

BRITISH RAILWAYS

London Midland Region
(WESTERN LINES)

SPECIAL NOTICE 525G

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 COLOUR LIGHT SIGNAL-
LING BETWEEN NORTH WEMBLEY AND CHEDDINGTON, AND
BETWEEN WATFORD JCN. & WATFORD NOS. 3 & 4**

**IMPORTANT:—This notice to be acknowledged IMMEDIATELY on
receipt to “TRAINS, CREWE”, using the code:—
“ ARNO 525G ”.**

The diagram, with schedule of signal route indications, which is attached to this notice shows the resignalling of the line at Watford and its approaches consequent on the bringing into use of a new power signal box to be named “Watford Junction”, located on the Down side of the line opposite Watford No. 1 signal box.

The work will be carried out as shown below under the heading “Staging of Work.”

On completion of the work the signalling will be as shown on the diagram and the following notes are intended to supplement the information given thereon.

The existing running signals controlled by Harrow No. 1, Hatch End, Bushey and Oxhey, Watford No. 1, Watford No. 2, Kings Langley, Boxmoor, Berkhamsted, Tring No. 1, and Tring No. 2 will be taken away, also the signal boxes, and replaced by multiple-aspect colour light signalling (Rule 43) with continuous track circuiting, controlled from the new power signal box ; new shunting frames will also be brought into use at Harrow and Tring. Certain signalling alterations will also take place at North Wembley, Watford No. 3, Watford No. 4, and Cheddington signal boxes.

The distances between distant signals and home signals leading to and from the resigalled area are shown on the accompanying diagram.

NORTH WEMBLEY.

This signal box will eventually be abolished when Willesden Power signal box is commissioned. In the meantime Up signals plated WN and NW on the diagram attached will be supervised by North Wembley signal box and the telephones at these signals will also be connected to this signal box. Signal NW 32 at this stage will exhibit red, yellow and green aspects only and the 3-aspect North Wembley Down Slow Home signal will exhibit red and green aspects only. The Down Fast and

SIGNALLING RECORD SOCIETY

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Slow Distant signals will be capable of showing only green or single yellow aspects, but are fitted with auxiliary yellow aspects. Signals WN 201 and NW 35 will act as Up Fast Outer and Up Fast Inner Distant signals respectively for Sudbury Junction signal box and signal NW 31 will act as Up Slow Outer Distant signal for Sudbury Junction. The existing Up Fast and Up Slow Home and Distant signals, together with the Down Slow Starting signal, will be taken out of use.

The control of Kenton Ground Frame will be transferred from Harrow No. 1 signal box to this signal box.

Automatic signals WJ 151 and WJ 153 (Down Fast) and WJ 152 and WJ 154 (Down Slow) will, until Willesden signal box is commissioned, act as Down Outer and Inner Distant signals respectively for Watford Junction signal box, as shown on the diagram.

HARROW SHUNTING FRAME.

This frame will be electrically released from Watford Junction signal box and will control the Slow line crossover and connections with the up sidings. The Stanmore Branch will continue to be worked by the "One Engine in Steam" system under the control of this shunting frame.

HEADSTONE LANE GROUND FRAME.

This ground frame will be electrically released by Watford Junction signal box.

BUSHEY & OXHEY.

A new ground frame will be provided at the south end of the station on the Up side of the line named "Bushey South Frame" to control the trailing crossover in the Up and Down Slow lines and the adjacent siding connection.

A new ground frame named "Bushey Refuge Siding Frame" will be provided to control the refuge siding connection at the south end of the station. The Bushey Station frame at the north end of the station will be renamed "Bushey North Frame."

These frames will be electrically released from Watford Junction signal box.

WATFORD NO. 3

The Up St. Albans Branch Home signal together with the Down St. Albans Branch Home and Starting signals will be replaced by colour light signals and the double dwarf shunting signal in the Down sidings will be replaced by a single dwarf shunting signal with a route indicator. All dwarf shunting signals reading from the Carriage Sidings, Up Sidings and Down Sidings to Platforms 11 and 12 will also be controlled from Watford Junction signal box.

WATFORD NO. 4.

The connection Up New line to Down Fast will be released from Watford Junction signal box and the signals reading between the New lines and the Down Fast, Down Slow and Down Branch will be dually controlled, as shown on the attached schedule.

KINGS LANGLEY.

A new ground frame will be provided at the south end of the station on the Down side of the line to work the trailing crossover between the Down & Up Fast lines named "Kings Langley South Frame". The existing Kings Langley South Frame will be renamed Kings Langley Middle Frame, and Kings Langley North Frame will be renewed on the same site. All these frames will be electrically released from Watford Junction signal box.

HEMEL HEMPSTEAD.

A new ground frame named "Boxmoor Fast Lines Frame" will be provided 50 yds. south of the station adjacent to the Up Fast line to control the trailing crossover road in the Fast lines. The trailing connection between the Up Slow line and the Up sidings will be controlled from Up sidings frame which will be renamed "Boxmoor South Frame" and the connections leading from the Slow Lines to the Centre Siding and Up sidings adjacent to the station will be controlled by a new ground frame named "Boxmoor Yard Frame". All these frames will be electrically released from Watford Junction signal box.

BERKHAMSTED.

Two new ground frames will be provided, one to control the siding connection from the Up Slow line at the south end of the station named "Berkhamsted South Frame" and the other to control the crossovers in the Fast and Slow lines and the connections leading to the Up Sidings at the North end of the Station named "Berkhamsted North Frame." Both frames will be electrically released from Watford Junction signal box.

TRING.

A new ground frame will be provided on the Down side of the line at the south end of the station named "Tring South Frame" to control the trailing crossover in the Fast Lines and the connection leading from the Down Fast Line to the Down Siding.

