

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 375G

This notice must be kept strictly private and must not be given to the public.

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS RESPECTING THE INTRODUCTION OF NEW MULTIPLE ASPECT SIGNALLING BETWEEN HARROW AND CAMDEN, BETWEEN WEMBLEY CENTRAL AND WILLESDEN CARRIAGE SHED NORTH, BETWEEN WILLESDEN AND WILLESDEN NO. 9, WILLESDEN NO. 8, KENSAL GREEN JCN., MITRE BRIDGE JUNCTION, AND ACTON CANAL WHARF.

IMPORTANT: This notice is to be acknowledged IMMEDIATELY on receipt to "TRAINS, CREWE", using code: ARNO 375G.

The diagrams, with schedule of signal route indications, which are attached to this notice show the resignalling of the line between Harrow and Camden No. 2 consequent on the bringing into use of a new power signalbox to be named "Willesden" located adjacent to the Up City Line. The new signalling will link up in the north with the existing multiple aspect signalling controlled by Watford Power signalbox.

Except where shown below the distances between distant and home signals leading to and from the resigalled area are shown on the accompanying diagrams.

The work will be carried out in two stages as follows and during these stages points and signals worked from the signalboxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these stages will be found in Section B and C of the appropriate Weekly Notice:—

**STAGE 1 Between Sudbury Junction and Willesden Carriage Shed North—
2.00 p.m. Saturday, 15th May, 1965 until 6.00 a.m. Monday, 17th
May, 1965.**

During this stage Willesden Carriage Shed North signalbox will be resigalled as shown on the Stage 1 plan attached to this notice and until Stage 2 is commissioned this signal box will work with Sudbury Junction signalbox.

An additional klaxon horn will be provided adjacent to the No. 1 Reception Siding operated from the shunters hut.

The Up Goods Line and Up Loop have been renamed Up High Level Arrival throughout.

STAGE 2 Between Harrow and Camden No. 2, between Wembley Central and Willesden Carriage Shed North, between Willesden and Willesden No. 9, Willesden No. 8, Kensal Green Jcn., Mitre Bridge Junction and Acton Canal Wharf 10.0 a.m. Saturday, 29th May, 1965 until 6.0 a.m. Monday, 31st May, 1965.

The existing running signals controlled by North Wembley, Sudbury Junction, Brent Junction, Willesden No. 9, Willesden No. 7, Willesden No. 6, Willesden No. 5, Willesden No. 3, Willesden No. 1 and Kilburn No. 1 will be taken away and replaced by multiple aspect signalling controlled from Willesden Power Box. Certain signalling alterations will also take place at Willesden Carriage Shed North, Willesden No. 8, Willesden No. 9, Acton Lane Sidings S.F., Kensal Green Jcn., Acton Canal Wharf, Mitre Bridge Junction and Camden No. 2.

NORTH WEMBLEY

This signal box will be abolished and Up Slow Line signals NW 32 and NW 31 will become Willesden 4 aspect signal WN 3 and semi-automatic signal WN 202. A new Up Goods Loop will be brought into use and the junction indicator and position light on signal WN 3 reading to this loop will be brought into use. The supervision of

SIGNALLING RECORD SOCIETY

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the Up Fast Line automatic signal WN 201 will be transferred from this signal box to Willesden signal box and signal NW 35 will become an automatic signal WN 203.

The existing North Wembley Down Fast and Down Slow Distant and Home Signals, the Up Slow Starting Signal and Kenton Frame will be taken away.

The crossover between the Slow Lines with connection to the Up Sidings will be controlled from a new ground frame named "North Wembley No. 2 Frame" and the connection Up Slow to Up Sidings will be worked from a new ground frame named North Wembley No. 1 Frame. Both frames are electrically released from Willesden signalbox.

SUDBURY JUNCTION

The control of Wembley Frame working the crossover in the Slow Lines at the Harrow end of Wembley Central Station will be transferred from this signalbox to Willesden signalbox.

WILLESDEN CARRIAGE SHED NORTH

Under this stage Sudbury Jcn. signalbox will be abolished and this signalbox will work with Willesden signalbox.

WILLESDEN No. 8

The frame will be renamed Willesden High Level Sidings and the Up Goods Line will become the Up High Level Arrival Line.

WILLESDEN No. 9

This signalbox will be renamed "Willesden Brent Sidings" and will control the Through Sidings Nos. 1 and 2, the Goods Departure Lines Nos. 1, 2 and 3, the Down Engine Slip and Groups 1-4 Sidings.

ACTON CANAL WHARF

The miniature arm on the right hand doll of the Up Line Home signal leading to the "Up and Down" Connecting Line will be replaced by a full size arm mounted on the top of the post and a lower arm distant. A shunt-ahead signal will be provided below the distant arm.

