CBI				New CBI (Westrace) temporarily operated from PBD in existing SB at Loughton. Control transferred to Wood Lane SCC from 28 February 2000.
Devonshire Street	Devonshire (Street)		Before 1888	Finally closed 1909 when auto signalling introduced	C	Mech		3 (1 spare) in 1907; all wkg at closure	Box located between Baker St (324 yds) and Portland Road (666 yds) on north (up) side. Closed between 1894 and 1900. Original frame evidently discarded as new frame installed 1907 for train service increases, though this only had short
Deptford Road	Deptford Road Junction.	D	First interlocking into use 13 March 1971.	Superseded 1913	Mech	C		By inference, at least 15 levers.	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. GF situated on east side of line by junction trailing junction, somewhat to south of former box; 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.
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.
Down Street	Down Street IMR	PB	13 May 1979		IMR	V		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	C	Mech		9 levers in use 1915. When box first opened frame was 18 levers (9 sigs, 2 pts, 7 spare)	SB located south of station by crossover. 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
	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	C	Mech		17 (in 1933)	New box near depot, replaced existing box by unused crossover at S end shortly after opening.
	Drayton Park	NC	11 March 1939	Closed 4 October 1975	C	N	(186)	35 (10p,12s,5r,2l,6c)	Initially opened with switch panel controlling Finsbury Park. Frame not used until 7 December 1941. Acquired control of Drayton Park itself from 15 March 1953. Lost control of Finsbury Park RR when line closed after 4 October 1964.
Drapers Field	Drapers Field	LD	4 December 1946	Closed after 4 May	Relay				Temporary auto reversing facility
Dutchlands	Dutchlands		1900	Closed by 1934 but still in use 1922 and thought to close soon after.	C	Mech			Intermediate box to facilitate GCR trains.

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
Ealing Broadway	Ealing Broadway (MDR)	WP	1 July 1879	Closed after 29 Nov 1952	C	Mech		43	Box situated at east end of platform 2. 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.
	Ealing Broadway E&SB	L	3 August 1920	Closed after 29 Nov 1952	C	B	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.
	Ealing Broadway	WP/WM	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.
	Ealing Broadway IMR	WP	30 November 1952		E(air), IMR	N2		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
	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	C	Mech		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
	Ealing Common	WM	10 March 1925	Closed after 5 November 1960	C	B		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.
	Ealing Common IMR	WM	6 November 1960		IMR	V		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.
	Ealing Common Depot GF		Early - perhaps from depot opening in 1905.	Abolished after 13 March 1965.	GF	Mech		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.

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
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.	C	Mech			Earls Court station was not on original line and there was no SB. When station opened 3-track layout required SB, located at E end of original station by EB line. Went out of use when new station built
	Earls Court East		1 February 1878	Superseded after 25 Nov 1905	C	Mech			To east of relocated station, east of Earls Court Road bridge against south wall. 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.
	Earls Court East	EA	26 November 1905	Closed as SB after 10 August 1936 and as IMR from 4 June 1966	C/E	B	45	27 (9p,10s,4c)	New box situated on gantry over tracks about 200 yards east of station. On closure control of area transferred to Cromwell Road box
	<i>Earls Court Junction - See Cromwell Road (ante)</i>								
	Earls Court West	WA	26 November 1905	Closed after 21 September 1936	C	B	31	27 (10p,6s,7c)	New box was at west end of north island. On closure, control of area transferred to new Earls Court West box (itself controlled from Cromwell Road)
	Earls Court West	EC	20 September 1936	Closed after 11 June 1966	E(air)			23	Controlled from opening from Cromwell Road box (except during resignalling from 31 March to 21 July 1957). Upon closure control passed to the new (main) IMR, still initially controlled from Cromwell Road.
	Earls Court (main) IMR	EC	5 June 1966		IMR	V		36	New IMR (situated above the West 'relay room') controlling Earls Court East. 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.
	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.
Earls Court Control		12 July 1965		CON				Permanent control room above Warwick Road entrance. 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.	
Earls Court Signal School	Earls Court Signal School		October 1954	December 1992					Dismantled and transferred to Acton TS. 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.
Eastcote	Eastcote GF		Early 1913	Closed when SB opened at end 1913	GF	Mech		1	unlocked by Annetts key. Opened in connection with new goods yard.
	Eastcote	T (MS)	27 March 1905	Abolished after 16 July 1966	E	Mech			Replaced GF. Occasionally used as block post. 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.
East Finchley	East Finchley	NP	18 June 1939	Closed as SB after 24 June 1961	C, IMR	N	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
East Ham	East Ham temporary SB	FE	7 February 1960	Closed after 7 May	C				Temporary SB next to new IMR.
	East Ham IMR	FE	7 February 1960		IMR	V		12	New IMR initially controlled from temporary SB (adjacent). Control transferred to Barking SB PBD from 8 May 1960.
Edgware	Edgware	AE	18 August 1924	Closed after 30 January 1965	C	K	Electric 20	23 (6p,6s,11,10c)	Extended by new 12-lever section at left hand end during October 1932 (commissioned 30th October).
	Edgware IMR	AE	31 January 1965		IMR	V		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.
Edgware Road (Bloo)	Edgware Road (Bloo)	A	19 March 1906	Closed - by 1913	C	B	52	11 (2p,5s,4c)	Cabin at south end of SB platform. Frame possibly moved to Paddington (opened December 1913)

