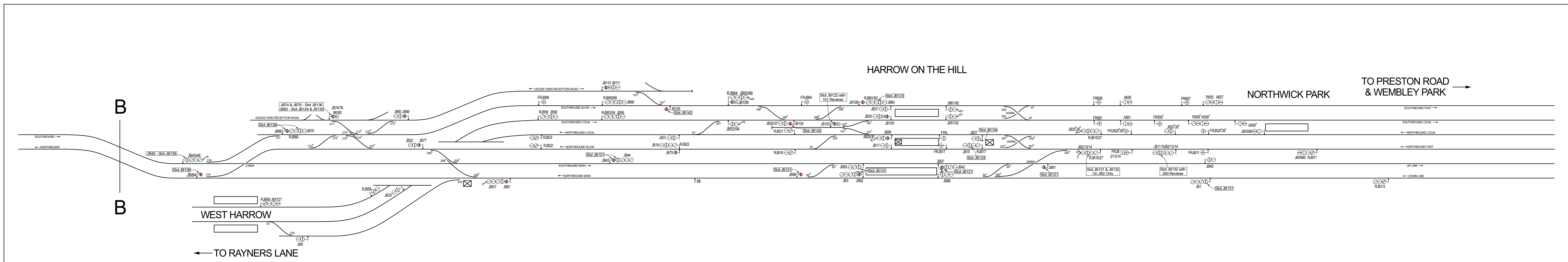
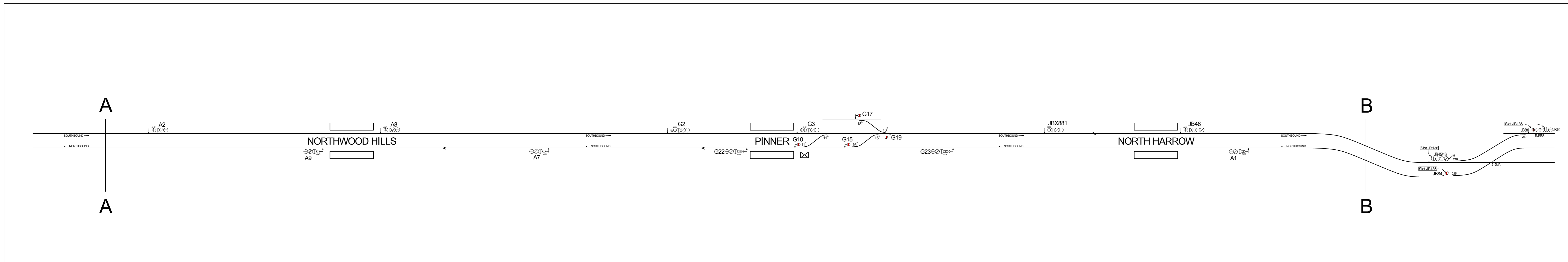
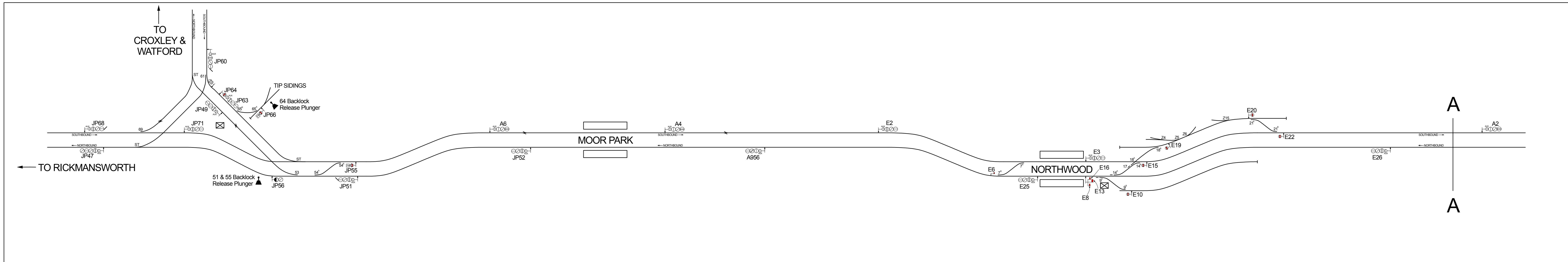
