

**NETWORK RAIL**  
*Anglia*

(for the use of authorised railway staff only)

NOTICE TO TRAINCREWS, ETC.

NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT  
Stage 4

**Signalling and permanent way alterations  
affecting the working of the lines between**

**WILLESDEN HIGH LEVEL JUNCTION  
&  
GOSPEL OAK JUNCTION/  
KENTISH TOWN WEST**

to apply from

**27<sup>th</sup> FEBRUARY 2011**

|   |
|---|
| <p style="text-align: center;"><b>Signalling and permanent way alterations affecting the working of the lines between Willesden High Level Junction and Gospel Oak Junction/Kentish Town West</b></p> |
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## **GENERAL**

This notice contains details of signalling and permanent way alterations affecting the existing:

- Down and Up lines
  - Down and Up High Level lines
  - Down and Up New lines
  - Down and Up City lines
  - Down and Up Tottenham & Hampstead (T&H)
- between Willesden High Level Junction and Gospel Oak Junction/Kentish Town West.

Twelve pages of text are provided together with 'fold-out' sheets at the rear of the notice containing a layout diagram.

## **SIGNALLING**

Drivers should familiarise themselves with these signalling alterations using this notice and the attached diagram.

Control of the signalling between Willesden High Level Junction and Gospel Oak Junction/Kentish Town West will transfer to the North London line workstations at Upminster IECC and signal numbers will be prefixed 'NL'.

Willesden High Level Junction Signal Box (HL) and Gospel Oak Junction Signal Box (GO) will be abolished.

The track circuit block regulations will apply on all running lines. The passage of trains will be detected by either axle counter or track circuit.

In general, the existing signalling will be replaced with new three or four aspect signals mounted on new structures.

All new colour light signals, position light signals, route indicators and banner repeating signals will be of the LED type.

Continued...

Willesden Junction High Level

Existing signal HL1104 on the Down North London line will be re-numbered NL1042 and the fourth aspect will be brought into use. A route indicator and position light will be added.

Hampstead Heath Tunnel

Signals NL1014 and NL1021, inside Hampstead Heath Tunnel, will be wall mounted 'miniature tunnel signals'.

Between Gospel Oak Junction and Kentish Town West

Existing signal GO3 on the Down North London line will be re-numbered NL1011 and the fourth aspect will be brought into use.

Existing signal GO1107 on the Down North London line will be re-numbered NL1003 and the fourth aspect will be brought into use.

The fourth aspect will be brought into use on existing signal NL1001 on the Down North London line.

Continued...

New and altered signal applications

| Signal | Aspect         | Indication                    | Application to |                    |
|--------|----------------|-------------------------------|----------------|--------------------|
|        |                |                               | Signal         | Line               |
| AW146  | Main           | Junction indicator position 3 | ACW13/28       | Up Cricklewood     |
|        | Main           | Junction indicator position 2 | WM626          | Up South West      |
|        | Position light | Junction indicator position 2 | WM626          | Up South West      |
|        | Main           | Junction indicator position 1 | WM744          | Down South West    |
|        | Position light | Junction indicator position 1 | WM744          | Down South West    |
|        | Position light | Route indicator 'TS'          | WM748          | SW Through Sidings |
|        | Position light | Route indicator 'SDG'         |                | Old Oak Sidings    |
|        | Main           | -                             | NL1050         | Up North London    |
| AW148  | Main           | Junction indicator position 3 | ACW13/28       | Up Cricklewood     |
|        | Main           | Junction indicator position 2 | WM626          | Up South West      |
|        | Position light | Junction indicator position 2 | WM626          | Up South West      |
|        | Main           | Junction indicator position 1 | WM744          | Down South West    |
|        | Position light | Junction indicator position 1 | WM744          | Down South West    |
|        | Position light | Route indicator 'TS'          | WM748          | SW Through Sidings |
|        | Position light | Route indicator 'SDG'         |                | Old Oak Sidings    |
|        | Main           | -                             | NL1050         | Up North London    |

Continued...