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
Edgware Road (Met)	Edgware Road (Met)	B	10 January 1863	Closed after 22 May 1926.	C	Mech		30 (all wkg around 1921; 27 wkg 3 spare 1907)	Box located East end of up platform. 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.
	Edgware Road (Met)	B, OP	10 October 1926		C	K	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 standardised.
Elephant & Castle (CSLR)	Elephant & Castle (CSLR)		18 December 1890	Closed 1922	C	Mech			Frame by Dutton. While this box did serve both directions of traffic up siding exit was key locked. Box believed to be in cross passage between platforms.
Elephant & Castle (Bloo)	Elephant & Castle (BSWR)	E	05 August 1906	Closed 1 Nov 1941	C	B	49	15 (2p,8s,5c)	Box at N end of NB plat. Date unlikely
	Elephant & Castle (Bloo)	BS	2 November 1941	Closed 8 September 1991	C	N (PP)	192	11 (1s,8r,2c)	Push Pull frame. Cabin in heading off S end of SB plat. 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).
Elizabeth Street (between Victoria and Sloane Square)	Elizabeth Street		1880	Closed on electrification 1905	C	Mech			Between Victoria and Sloane Square. Definitely still open 1903.
Embankment	Embankment (was Charing Cross)	EH	30 May 1870	Closed after 18 May 1966	C, E	Mech			Electro-Mechanical in 1930. Replaced by IMR. Cabin reduced to emergency only around 1905. NB 1893 plan shows box at east end of WB platform, but must have moved at some point to N side of line on site beyond east end of EB platform.
	Embankment (was Charing Cross) IMR	EH	19 May 1966		IMR	V		12	New IMR at street level in old bill store. Remotely controlled from Earls Court.
Epping	Epping	LW	14 August 1949	Closed after 28 July 1996.	C	N2M	216	47 (15p,29s,3r)	Replaced GER mechanical box
	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.
Euston (Northern)	Euston (CSLR)		11 May 1907	1919 or 1921	C				
	Euston (CSLR)	J	1919 or 1921	Closed after 15 November 1958	C	B	140	15 (3p,10s,2c)	Temporary 11 lever power frame replaced existing frame in SB from 29 March 1958 in preparation for conversion to IMR.
	Euston IMR	J	16 November 1958		IMR	V		12	IMR and Programme Machines housed in old signal box. 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.
Euston Square (Gower Street)	Euston Square (Gower St)		10 January 1863	Closed after 3 April 1906 when auto signalling introduced.	C	Mech		8 (7 wkg 1 spare)	Signal box situated at west end of UP platform. Levers at closure
	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		C	Mech			This cabin may or may not have been opened and was either near tunnel mouth at Edgware Road or near Harewood Avenue.