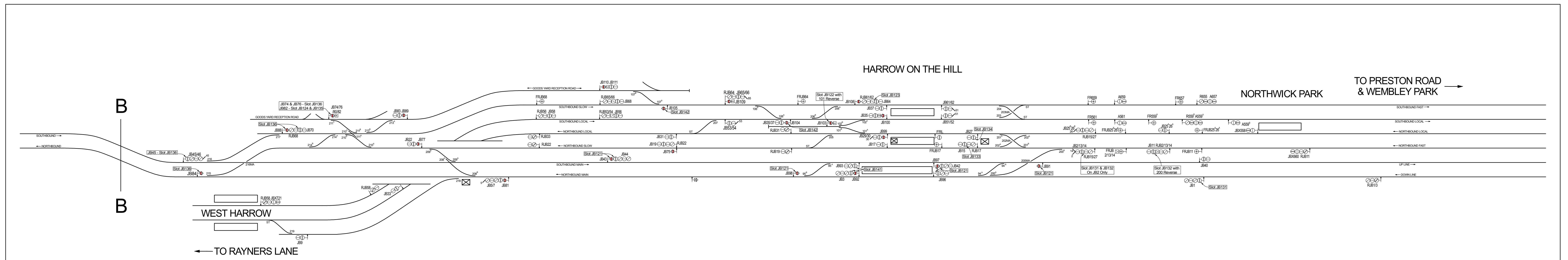
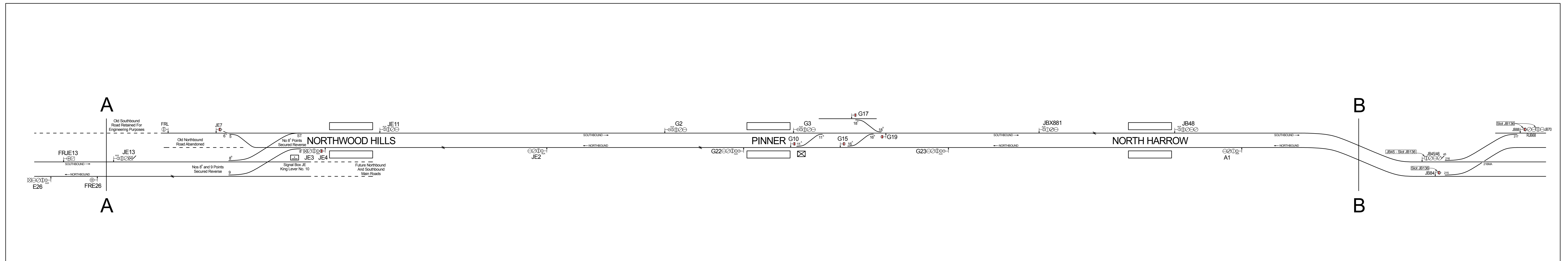
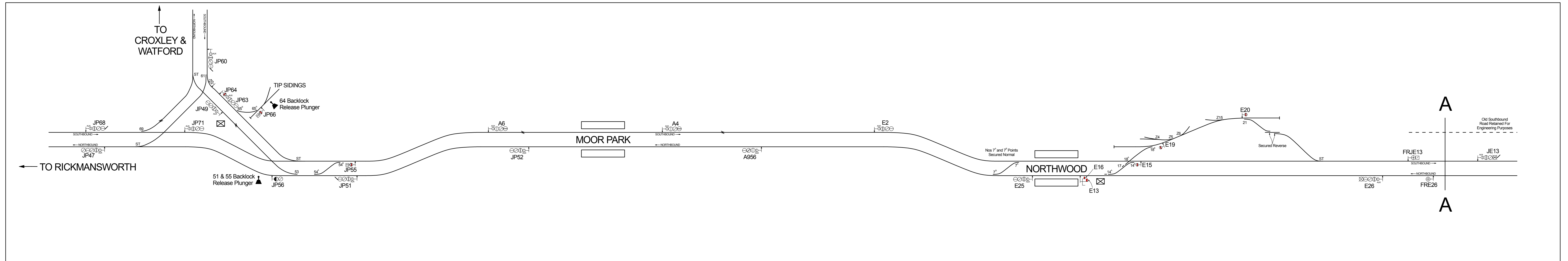