New and altered signal applications - continued

| Signal | Aspect         | Indication                    | Application to |                   |
|--------|----------------|-------------------------------|----------------|-------------------|
|        |                |                               | Signal         | Line              |
| AW372  | Position light | Route indicator 'C'           | ACW13/28       | Up Cricklewood    |
|        | Position light | Route indicator 'UW'          | WM1262         | Up South West     |
|        | Position light | Route indicator 'DW'          | WM1260         | Down South West   |
|        | Position light | Route indicator 'NL'          | NL1050         | Up North London   |
| NL1000 | Position light | Route indicator 'T'           | NL1303         | Down T&H          |
|        | Position light | Route indicator 'N'           | NL1008         | Up North London   |
| NL1001 | Main           | -                             | NL1003         | Down North London |
| NL1002 | Main           | -                             | NL1205         | Down North London |
| NL1003 | Main           | -                             | NL1005         | Down North London |
| NL1004 | Main           | -                             | NL1002         | Up North London   |
| NL1005 | Main           | -                             | NL1007         | Down North London |
| NL1006 | Main           | -                             | NL1004         | Up North London   |
| NL1007 | Main           | -                             | NL1011         | Down North London |
| NL1008 | Main           | -                             | NL1006         | Up North London   |
| NL1010 | Main           | Junction indicator position 1 | NL1303         | Down T&H          |
|        | Main           | -                             | NL1008         | Up North London   |
| NL1011 | Main           | -                             | NL1015         | Down North London |
| NL1012 | Main           | -                             | NL1010         | Up North London   |
| NL1013 | Main           | Route indicator 'D'           | NL1015         | Down North London |
| NL1014 | Main           | -                             | NL1012         | Up North London   |
| NL1015 | Main           | -                             | NL1017         | Down North London |
| NL1016 | Main           | -                             | NL1014         | Up North London   |
| NL1017 | Main           | -                             | NL1019         | Down North London |
| NL1018 | Main           | -                             | NL1016         | Up North London   |
| NL1019 | Main           | -                             | NL1021         | Down North London |
| NL1020 | Main           | -                             | NL1018         | Up North London   |
| NL1021 | Main           | -                             | NL1023         | Down North London |
| NL1022 | Main           | -                             | NL1020         | Up North London   |
| NL1023 | Main           | -                             | NL1025         | Down North London |
| NL1024 | Main           | -                             | NL1022         | Up North London   |
| NL1025 | Main           | -                             | NL1027         | Down North London |
| NL1026 | Main           | -                             | NL1024         | Up North London   |

Continued...

New and altered signal applications - continued

| Signal | Aspect         | Indication                    | Application to |                           |
|--------|----------------|-------------------------------|----------------|---------------------------|
|        |                |                               | Signal         | Line                      |
| NL1027 | Main           | -                             | NL1029         | Down North London         |
| NL1028 | Main           | -                             | NL1026         | Up North London           |
| NL1029 | Main           | -                             | NL1031         | Down North London         |
| NL1030 | Main           | -                             | NL1028         | Up North London           |
| NL1031 | Main           | -                             | NL1033         | Down North London         |
| NL1032 | Main           | -                             | NL1030         | Up North London           |
| NL1033 | Main           | -                             | NL1035         | Down North London         |
| NL1034 | Main           | -                             | NL1032         | Up North London           |
| NL1035 | Main           | -                             | NL1037         | Down North London         |
| NL1036 | Position light | -                             | Buffer Stops   | Reversing Siding          |
|        | Main           | -                             | NL1034         | Up North London           |
| NL1037 | Main           | Junction indicator position 1 | WS23           | Down New                  |
|        | Main           | -                             | NL1043         | Down North London         |
|        | Main           | Junction indicator position 4 | NL1049         | Up North London           |
|        | Main           | Junction indicator position 5 | WM675          | Down City                 |
|        | Position light | Route indicator 'C'           | WM675          | Down City                 |
| NL1038 | Main           | -                             | NL1036         | Up North London           |
| NL1039 | Position light | Route indicator 'N'           | WS23           | Down New                  |
|        | Position light | Route indicator 'D'           | NL1043         | Down North London         |
|        | Position light | Route indicator 'U'           | NL1049         | Up North London           |
|        | Position light | Route indicator 'C'           | WM675          | Down City                 |
| NL1040 | Main           | -                             | NL1036         | Up North London           |
|        | Position light | -                             | Buffer Stops   | Willesden Turnback Siding |

Continued...

