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# **BRITISH RAILWAYS**

(LONDON MIDLAND REGION)

## **WEST HAMPSTEAD SIGNAL BOX STAGE 7A**

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### **SPECIAL NOTICE 1680G**

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**NOTICE TO DRIVERS, GUARDS, SIGNALMEN  
AND OTHERS CONCERNED RESPECTING THE  
INTRODUCTION OF MULTIPLE ASPECT  
SIGNALLING BETWEEN CARLTON ROAD  
JUNCTION AND DOCK JUNCTION/MOORGATE  
ALSO BETWEEN CARLTON ROAD JUNCTION  
AND JUNCTION ROAD JUNCTION ON  
SATURDAY 5th/SUNDAY 6th DECEMBER, 1981**

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**IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating  
OD.14, Crewe" using the Code ARNO 1680G.**

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CREWE  
December, 1981

**J. M. GREGORY**  
Chief Operating Manager.

# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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The enclosed diagram, with list of route indications, shows full details of the altered signalling in connection with Stage 7A of the West Hampstead box scheme. A further special notice will be issued in due course to cover Stage 7B (St. Pancras area).

During the commissioning of this stage, points and signals will be disconnected as required and Drivers handsignalled as necessary.

Further details of the working arrangements will be published in the appropriate Weekly Operating Notice.

The lines between Moorgate and Kentish Town will be reopened and the existing Moorgate sidings 1 and 2 at Kentish Town will become part of the down and up Moorgate lines respectively.

The "up and down" local line between Kentish Town Junction and Carlton Road Junction will be renamed "up and down" slow line.

Engine Shed Junction box will be abolished. The existing up fast and up slow home signals will become West Hampstead signals WH.14 and WH.214 with amended route indications (details shown on list of route indications herein). Movements from the up fast line to the Tottenham line will proceed in the up direction over the down Tottenham line to signal WH.434.

Signalling will be provided to enable an up train to terminate in the down local platform at Kentish Town.

St. Pancras signals SP.304 and SP.310 at the south end of Kentish Town station will be replaced by West Hampstead signals WH.8 and WH.432 respectively.

A new St. Pancras signal SP.304 will be provided on the up fast line at the entrance to Camden Road Tunnel.

St. Pancras signals SP.25 and SP.29 on the down fast line will now be capable of displaying a double yellow aspect.

Automatic signal D1 on the down local line will become West Hampstead signal WH.223.

The up Tottenham home signal for Junction Road Junction box (JR.24) will be repositioned 70 yards further from the box and will also act as down main outer distant signal for Upper Holloway. Signal (JR.27) on the down Tottenham and Hampstead line will also act as down main outer distant signal for Upper Holloway. The present down main distant signal for Upper Holloway will become inner distant signal. The present up Tottenham distant signal for Junction Road Junction box will be taken away.

All signals will be/are plated as shown on the diagram except the numbers shown in brackets which are for reference purposes only.

Telephones will be provided at all West Hampstead box stop signals.

On completion of work, the Track Circuit Block System will apply throughout. Permissive working will apply for passenger trains on the up local line between signals WH.212 and WH.432.