**FOUR TRACKING
HARROW TO
MOOR PARK
1961-1962**



Initial Position as at 1/1/1961

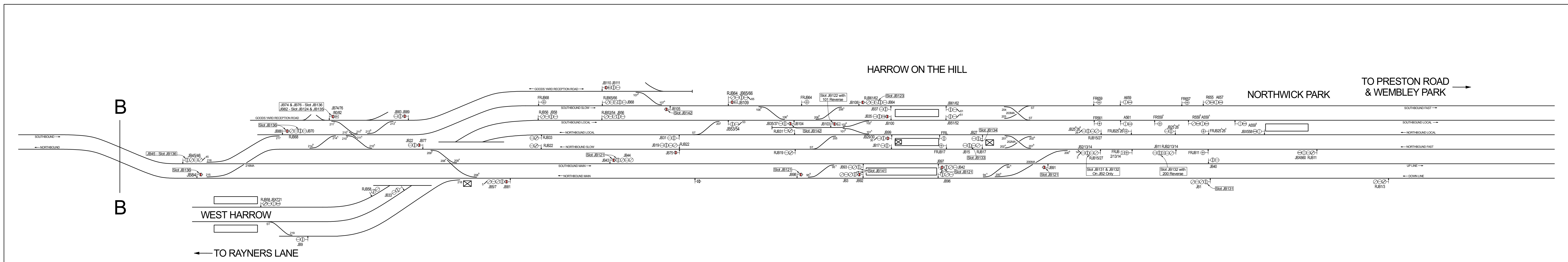
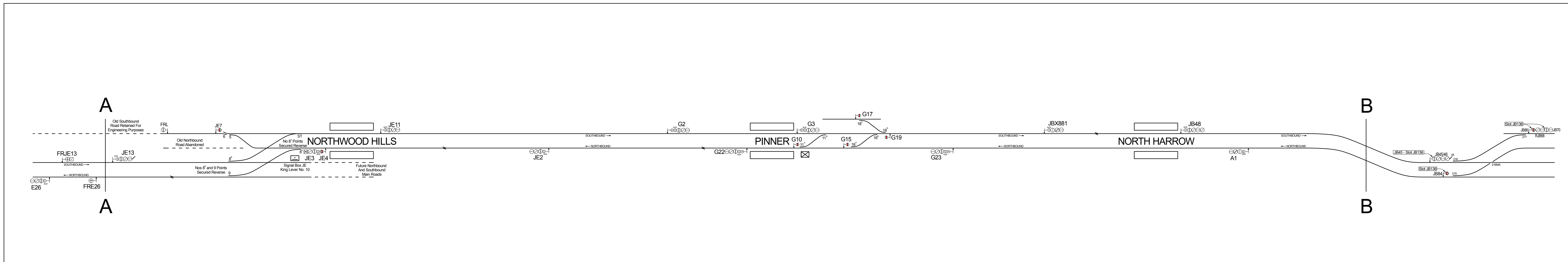
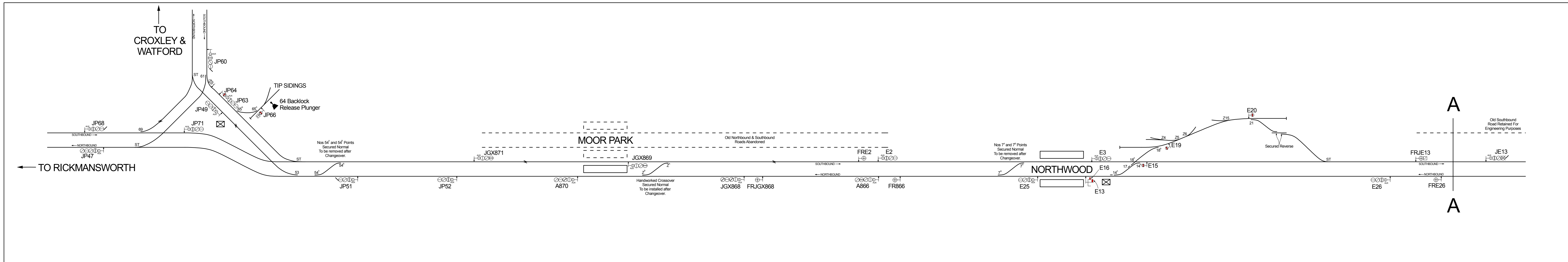
Note: Compiled from various sources of different dates and therefore not guaranteed 100% accurate.
 Track slewed onto new alignment from a point 1000 feet north of Watford South Junction to a point 1500 feet south thereof in 1950 to allow bridges MR78, MR80 and MR81 to be taken out of use.