New and altered signal applications – continued

| Signal | Aspect         | Indication                    | Application to |                           |
|--------|----------------|-------------------------------|----------------|---------------------------|
|        |                |                               | Signal         | Line                      |
| NL1041 | Main           | Route indicator 'N'           | WS23           | Down New                  |
|        | Main           | Route indicator 'D'           | NL1043         | Down North London         |
|        | Main           | Route indicator 'U'           | NL1049         | Up North London           |
|        | Main           | Route indicator 'C'           | WM675          | Down City                 |
| NL1042 | Position light | -                             | Buffer Stops   | Willesden Turnback Siding |
|        | Main           | Route indicator 'U'           | NL1036         | Up North London           |
| NL1043 | Main           | -                             | NL1047         | Down North London         |
| NL1044 | Main           | -                             | NL1036         | Up North London           |
| NL1045 | Position light | Route indicator 'D'           | NL1047         | Down North London         |
|        | Position light | Route indicator 'U'           | NL1049         | Up North London           |
| NL1046 | Main           | -                             | NL1040         | Up North London           |
| NL1047 | Main           | Junction indicator position 1 | WM620          | Down High Level           |
|        | Main           | -                             | AW147          | Down North London         |
| NL1048 | Main           | -                             | NL1040         | Up North London           |
| NL1050 | Main           | -                             | NL1046         | Up North London           |
| NL1052 | Position light | -                             | NL1205         | Down North London         |
| NL1301 | Main           | -                             | NL1303         | Down T&H                  |
| NL1302 | Main           | -                             | NL1015         | Down North London         |
| NL1303 | Main           | -                             | UH1064         | Down T&H                  |
| NL1304 | Position light | Route indicator 'B'           | Buffer Stops   | Platform 3                |
|        | Position light | Route indicator 'U'           | NL1302         | Up T&H                    |
| NL1306 | Main           | Route indicator 'B'           | Buffer Stops   | Platform 3                |
|        | Main           | Route indicator 'U'           | NL1302         | Up T&H                    |

Continued...

New and altered signal applications – continued

| Signal | Aspect         | Indication                    | Application to |                            |
|--------|----------------|-------------------------------|----------------|----------------------------|
|        |                |                               | Signal         | Line                       |
| UH1063 | Main           | Junction indicator position 1 | WH433          | Down Tottenham             |
|        | Main           | -                             | NL1306         | Up T&H                     |
| WM672  | Main           | -                             | NL1038         | Up City                    |
| WM811  | Main           | Junction indicator position 3 | NL1048         | Up High Level              |
|        | Main           | Junction indicator position 2 | WM621          | Up & Down South West       |
|        | Position light | Route indicator 'SW'          | WM1165         | Up & Down South West       |
|        | Main           | Junction indicator position 1 | WM471          | Up & Down South West Goods |
|        | Main           | -                             | WM813          | Down West London           |
|        | Position light | Route indicator 'DW'          | WM813          | Down West London           |
| WS18   | Main           | Route indicator 'N'           | NL1044         | Up New                     |
|        | Main           | Route indicator 'D'           | WS14           | Up DC Electric             |
|        | Position light | -                             | Stop Board     | Arrival/Departure          |
| WS22   | Main           | Junction indicator position 1 | NL1044         | Up New                     |
|        | Main           | -                             | WS14           | Up DC Electric             |

Continued...



Automatic Warning System (AWS)

AWS equipment will be provided 180 metres on the approach to each new signal unless otherwise stated on the attached diagram.

Train Protection and Warning System (TPWS)

TPWS sensors will be provided as shown in the following table:

| <b>Signal number</b> | <b>Line</b>                   | <b>Over-speed sensor</b> | <b>Train stop sensor</b> |
|----------------------|-------------------------------|--------------------------|--------------------------|
| NL1001               | Down North London             | No                       | Yes                      |
| NL1002               | Up North London               | Yes                      | Yes                      |
| NL1010               | Up North London               | Yes                      | Yes                      |
| NL1011               | Down North London             | Yes                      | Yes                      |
| NL1013               | Up North London               | No                       | Yes                      |
| NL1015               | Down North London             | No                       | Yes                      |
| NL1034               | Up North London               | No                       | Yes                      |
| NL1036               | Up North London               | No                       | Yes                      |
| NL1037               | Down North London             | Yes                      | Yes                      |
| NL1038               | Up City                       | No                       | Yes                      |
| NL1040               | Up North London               | No                       | Yes                      |
| NL1041               | Kensal Green Reversing Siding | No                       | Yes                      |
| NL1042               | Down North London             | No                       | Yes                      |
| NL1043               | Down North London             | No                       | Yes                      |
| NL1044               | Up New                        | Yes                      | Yes                      |
| NL1046               | Up North London               | No                       | Yes                      |
| NL1047               | Down North London             | No                       | Yes                      |
| NL1048               | Up High Level                 | No                       | Yes                      |
| NL1049               | Up North London               | No                       | Yes                      |
| NL1052               | Down North London             | No                       | Yes                      |
| NL1301               | Gospel Oak Platform 3         | No                       | Yes                      |
| NL1302               | Up T&H                        | No                       | Yes                      |
| NL1306               | Up T&H                        | No                       | Yes                      |

Continued...

## **COMMUNICATIONS**

### Telephones

In general, main aspect stop signals with the prefix 'NL' will be provided with signal post telephones giving direct communication with Upminster IECC.

The following signals will be provided with a 'white diamond sign with a telephone number displayed' and will not be provided with a signal post telephone:

- NL1043 on the Down North London line beyond Kensal Green Junction
- NL1050 on the Up North London line (Down direction) at Acton Wells Junction (gantry mounted)

Single aspect 'fixed red' signal NL1049 on the Up North London line (Down direction) at Willesden Junction High Level will not be provided with a signal post telephone.

## **PERMANENT WAY ALTERATIONS**

Drivers should familiarise themselves with these permanent way alterations using this notice and the attached diagram.

### Between Acton Wells Junction and Willesden High Level Junction

The existing Down and Up lines will be renamed Down and Up North London lines respectively.

### Between Willesden High Level Junction and Kensal Green Junction

The existing Down and Up Platform lines renamed Down and Up North London lines respectively.

### Willesden High Level Junction

A new siding named 'Willesden Turnback Siding' will be brought into use at 5m 20ch and provided with connections to/from the Down and Up North London lines.

### Between Kensal Green Junction and Kentish Town West

The existing Down and Up lines will be renamed Down and Up North London lines respectively.

Continued...

## **PERMISSIBLE SPEEDS**

### **Between Kensal Green Junction and Gospel Oak Junction**

The existing permissible speed of 45mph on the Down North London line between 1m 24ch and 5m 08ch will change to a differential permissible speed of 40/45mph.

The existing permissible speed of 45mph on the Up North London line will change to a differential permissible speed of:

- 40/45mph between 5m 08ch and 3m 03ch
- 35/45mph between 3m 03ch and 2m 69ch
- 40/45mph between 2m 69ch and 1m 51ch
- 35/45mph between 1m 51ch and 1m 19ch

### **Between Gospel Oak Junction and Kentish Town West**

The existing permissible speed of 45mph on the Down North London line between 0m 19ch and 1m 00ch will change to a differential permissible speed of 40/45mph.

The existing permissible speed of 45mph on the Up North London line between 1m 01ch and 0m 14ch will change to a differential permissible speed of 35/45mph.

### **General**

In some locations new signage will be provided to indicate the commencement of existing permissible speeds.

Details will be shown on a revised Sectional Appendix Table A page and published in the Weekly Operating Notice.

Continued...

## **ELECTRIFICATION**

### Between Willesden Low Level Junction and Kensal Green Junction

A notice board to indicate the change of electrification on the Up New line worded: 'END OF DC TRACTION – ALL ELECTRIC TRAINS PAN UP' will be provided at signal NL1044.

A notice board to indicate the change of electrification on the Up New line worded: 'COMMENCEMENT OF DC TRACTION' will be provided at signal WS23.

Details will be shown on a revised Sectional Appendix Table A page and published in the Weekly Operating Notice.