The Up and Down Connecting Line will be renamed "Up and Down" Goods Branch.

WILLESDEN No. 3

A new shunting frame named South West Sidings will be brought into use to control the sidings adjacent to the Down Goods Line.

ACTON LANE SIDINGS SHUNTING FRAME

The control of this frame will be transferred from Willesden No. 3 to Willesden Signalbox and certain signals will be replaced as shown in the signal schedules.

MITRE BRIDGE JUNCTION

The distance between signals MB 33 and WN 137 is 471 yards.

KILBURN No. 1

The control of Kilburn Yard Frame will be transferred from this signalbox to Willesden signalbox.

A banner repeating signal will be provided 297 yards in rear of signal WN 181.

CAMDEN No. 2

This signalbox will eventually be abolished and the area controlled from a new power box at Euston. In the meantime Up Slow signals EN 213 and Up Fast Signal EN 212 will be supervised from this signalbox and the four aspect signals CD2 1 and CD2 10 will act temporarily as Up Slow and Up Fast Home 1 signals for this signalbox.

CATCH OR TRAP POINTS

Catch or Trap Points are positioned as follows in the running lines:—

Signal			Yards in Rear	Yards in Advance
WN 42	...	...	465	
WN 79	...	...		6
WN 91	...	...		44
WN 102	...	...	312	
WN 117	...	...	143	
WN 125	...	...		126
HL 10	...	...	143	
MB 33	...	...	610	134 (High Level Line)

GENERAL

All multiple aspect signals capable of showing a red aspect and position light ground signals will be plated as shown on the diagram. The numbers shown against semaphore and disc signals will not be exhibited on the signals and are for reference purposes only.

Telephones will be provided on all the new colour light signals capable of displaying a red aspect except KG.46.

B.R. STANDARD AUTOMATIC WARNING SYSTEM

The A.W.S. track equipment for the existing running signals will be taken away and A.W.S. track equipment will be provided approximately 200 yards on the approach side of all the new multiple aspect signals on passenger running lines only except signals WNR.101 and WN.101 where the inductors are placed adjacent to the respective signal and signal WN 96 where the inductor is 120 yards in rear of the signal.

RULES AND REGULATIONS

The method of working (i.e., Track Circuit Block, Absolute Block, etc.), on the various resigalled lines will be shown in amendments to the Crewe and South Thereof Sectional Appendix which will be published in the WE.1 Weekly Notice in the usual manner.

Crewe,
May, 1965.

J. ROYSTON,
Line Manager.

INTRODUCTION OF MULTIPLE ASPECT SIGNALLING AT WILLESDEN
 SCHEDULE OF MAIN RUNNING SIGNALS READING TO ALTERNATIVE
 ROUTES OR CARRYING SUBSIDIARY ASPECTS AND OF GROUND
 SHUNT SIGNALS.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN3	MAIN		POS'N 1	UP GOODS LOOP
		SUB		POS'N 1	UP GOODS LOOP
		MAIN			UP SLOW
	WN17	* SUB	HL		UP H.L. ARRIVAL (VIA 'A')
		* SUB	HL		UP H.L. ARRIVAL (VIA 'B')
		* SUB	SDG		RECEPTION SIDINGS
		MAIN		POS'N 1	UP & DOWN GOODS
		SUB		POS'N 1	UP & DOWN GOODS
		MAIN			UP SLOW
	WN18	* SHUNT			UP H.L. ARRIVAL (VIA 'A')
		* SHUNT			UP H.L. ARRIVAL (VIA 'B')
		* SHUNT			RECEPTION SIDINGS
		SHUNT			UP & DOWN GOODS (VIA 'C')
		SHUNT			UP & DOWN GOODS (VIA 'D')
		SHUNT			UP SLOW (VIA 'C')
		SHUNT			UP SLOW (VIA 'D')
	WN19	* SUB	HL		UP H.L. ARRIVAL
		* SUB	SDG		RECEPTION SIDINGS
		MAIN		POS'N 2	UP & DOWN GOODS
		SUB		POS'N 2	UP & DOWN GOODS
		MAIN		POS'N 1	UP SLOW
		MAIN			UP FAST
	WN21	SHUNT			UP & DOWN GOODS
		SHUNT			UP SLOW
	WN23	SHUNT			DOWN SLOW
		* SHUNT	SDG		FRONT ROAD
	WN24	SHUNT			DOWN SLOW
		* SHUNT	US		ALONG UP SLOW
	WN26	MAIN	F		DOWN FAST
		SUB			DOWN FAST
		MAIN	S		DOWN SLOW (VIA 'D')
		SUB			DOWN SLOW (VIA 'D')
		MAIN	S		DOWN SLOW (VIA 'C')
		SUB			DOWN SLOW (VIA 'C')
		MAIN	U		UP SLOW
		SUB			UP SLOW
		* SUB	SDG		FRONT ROAD