Stage One 5/2/1961

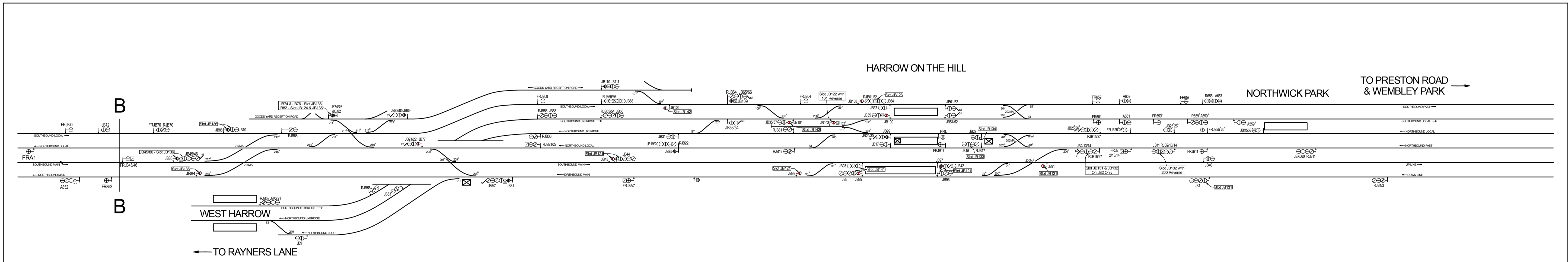
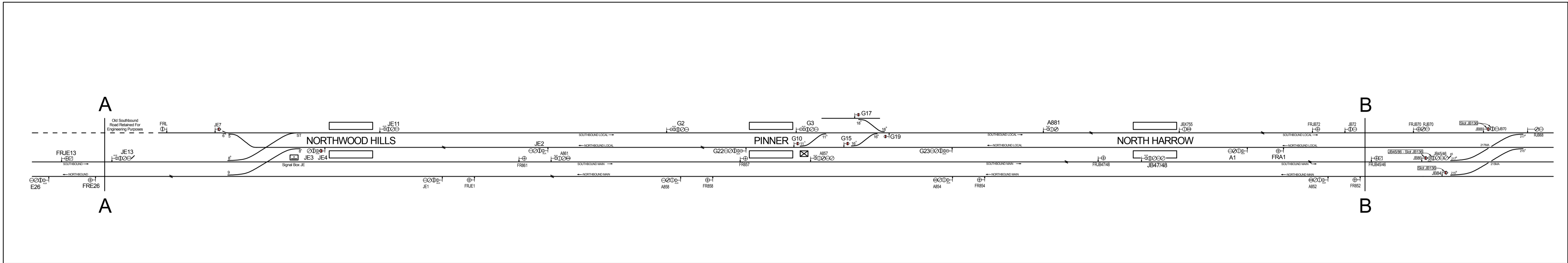
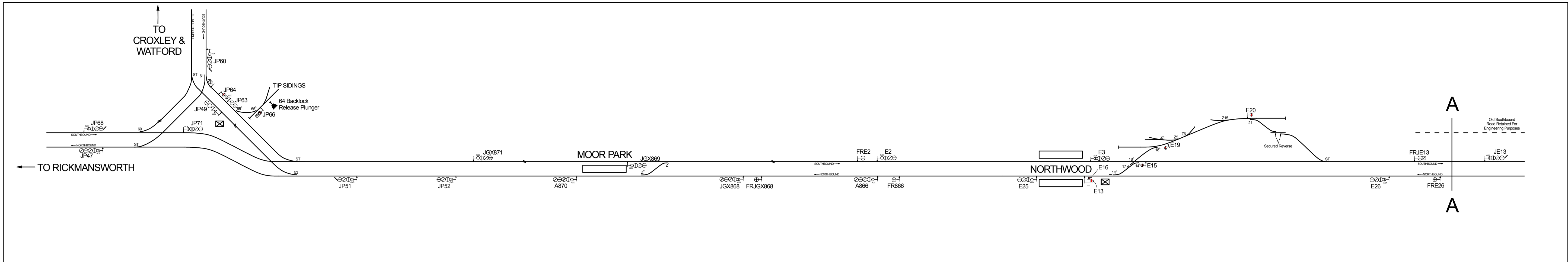
Changeover of Tracks and Signals Northwood - Northwood Hills

Original Roads between Northwood and Northwood Hill temporarily abandoned to allow demolition and reconstruction of original bridge over Rickmansworth Road. New temporary Signal Box at Northwood Hills Commissioned at a later date. In the interim points at Northwood Hills secured for through running.