# APPENDIX

## EXPLANATION OF SIGNALLING SYMBOLS

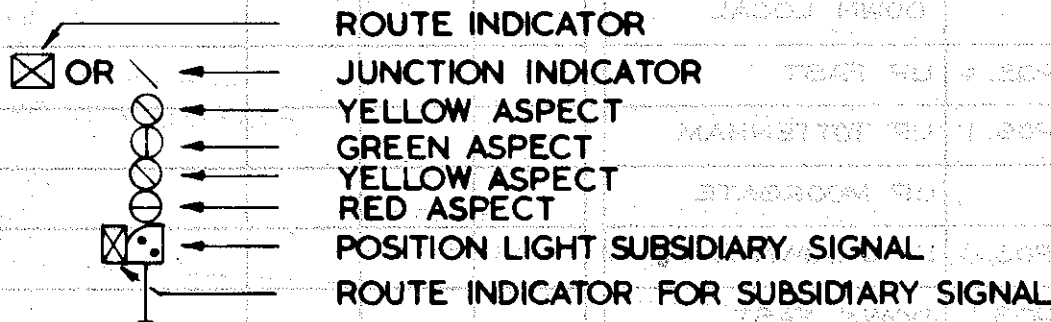
### SIGNAL BOX REFERENCES

WH-WEST HAMPSTEAD

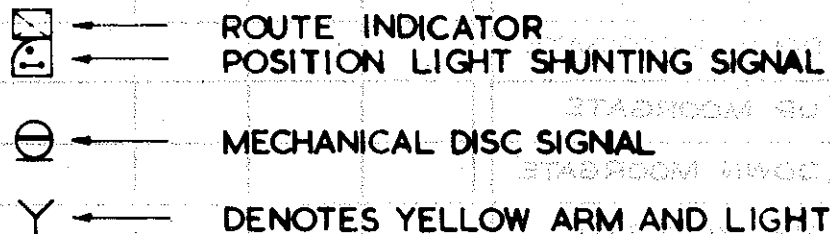
JR JUNCTION ROAD JUNCTION

SP ST. PANCRAS

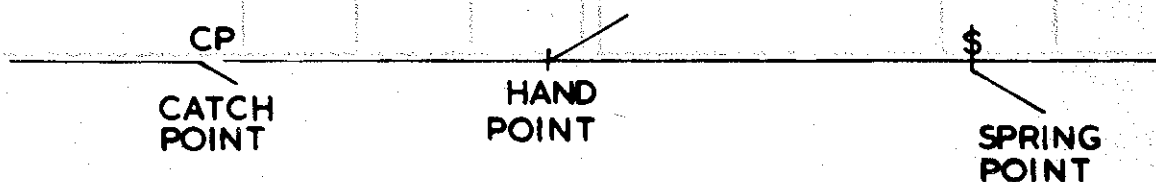
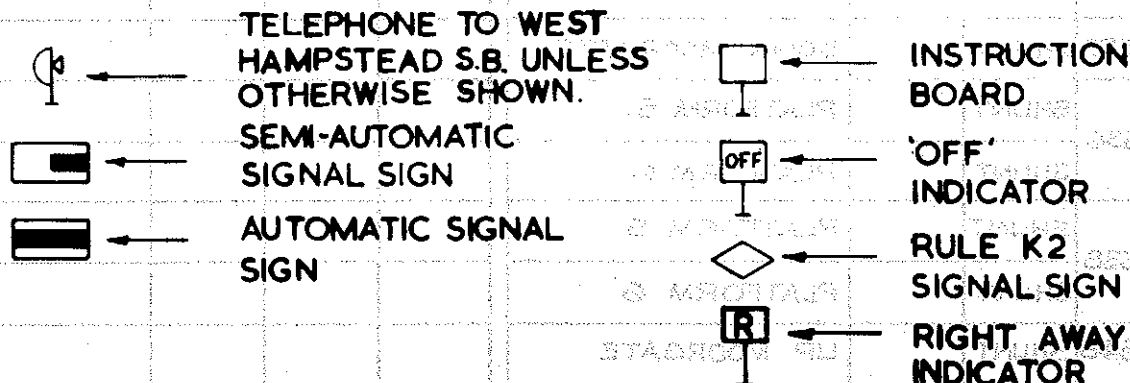
### MAIN RUNNING SIGNALS



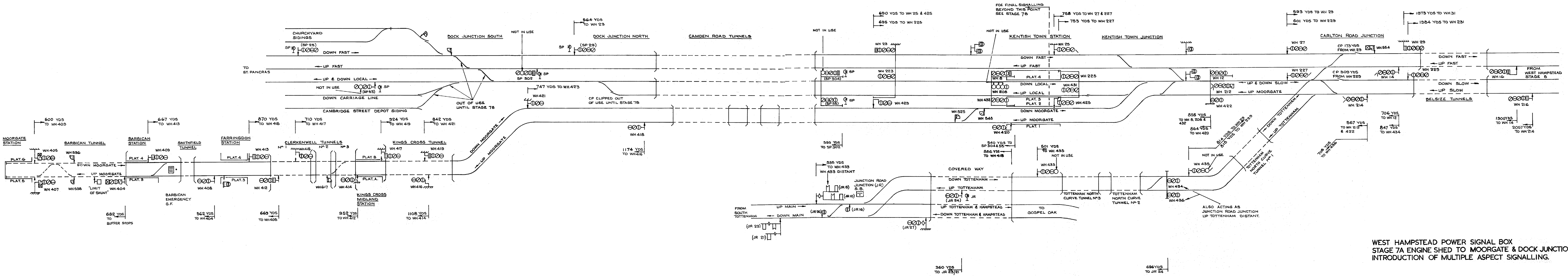
### SHUNTING SIGNALS



### MISCELLANEOUS







WEST HAMPSTEAD POWER SIGNAL BOX  
 STAGE 7A ENGINE SHED TO MOORGATE & DOCK JUNCTION  
 INTRODUCTION OF MULTIPLE ASPECT SIGNALLING.