* ALSO CONTROLLED BY CARRIAGE SHED NORTH

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 27	MAIN		POS'N 1	DOWN FAST
		SUB			DOWN FAST
		MAIN			DOWN SLOW
		SUB			DOWN SLOW
		MAIN		POS'N 4	UP SLOW
		SUB			UP SLOW
		* SUB	SDG			FRONT ROAD
	WN 29	MAIN			UP GOODS
		SUB		G	UP GOODS
	WN 31	MAIN			UP & DOWN GOODS
		SUB		G	UP & DOWN GOODS
	WN 33	SHUNT			UP LOW LEVEL GOODS
		SHUNT			TO WN 38 SIGNAL
	WN 34	⊗ MAIN			UP LOW LEVEL GOODS
		⊗ SUB	SDG		Nº2 GOODS DEPARTURE
		⊗ SUB	SDG		Nº1 GOODS DEPARTURE
		⊗ SUB	SDG		THROUGH SIDING Nº2
		⊗ SUB	SDG		THROUGH SIDING Nº 1
	WN 38	SHUNT			UP LOW LEVEL GOODS
		⊗ SHUNT			Nº2 GOODS DEPARTURE
		⊗ SHUNT			Nº1 GOODS DEPARTURE
		⊗ SHUNT			THROUGH SIDING Nº2
		⊗ SHUNT			THROUGH SIDING Nº 1
	WN 39	SHUNT			UP LOW LEVEL GOODS
	WN 41	SHUNT			DOWN GOODS
SHUNT				SUDBURY STH. END SDGS.	
	WN 42	MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
		SUB			DOWN GOODS
		SUB	SDG		SUDBURY STH. END SDGS
	WN 43	MAIN			DOWN GOODS
		SUB	G		DOWN GOODS
		SUB			DOWN GOODS
		SUB	SDG		SUDBURY STH. END SDGS.
	WN 44	MAIN	S		DOWN SLOW
		MAIN	G		DOWN GOODS
		SUB	G		DOWN GOODS
		SUB			DOWN GOODS
		SUB	SDG		SUDBURY STH. END SDGS.
	WN 52	SHUNT			UP LOW LEVEL GOODS
	WN 53	SHUNT			TO WN 74 SIGNAL

⊗ ALSO CONTROLLED BY BRENT SIDINGS * ALSO CONTROLLED BY CARRIAGE SHED NORTH

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 54	SHUNT			'F' SIDINGS
	WN 56	SUB	SDG		'F' SIDINGS
		SUB	ENG		DOWN ENGINE SLIP
		MAIN			DOWN LOW LEVEL GOODS
	WN 58	MAIN		POS'N 2	UP CITY
		MAIN		POS'N 1	UP GOODS LOOP
		SUB		POS'N 1	UP GOODS LOOP
		MAIN			UP SLOW
	WN 59	SHUNT	G		UP GOODS
		SHUNT	REC		UP RECEPTION
		SHUNT	SDG		ACTON LANE SIDINGS
		SHUNT	DPT.		DEPOT.
		SHUNT	B		UP & DOWN GOODS BRANCH
	WN 61	MAIN	G		UP GOODS
		SUB			UP GOODS
		SUB	REC		UP RECEPTION
		SUB	SDG		ACTON LANE SIDINGS
		SUB	DPT.		DEPOT.
		MAIN	B		UP & DOWN GOODS BRANCH
	WNG2	SHUNT			'G' SIDINGS
	WNG6	SHUNT			UP H.L. DEPARTURE
	WNG8	SHUNT			UP H.L. DEPARTURE
	WN 69	SHUNT			UP H.L. DEPARTURE
		SHUNT	NCK		NECK
	WN 71	SUB	SDG		SIDING
		MAIN	C		UP CITY
		SUB	DC		DOWN CITY
		MAIN	G		UP GOODS LOOP
		SUB	G		UP GOODS LOOP
	WN 72	MAIN	S		UP SLOW
		SUB	SDG		SIDING
		MAIN	C		UP CITY
		SUB	DC		DOWN CITY
		MAIN	G		UP GOODS LOOP
	WN 73	SUB	G		UP GOODS LOOP
		MAIN	S		UP SLOW
		SHUNT			UP GOODS
		SHUNT			UP RECEPTION
		SHUNT			ACTON LANE SIDINGS
		SHUNT			DEPOT.
		SHUNT			UP & DOWN GOODS BRANCH