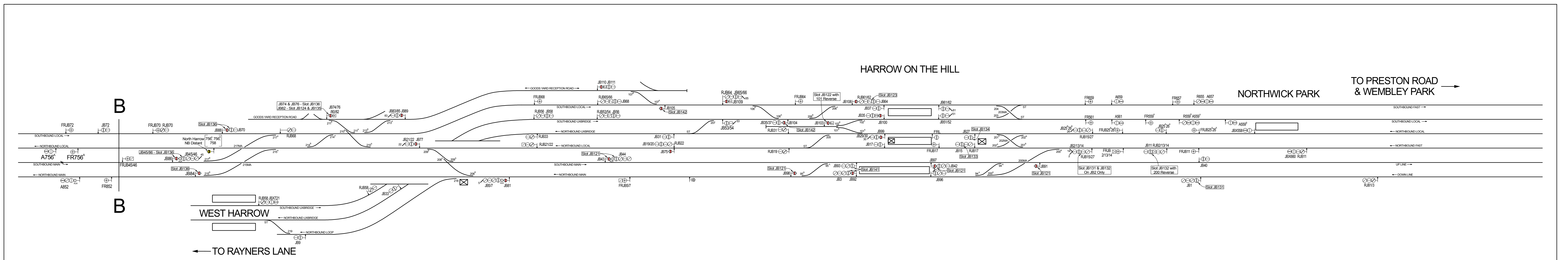
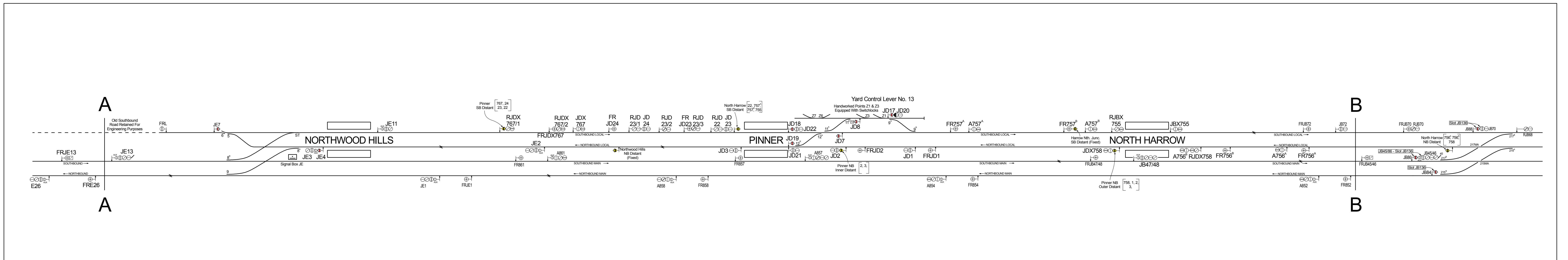
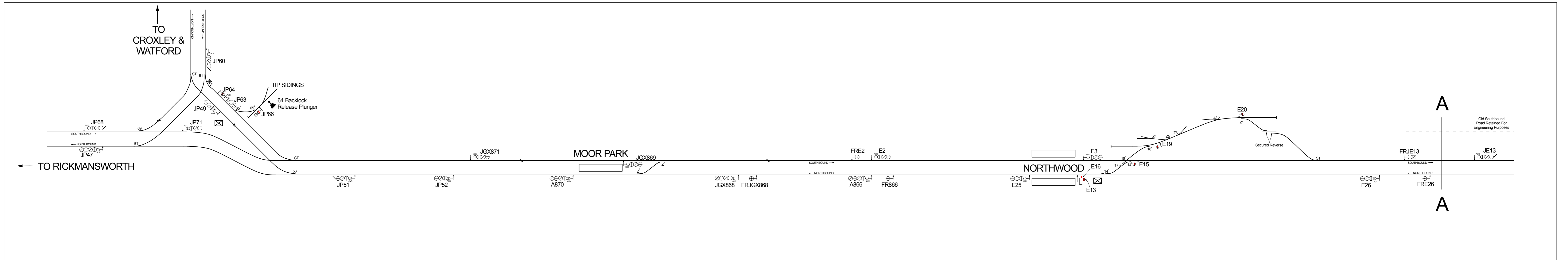
Stage Two 23/4/1961

Changeover of Tracks and Signals Watford South Junction - Northwood
 New Island Platform brought into use at Moor Park. Original Roads between Watford South Junction and Northwood temporarily abandoned to allow demolition of original Moor Park platforms and construction of second island platform.



Stage Three 10/9/1961

Bringing Into Commission New Main Roads Between Harrow North Junction and Northwood Hills



Stage Four 28/1/1962

Bringing Into Commission Interlocking Machine Room, Pinner, And New Signalling On Local Roads Between Northwood Hills and North Harrow