## **STATIONS**

### Willesden Junction High Level

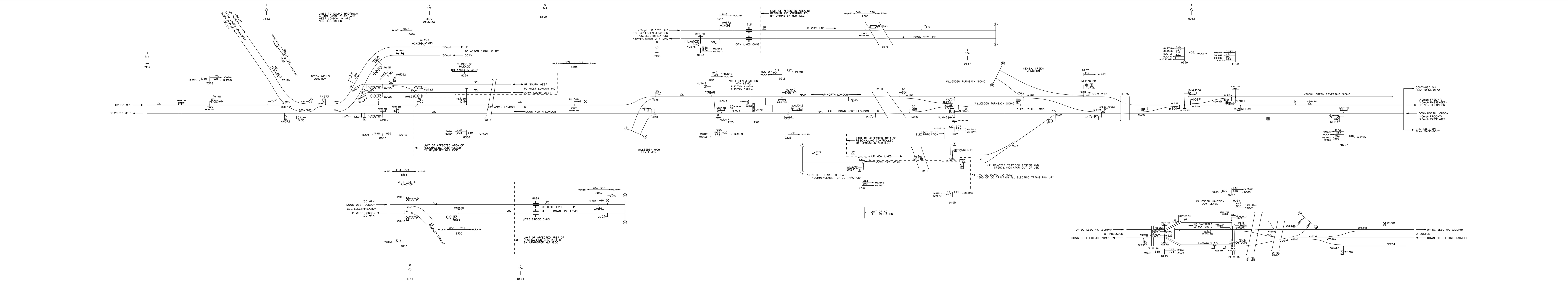
Three single sided, fibre optic off indicators will be provided on Platform 5 with indications as follows:

| <b>Signal 'off'</b>     | <b>Indication</b> |
|-------------------------|-------------------|
| NL1042                  | OFF UP            |
| NL1047 (two indicators) | OFF DOWN          |

### Gospel Oak

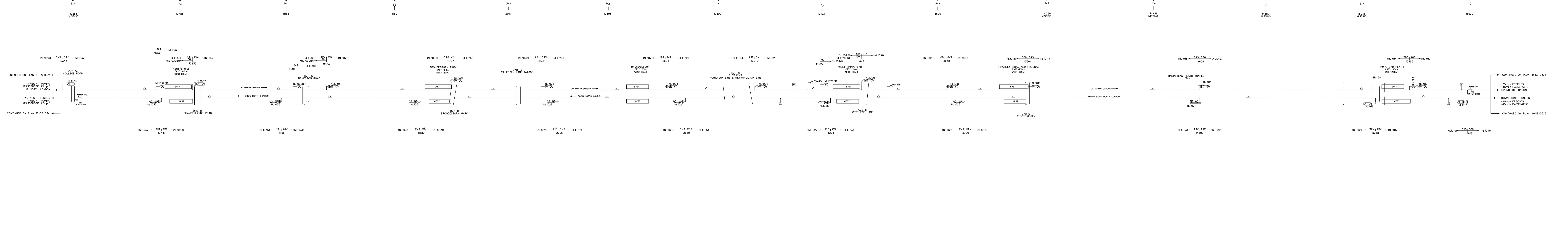
A double sided fibre optic off indicator will be provided on Platform 2 with indications as follows:

| <b>Signal 'off'</b> | <b>Indication</b> |
|---------------------|-------------------|
| NL1008              | OFF UP            |
| NL1013              | OFF DOWN          |