⊗ ALSO CONTROLLED BY BRENT SIDINGS ⊗ ALSO CONTROLLED BY ACTON CANAL WHARF

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 74 Q	SHUNT			UP RECEPTION
		SHUNT			ACTON LANE SIDINGS
		SHUNT			DEPOT.
		SHUNT			UP & DOWN GOODS BRANCH
		SHUNT			B.E.A. SIDINGS
	WN 78	SHUNT	SDG		BRENT SIDINGS
		SHUNT			DOWN H.L. ARRIVAL
		SHUNT			DOWN CARRIAGE
	WN 79	SUB	SDG		SIDING
		MAIN	C		UP CITY
		MAIN	G		UP GOODS LOOP
		SUB	G		UP GOODS LOOP
		MAIN	S		UP SLOW
	WN 81	SHUNT	US		UP SLOW
		SHUNT			THROUGH SIDING N ^o . 1
		SHUNT			THROUGH SIDING N ^o . 2
		SHUNT	UDP		TO WN 78 SIGNAL
	WN 85	SHUNT			DOWN L.L. GOODS
	WN 86	MAIN	G		DOWN L.L. GOODS
		SUB	SDG		*G* SIDINGS
		MAIN	F		DOWN FAST
	WN 87	SHUNT			DOWN L.L. GOODS
		SHUNT			TO WN 62 SIGNAL
		SHUNT			DOWN FAST
	WN 88	SHUNT	NCK		NECK
		SHUNT			DOWN L.L. GOODS
		SHUNT			TO WN 62 SIGNAL
		SHUNT			DOWN FAST
	WN 89	MAIN	G		DOWN L.L. GOODS (VIA 'E')
		SUB			DOWN L.L. GOODS (VIA 'E')
		SUB	SDG		*G* SIDINGS
		MAIN	F		DOWN FAST
	WN 91	MAIN	G		DOWN L.L. GOODS (VIA 'E')
		SUB	SDG		*G* SIDINGS
		MAIN	F		DOWN FAST
	WN 94	SHUNT			TO WN 81 SIGNAL

Q ALSO CONTROLLED BY ACTON CANAL WHARF

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 96	MAIN			UP SLOW
		MAIN		POS'N 4	UP FAST
	WN 97	MAIN			DOWN SLOW
		SUB	TS1		THROUGH SIDING N° 1
		SUB	TS2		THROUGH SIDING N° 2
		SUB	HL		DOWN H.L. ARRIVAL
		SUB	CAR		DOWN CARRIAGE
	WN 101	MAIN			DOWN SLOW
		SUB	TS1		THROUGH SIDING N° 1
		SUB	TS2		THROUGH SIDING N° 2
		SUB	HL		DOWN H.L. ARRIVAL
		SUB	CAR		DOWN CARRIAGE
	WN 102	MAIN	S		UP SLOW
		MAIN	F		UP FAST
	WN 103	SHUNT			UP FAST
		SHUNT			MIDDLE SIDING
		SHUNT			UP GOODS
	WN 104	SHUNT			UP FAST
		SHUNT			MIDDLE SIDING
		SHUNT			UP GOODS
	WN 108	SHUNT			MIDDLE SIDING
		SHUNT			UP GOODS
	WN 111	SHUNT			DOWN FAST
	WN 112	MAIN			DOWN FAST
		MAIN		POS'N 4	DOWN SLOW
	WN 115	SHUNT	NCK		NECK
		SHUNT			DOWN FAST
		SHUNT			DOWN SLOW
	WN 116	SHUNT	NCK		NECK
		SHUNT			DOWN FAST
		SHUNT			DOWN SLOW

