



Fig. 13. At first sight there appears nothing unusual about this view of Watling Street Junction, Cricklewood, as it was in July 1913, with an Up express headed by a 4-4-0 Belpaire No. 746. There are, however, some features worthy of careful study, beginning with catch points at the end of the Down loop to the left of the picture, designed to protect the running lines from vehicles which may run back towards the Down goods lines. The second feature is the interrupted check rails on the double junction connecting the Down goods with the Down fast and the Up fast to the Up goods. It is also within this double junction that the most interesting feature is to be found; careful examination will show that the timbers of the double junction are interlaced rather than run through in the more conventional manner.

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