| EXPLANATION OF SYMBOLS  |   |
|---|---|
| ⊙ GREEN ASPECT  | ⊞ GANTRY MOUNTED AUTOMATIC SIGNAL   |
| ⊙ YELLOW ASPECT   | ⊞ POST MOUNTED FIXED RED SIGNAL   |
| ⊙ RED ASPECT  | XXX AWS POSITION FROM SIGNAL IN METRES  |
| ⊞ POSITION LIGHT JUNCTION   | XXX AWS EFFECTIVE FOR MOVEMENT IN DIRECTION SHOWN, SUPPRESSED FOR OPPOSING MOVES.               |
| ⊞ 4 ASPECT (R, Y, Y, G) 2 APERTURE LED SEARCH LIGHT SIGNAL (POST MOUNTED) CONTROLLED SIGNAL   | XXX P AWS PERMANENT MAGNET  |
| ⊞ ALPHANUMERIC STANDARD ROUTE INDICATOR   | XXX G AWS -G DENOTES EXTRA STRENGTH   |
| ⊞ 4 ASPECT (R, Y, Y, G) MULTIUNIT FLUORESCENT SIGNAL  | ⊞ CANOPY MOUNTED ALPHANUMERIC MINATURE SINGLE SIDED 'OFF' INDICATOR                             |
| ⊞ ALPHANUMERIC MINATURE ROUTE INDICATOR, ASSOCIATED WITH POSITION LIGHT SIGNAL ROUTES. NUMERAL INDICATES THE NUMBER OF ROUTE INDICATIONS    | ⊞ POST MOUNTED ALPHANUMERIC MINATURE SINGLE SIDED 'OFF' INDICATOR OFF UP/OFF DN                 |
| ⊞ BANNER REPEATING SIGNAL   | ⊞ 'TRTS' PLUNGER  |
| ⊞ GROUND POSITION LIGHT SIGNAL (RR/WW)  | ⊞ 'TRIPCOCK TEST' ALPHANUMERIC INDICATOR  |
| ⊞ GROUND POSITION LIGHT SIGNAL (RW/WW)  | CSB xx CAB SECURE RADIO, REFLECTORISED. RADIO CHANNEL CHANGE BOARD (XXX DENOTES CHANNEL NUMBER) |
| ⊞ SIGNAL WITH LIMITED CLEARANCE NOT PROVIDED WITH SPT   | ⊞ COUNTDOWN MARKER  |
| XXX POINTS  | ⊞ BUFFER STOP WITH WHITE LIGHT  |
| XXX POINTS MOVABLE SWITCH DIAMOND   | ⊞ OVERBRIDGE (XXX DENOTES NUMBER)   |
| XXX POINTS MOVABLE SWITCH DIAMOND   | BR No. XXX  |
| XX PERMISSIBLE SPEED INDICATOR (WITH OR WITHOUT LEFT/RIGHT HAND ARROW) (XX SHOWS PERMISSIBLE SPEED IN MPH)                                  | * TSS TPWS TRAIN STOP SENSOR (*ASSOCIATED SIGNAL IDENTITY)                                      |
| XX PERMISSIBLE SPEED INDICATOR NON STANDARD DIFFERENTIAL SPEEDS (WITH OR WITHOUT LEFT/RIGHT HAND ARROW) (XX SHOWS PERMISSIBLE SPEED IN MPH) | * OSS TPWS OVER SPEED SENSOR (*ASSOCIATED SIGNAL IDENTITY)                                      |
| XX PERMISSIBLE SPEED INDICATOR MINATURE SIGN (WITH OR WITHOUT LEFT/RIGHT HAND ARROW) (XX SHOWS PERMISSIBLE SPEED IN MPH)                    | ⊞ NEUTRAL SECTION   |
| XX *MILEPOST* DISTANCES SHOWN XX-MILES, XXXm-metres   | ⊞ BOOSTER TRANSFORMER ARROW INDICATES CONNECTION POINT TO OVERHEAD LINE                         |
| XXM MILEPOST DISTANCES SHOWN YY-1/4 OR 1/2 MILES  |   |
| ⊞ NOTICE BOARD, REFLECTORISED * SUPPLEMENTARY LEGEND  |   |
| MM-YYYY INTER SIGNAL SPACING MARKER XXXX - METRES TO ADJACENT SIGNAL MM-YYYY - LONGITUDINAL POSITION  |   |
| ↔ BI-DIRECTIONAL LINE, DOUBLE ARROW INDICATES NORMAL DIRECTION OF TRAFFIC   |   |

| Version  | Description of Amendment | Source    | Record | Amended |
|--|--------------------------|-----------|--------|---------|
| A  | INITIAL DESIGN           | 23.10.10  | GM/S   | RVN     |
| <b>NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT</b><br><b>STAGE 4 (GUNNERSBURY (EXL.) - WILLESDEN JCT)</b><br><b>NOTICE NO. NR/A/XX</b>           |                          |           |        |         |
| <b>Network Records Group</b>   |                          |           |        |         |
| <b>Network Rail</b>  |                          |           |        |         |
| <b>NOT TO SCALE</b>  |                          |           |        |         |
| <b>NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT</b><br><b>GUNNERSBURY (EXL.) - WILLESDEN JCT</b><br><b>STAGE 4</b><br><b>NOTICE NO. NR /A /XX</b> |                          |           |        |         |
| Produced   |                          |           |        |         |
| Checked  |                          |           |        |         |
| Issued   |                          |           |        |         |
| Drawing No   |                          | 10-SS-031 |        |         |
| Last Full Completion   |                          | N/A       |        |         |
| Current Version  |                          | A         |        |         |