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	* WN 117	SUB	SDG		CARRIAGE SIDINGS
		MAIN	G		DOWN GOODS
		SUB	G		DOWN GOODS
		SUB	NCK		NECK
		MAIN	F		DOWN FAST
	WN 121	SUB	SDG		ELECTRIC DEPOT. NTH. END
		SUB	EDS		ELECTRIC DEPOT. STH. END
		MAIN			UP SLOW
	WN 122	SHUNT	SDG		ELECTRIC DEPOT. NTH. END
		SHUNT	EDS		ELECTRIC DEPOT. STH. END
		SHUNT			UP SLOW
	WN 123	SUB	EDS		ELECTRIC DEPOT STH. END
		MAIN		POS'N 1	UP SLOW
		MAIN			UP FAST
		MAIN		POS'N 4	UP BRANCH
		SUB			UP BRANCH
	WN 124	SHUNT	EDS		ELECTRIC DEPOT. STH. END
		SHUNT			UP SLOW
		SHUNT			UP FAST
		SHUNT	B		UP BRANCH
	WN 125	SUB	EDS		ELECTRIC DEPOT. STH. END
		MAIN	S		UP SLOW
		MAIN	F		UP FAST
		MAIN	B		UP BRANCH
		SUB			UP BRANCH
	WN 128	SHUNT	EDS		ELECTRIC DEPOT. STH. END
		SHUNT			UP SLOW
		SHUNT			UP FAST
		SHUNT	SDG		UP SIDING
		SHUNT			UP BRANCH (VIA 'F')
		SHUNT	DB		DOWN BRANCH
	WN 132	SHUNT			DOWN SLOW
	‡ WN 133	SHUNT	SDG		S.W. SDGS OR SHUNTING NECK
		SHUNT			DOWN GOODS
		SHUNT	UG		TO WN 116 SIGNAL
		SHUNT	MS		MIDDLE SIDING
	WN 134	SHUNT			TO WN 133 SIGNAL
		SHUNT			DOWN SLOW

* ALSO CONTROLLED BY ACTON LANE SIDINGS SHUNTING FRAME

‡ ALSO CONTROLLED BY SOUTH WEST SIDINGS SHUNTING FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN135	# SHUNT			S.W.SDGS. OR SHUNTING NECK
		SHUNT			DOWN GOODS
		SHUNT			DOWN FAST
		SHUNT	NCK		NECK
	WN136	# SHUNT			S.W.SDGS. OR SHUNTING NECK
		SHUNT			DOWN GOODS
		SHUNT			TO WN133 SIGNAL
		SHUNT			DOWN FAST
	WN137	# SUB	SDG		S.W.SDGS. OR SHUNTING NECK
		MAIN	G		DOWN GOODS
		SUB	G		DOWN GOODS
		MAIN	F		DOWN FAST
	WN143	SHUNT			ALONG SIDING
	WN144	SHUNT			DOWN GOODS
		SHUNT			DOWN FAST
		SHUNT			DOWN SLOW
		SHUNT			TO WN134 SIGNAL
		SHUNT	SDG		ELECTRIC DEPOT. SOUTH END
	WN145	# SUB	SDG		S.W.SDGS. OR SHUNTING NECK
		MAIN		POS'N 2	DOWN GOODS
		SUB		POS'N 2	DOWN GOODS
		MAIN		POS'N 1	DOWN FAST
		MAIN			DOWN SLOW
	WN146	# SUB	SDG		S.W.SDGS. OR SHUNTING NECK
		MAIN		POS'N 1	DOWN GOODS
		SUB		POS'N 1	DOWN GOODS
		MAIN			DOWN FAST
	WN147	SHUNT	NCK		NECK
		SHUNT			UP SLOW
	WN152	MAIN			DOWN SLOW
		SUB	EDS		ELECTRIC DEPOT. STH. END
	WN154	MAIN		POS'N 1	UP GOODS LOOP
		SUB		POS'N 1	UP GOODS LOOP
		MAIN			UP SLOW

#ALSO CONTROLLED BY SOUTH WEST SIDINGS SHUNTING FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 155	MAIN			UP FAST
		SUB	G		UP&DOWN GOODS LOOP
	WN 157	SHUNT			UP GOODS LOOP
		SHUNT			UP SLOW
		SHUNT			UP&DOWN GOODS LOOP.
	WN 158	SHUNT			TO WN 174 SIGNAL
		SHUNT			UP&DOWN GOODS LOOP
	WN 159	SHUNT			DOWN SLOW
	WN 163	MAIN			DOWN FAST
		MAIN		POS'N 4	DOWN SLOW
	WN 164	SUB	NCK		NECK
		MAIN	F		DOWN FAST
		MAIN	S		DOWN SLOW
	<input type="checkbox"/> WN 165	SHUNT	UDG		UP&DOWN GOODS LOOP
		SHUNT	SDG		PARCELS DEPOT.
	WN 166	MAIN			UP&DOWN GOODS LOOP
		SUB			UP&DOWN GOODS LOOP
	WN 172	SHUNT			UP SLOW
	WN 173	MAIN		POS'N 1	UP SLOW
		MAIN			UP FAST
	WN 174	SHUNT			UP FAST
	WN 175	SHUNT			UP FAST
	WN 176	SHUNT			DOWN SLOW
		SHUNT			TO WN 159 SIGNAL
	WN 177	SHUNT			UP&DOWN GOODS LOOP
		SHUNT			DOWN FAST

CONTROLLED BY KILBURN FRAME

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	WN 179	MAIN		POS'N 2	UP&DOWN GOODS LOOP
		SUB		POS'N 2	UP&DOWN GOODS LOOP
		MAIN		POS'N 1	DOWN FAST
		MAIN			DOWN SLOW
	WN 181	MAIN		POS'N 1	UP&DOWN GOODS LOOP
		SUB		POS'N 1	UP&DOWN GOODS LOOP
		MAIN			DOWN FAST

CARRIAGE SHED NORTH

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	CNA	SHUNT			TO CN 6/8 SIGNAL
	CN1	SHUNT	G		STONEBRIDGE GANTRY SDGS
		SHUNT	S		STONEBRIDGE PARK SDGS.
		SHUNT	CS		CARRIAGE SHED
	CN3	SHUNT	SL		TO CN21 SIGNAL
		SHUNT	HL		UP H.L. ARRIVAL
		SHUNT	SDG		Nº8 RECEPTION SIDING
	CN6	SHUNT			TO CN21 SIGNAL
	CN8	SHUNT			STONEBRIDGE GANTRY/PARK SDGS
	CN9	SHUNT			TO CN57 SIGNAL
		SHUNT			3 or 4 CARRIAGE SIDINGS
	CN14	SHUNT			TO CN9 SIGNAL
		SHUNT			1 or 2 CARRIAGE SIDINGS
	CN21	SHUNT	1		SHED ROAD 1
		SHUNT	2		SHED ROAD 2
		SHUNT	3		SHED ROAD 3
		SHUNT	4		SHED ROAD 4.
		SHUNT	CAR		UP EMPTY CARRIAGE SDG.
	CN22	SHUNT			1 or 2 CARRIAGE SIDINGS
	CN23	SHUNT	SL		TO CN9 SIGNAL
		SHUNT	CAR		1 or 2 CARRIAGE SIDINGS
	CN24	SHUNT	SL		TO CN9 SIGNAL
SHUNT		CAR		1 or 2 CARRIAGE SIDINGS	
	CN25				TO CN14 SIGNAL
	CN26	SHUNT			TO CN14 SIGNAL
	CN27	SHUNT			TO CN14 SIGNAL
	CN28	SHUNT			TO CN14 SIGNAL
	CN29	SHUNT			TO CN14 SIGNAL
	CN30	SHUNT			UP EMPTY CARRIAGE SDG.
	CN31	SHUNT			MARSHALLING SIDINGS
	CN32	SHUNT			SIDING Nº6
	CN34				TO CN61 SIGNAL
	CN35				TO CN14 SIGNAL
	CN40		CAR		UP EMPTY CARRIAGE SDG.
			HL		UP H.L. ARRIVAL

CARRIAGE SHED NORTH S.B.

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
□	CN51	○ SHUNT			N ^{OS} 1 or 2 or 3 or 4 CARR' SDGS.
		○ SHUNT			UP H.L. ARRIVAL
		⊞ SHUNT			RECEPTION SIDINGS 1 to 7 INC.
		○ SHUNT			UP & DOWN GOODS
	CN52	○ SHUNT			UP SLOW
		○ SHUNT			UP H.L. ARRIVAL
		⊞ SHUNT			RECEPTION SIDINGS 1 or 7 INC.
		○ SHUNT			UP & DOWN GOODS
	CN55	○ SHUNT			UP SLOW
		SHUNT			NECK
	CN57	○ SHUNT			DOWN SLOW
		○ SHUNT	US		ALONG UP SLOW
	CN58	○ SHUNT	SDG		FRONT ROAD
		SHUNT			UP H.L. ARRIVAL (VIA "Y")
		SHUNT			UP H.L. ARRIVAL (VIA "X")
	CN61	SHUNT			RECEPTION SIDINGS 1 to 7 INC.
	CN61	SHUNT			TO CN 57 SIGNAL
	CN62	SHUNT			ENGINE LINE

⊞ NOT IN USE DURING STAGE 1. ALSO CONTROLLED BY WILLESDEN STAGE 2.
 ○ ALSO CONTROLLED BY SUBBURY JCN. STAGE 1. WILLESDEN STAGE 2.

BRENT SIDINGS S.B.