| Version | Description of Amendment | Source Date | Record Date | Amended By | Checked By |
|---------|--------------------------|-------------|-------------|------------|------------|
| A       | INITIAL DESIGN           | 23.10.10    | GMS         | RVN        |            |

| EXPLANATION OF SYMBOLS |  |
|------------------------|--|
|                        | GREEN ASPECT   |
|                        | YELLOW ASPECT  |
|                        | RED ASPECT   |
|                        | 4 ASPECT (R, Y, YY, G) 2 APERTURE LED SEARCH LIGHT SIGNAL (POST MOUNTED) CONTROLLED SIGNAL         |
|                        | 4 ASPECT (R, Y, YY, G) 2 APERTURE MINATURE TUNNEL SIGNAL (WALL MOUNTED) AUTOMATIC SIGNAL           |
|                        | POST MOUNTED AUTOMATIC SIGNAL  |
|                        | BANNER REPEATING SIGNAL  |
| XXX                    | AW, POSITION FROM SIGNAL IN METRES   |
|                        | TPWS OVER SPEED SENSOR (*ASSOCIATED SIGNAL IDENTITY)   |
| XX                     | PERMISSIBLE SPEED INDICATOR (XX SHOWS PERMISSIBLE SPEED IN MPH)                                    |
| XX                     | PERMISSIBLE SPEED INDICATOR MINATURE SIGN (XX SHOWS PERMISSIBLE SPEED IN MPH)                      |
| XX                     | "MILEPOST" DISTANCES SHOWN XX-MILES, XXXm-metres   |
| xxxm                   |  |
| xx                     | MILEPOST DISTANCES SHOWN 1/4 OR 1/2 OR 1/4 MILES   |
| xxxm                   |  |
| MM-YYYY<br>XXXX   XXXX | INTER SIGNAL SPACING MARKER<br>XXXX - METRES TO ADJACENT SIGNAL<br>MM-YYYY - LONGITUDINAL POSITION |
|                        | OVERBRIDGE (XXX DENOTES NUMBER)<br>OR<br>TUNNEL (XXX DENOTES NAME AND LENGTH)                      |
|                        | BOOSTER TRANSFORMER<br>ARROW INDICATES CONNECTION<br>POINT TO OVERHEAD LINE                        |

|   |  |   |  |   |  |
|---|--|---|--|---|--|
| NOT TO SCALE                                |  | Network Records Group                       |  | Network Rail                                |  |
| Produced                                    |  | Produced                                    |  | Produced                                    |  |
| Checked                                     |  | Checked                                     |  | Checked                                     |  |
| Issued                                      |  | Issued                                      |  | Issued                                      |  |
| NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT |  | NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT |  | NORTH LONDON RAILWAY INFRASTRUCTURE PROJECT |  |
| KENSAL RISE - HAMPSTEAD HEATH               |  | KENSAL RISE - HAMPSTEAD HEATH               |  | KENSAL RISE - HAMPSTEAD HEATH               |  |
| STAGE 4                                     |  | STAGE 4                                     |  | STAGE 4                                     |  |
| NOTICE NO. NR / A / XX                      |  | NOTICE NO. NR / A / XX                      |  | NOTICE NO. NR / A / XX                      |  |
| Last Full Version                           |  | Last Full Version                           |  | Last Full Version                           |  |
| Date  |  | Date  |  | Date  |  |
| By  |  | By  |  | By  |  |
| Checked                                     |  | Checked                                     |  | Checked                                     |  |
| Version                                     |  | Version                                     |  | Version                                     |  |
| A   |  | A   |  | A   |  |

NORTH LONDON RAILWAY  
INFRASTRUCTURE PROJECT  
(STAGE 4)  
(KENSAL RISE - HAMPSTEAD HEATH)  
NOTICE NO. NR/A/XX