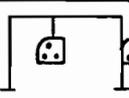
SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	BS 2	SHUNT	TS1		THROUGH SIDING N° 1
		SHUNT	TS2		THROUGH SIDING N° 2
		SHUNT	SDG		N°S 1 OR 2 OR 3 GOODS DEPARTURE
	BS 55	SHUNT	TS2		THROUGH SIDING N° 2
		SHUNT	SDG		N°S 1 OR 2 OR 3 GOODS DEPARTURE
	BS 14				THROUGH SIDING N° 2
	BS 15				N°S 1 OR 2 OR 3 GOODS DEPARTURE
	BS 21				THROUGH SIDING N° 2
	BS 22				N°S 1 OR 2 OR 3 GOODS DEPARTURE
	BS 28				THROUGH SIDING N° 2
	BS 29				N°S 1 OR 2 OR 3 GOODS DEPARTURE
	BS 36	SHUNT			THROUGH SIDING N° 2
	BS 39	SHUNT			THROUGH SIDING N° 2
	BS 42	SHUNT			GROUPS 1 OR 2 OR 3 OR 4 SIDINGS
	BS 45	SHUNT			GROUPS 1 OR 2 OR 3 OR 4 SIDINGS
	BS 48	SHUNT			GROUPS 1 OR 2 OR 3 OR 4 SIDINGS
	BS 51	SHUNT			GROUPS 1 OR 2 OR 3 OR 4 SIDINGS
	BS 58 <input checked="" type="checkbox"/>	SHUNT			TO WN 44 SIGNAL
	BS 59 <input checked="" type="checkbox"/>	SHUNT			TO WN 44 SIGNAL
	BS 60 <input checked="" type="checkbox"/>	SHUNT			TO WN 44 SIGNAL
	BS 61 <input checked="" type="checkbox"/>	SHUNT			TO WN 44 SIGNAL
	BS 70	SHUNT			TO WN 43 SIGNAL

SOUTH WEST SIDINGS S.F.

	SW10	<input checked="" type="checkbox"/> SHUNT			TO WN 128 SIGNAL
		SHUNT			SHUNTING NECK
		SHUNT			SIDINGS
	SW11	<input checked="" type="checkbox"/> SHUNT			TO WN 128 SIGNAL
		SHUNT			SHUNTING NECK

ALSO CONTROLLED BY WILLES DEN

HIGH LEVEL SIDINGS

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE IND'R	JUNCTION IND'R	ROUTE
	HL 1	SHUNT			DOWN CARRIAGE LINE
	HL 2		HL		H.L. SIDINGS
			NE		NEW 'E' SIDINGS
			CAR		DOWN CARRIAGE LINE
	HL 4	SHUNT			H.L. SIDINGS
	HL 8	SHUNT			UP CARRIAGE LINE
	HL 10				H.L. SIDINGS
	HL 12	SHUNT			UP H.L. DEPARTURE
	HL 15	SHUNT			UP CARRIAGE LINE
	HL 17	SHUNT			NEW 'E' SIDINGS
	HL 19	SHUNT			UP CARRIAGE LINE
	HL 20	SHUNT			UP CARRIAGE LINE

ACTON LANE SIDINGS S.F.

	<input checked="" type="checkbox"/>	SHUNT			SETBACK DOWN GOODS
	ALG	SHUNT			SHUNTING NECK
	AL9	SHUNT			SIDINGS
	<input checked="" type="checkbox"/>	SHUNT			DOWN GOODS
	AL13	SHUNT			TO ALG SIGNAL
	AL14	SHUNT			TO ALG SIGNAL
	AL17				TO ALG SIGNAL
	AL18				TO ALG SIGNAL
	AL19	SHUNT			TO ALG SIGNAL
	AL20	SHUNT			TO ALG SIGNAL

ALSO CONTROLLED BY WILLESDEN

EXPLANATION OF SIGNALLING INDICATIONS ON DIAGRAMS

MAIN RUNNING SIGNALS

-  ← JUNCTION INDICATOR (RULE 35e)
-  ← YELLOW ASPECT
-  ← GREEN ASPECT
-  ← YELLOW ASPECT
-  ← RED ASPECT
-  ← POSITION LIGHT SUBSIDIARY SIGNAL (NORMALLY OUT)
WHEN OFF SHOWS 2 WHITE LIGHTS AT 45° (RULES 44A & 47)
-  ← ROUTE INDICATOR (STENCIL OR MULTI-LAMP TYPE)



RED, YELLOW OR GREEN ASPECT



AUTOMATIC SIGNAL



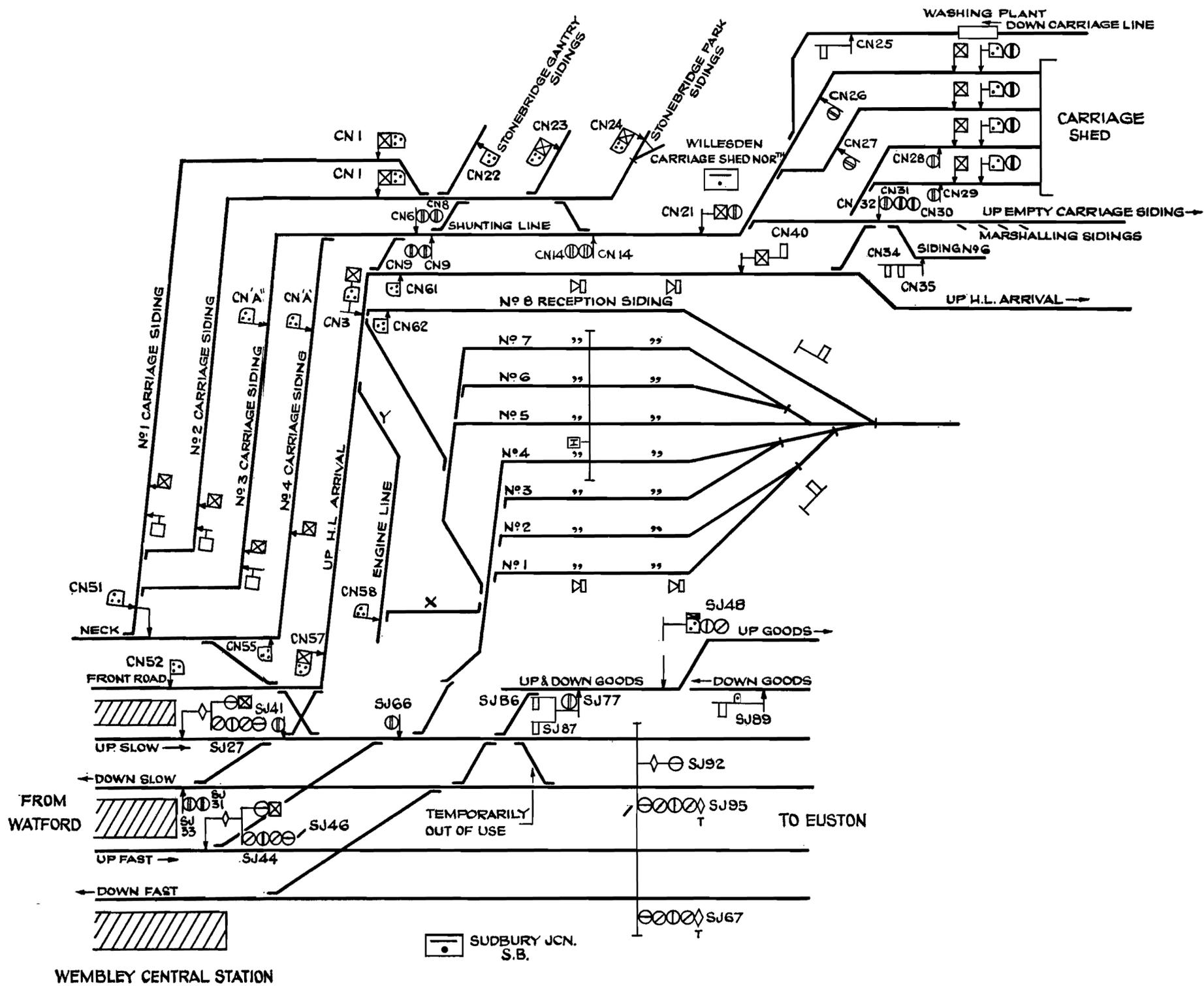
SEMI AUTOMATIC SIGNAL

SIGNAL BOX REFERENCES

CN.	CARRIAGE SHED NORTH	SJ.	SUDBURY JCN. (STAGE 1)
BS.	BRENT SIDINGS	HL.	HIGH LEVEL SIDINGS
WN.	WILLESDEN	AL.	ACTON LANE SIDINGS
SW.	SOUTH WEST SIDINGS	ACW.	ACTON CANAL WHARF
KG.	KENSAL GREEN JCN.	MB.	MITRE BRIDGE JCN.
CD ²	CAMDEN N ^o 2	EN.	EUSTON

SHUNTING SIGNALS (RULE 47)

-  SHOWING 1 RED AND 1 WHITE LIGHT HORIZONTALLY FOR NORMAL INDICATION AND 2 WHITE LIGHTS INCLINED AT 45° FOR PROCEED INDICATION.
-  POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.
-  MECHANICAL DISC SHUNTING SIGNAL.
-  MECHANICAL DISC SHUNTING SIGNAL
YELLOW ARM AND LIGHT.
-  HUMP REPEATER
-  BANNER REPEATER SIGNAL.
-  KLAXON HORN.  CATCH OR TRAP POINTS.
-  SINGLE STROKE BELL.  TELEPHONE.



HARROW — CAMDEN INTRODUCTION OF COLOUR LIGHT SIGNALLING STAGE I

NOT TO SCALE