The connections from the Up Goods Loop at the south end of the station leading to the sidings and carriage sidings, will be controlled from a new frame named "Tring Carriage Sidings Frame" situated adjacent to the Up Goods Loop.

The crossover in the Slow Lines at the North end of the station and the two connections leading from the Up Slow line to the Up Goods Loop will be dually controlled from Watford Junction signal box or Tring Shunting Frame, which will be provided at the North End of the station on the Up Side. When the appropriate release has been given, the Shunting Frame will control these connections and the signals reading through them. The connections Up Goods to sidings and the slip connection Up Slow to sidings will be controlled from Tring Shunting Frame only.

All the above frames will be electrically released from Watford Junction signal box.

TRING CUTTING FRAME.

This ground frame will now be electrically released from Watford Junction signal box.

CHEDDINGTON.

This signal box will eventually be abolished when Bletchley Power signal box is commissioned. In the meantime Down signals plated BY and CN on the diagram will be supervised by Cheddington signal box and the telephones at these signals will also be connected to this signal box. Signals CN 63, CN 59, CN 62, and CN 58 will, under this stage, exhibit red, yellow and green aspects only and Automatic signals WJ 245, and WJ 243 (Up Fast) and WJ 246 and WJ 244 (Up Slow) will, until Bletchley signal box is commissioned, act as Up Outer and Inner Distant signals respectively for Watford Junction signal box.

The Up Fast and Slow Distant Signals for this box will be capable of showing only green or single yellow aspects, but are fitted with auxiliary yellow aspects. The existing semaphore Down Fast and Down Slow Home and Starting signals, also the Up Fast and Up Slow Starting signals will be taken away.

B.R. STANDARD AUTOMATIC WARNING SYSTEM.

The A.W.S. track equipment for the former running signals will be taken away; A.W.S. track equipment will be provided approximately 200 yds. on the approach side of all the new multiple aspect colour light signals on passenger lines only in the re-signalled area.

As the North Wembley Down Slow Home signal will no longer exhibit a yellow aspect the A.W.S. inductor will be taken out of use.

GENERAL.

All multiple aspect colour light signals capable of displaying a red aspect and position light ground signals will be plated as shown on the diagram.

STAGING OF WORK.

1st Stage Watford No. 2—Cheddington (exc)

Under this stage all the signalling shown on the North side of the dotted line will be provided and the signalling on the south side will not be brought into use until the 2nd Stage. Watford No. 2 signal box will act as the fringe box working to Watford Junction signal box and signals WJ 68 and WJ 69 will during this stage act as Watford No. 2 Up Fast and Up Slow Outer Home signals exhibiting red, yellow and green aspects only and the telephones thereat will also be connected to that signal-box. Signals WJ 186 and WJ 72 will act as Watford No. 2 Up Fast and Up Slow Outer Distant signals respectively 3,842 yards from the home signals and signals WJ 182 and WJ 183 will act as Watford No. 2 Up Fast and Up Slow Inner Distant signals respectively 2,839 yards from the Home signals. The existing Watford No. 2 Up Fast and Up Slow Distant and Outer Home signals with lower distant signals for Watford No. 1 will be abolished.

Signals WJ 184 and WJ 185 will act during this stage as Down Fast and Down Slow Outer Distant signals for Watford Junction signal box 2,249 yards from WJ 191 and WJ 192 respectively. Signals WJ 187 and WJ 188 will act as Watford Junctions' Down Fast and Down Slow Inner Distant signals 1,248 yards from signals WJ 191 and WJ 192.

The work, including the installation of A.W.S. track equipment, will commence at 10.0 p.m. on Saturday, 4th July, 1964 and is due to be completed by 6.0 a.m. on Monday, 6th July, 1964.

2nd Stage. North Wembley (exc)—Watford No. 2.

When this stage is completed the signalling will be as shown on the diagram on the south side of the dotted line.

The work including installation of A.W.S. track equipment will commence at 10.0 p.m. on Saturday, 11th July, and is due to be completed by 6.0 a.m. on Monday, 13th July, 1964.

During these stages, points and signals worked by the boxes concerned will be disconnected and Drivers handsignalled as necessary. Fuller details of the working during these periods will be found in Sections "B" and "C" of the appropriate Weekly Notice.

RULES AND REGULATIONS.

On completion of the work, Track Circuit Block working will be in operation between the south end of Watford Tunnels and Cheddington (1st Stage) and North Wembley and Cheddington (2nd Stage). The modification of certain standard Rules applicable to the section of line between Crewe South Junction and Brinklow (exclusive) (as published in the Weekly Notice) will also apply over the resignalled lines.

Crewe,
July, 1964.

J. ROYSTON
Line Manager.

INTRODUCTION OF COLOUR LIGHT SIGNALLING BETWEEN 1
 NORTH WEMBLEY, WATFORD N°3, WATFORD N°4 & CHEDDINGTON
 SCHEDULE OF MAIN RUNNING SIGNALS READING TO
 ALTERNATIVE ROUTES OR CARRYING SUBSIDIARY ASPECTS
 & OF POSITION LIGHT GROUND SIGNALS

WATFORD JUNCTION (W.J.)

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION IND ^R .	ROUTE IND ^R .	ROUTE
	W.J.3.	MAIN			DOWN FAST
		MAIN	POS ^N .4.		DOWN SLOW
	W.J.6.	MAIN			UP SLOW
		MAIN	POS ^N .4.		UP FAST
	W.J.11.	MAIN	POS ^N .1.		DOWN FAST
		MAIN			DOWN SLOW
	W.J.19.	MAIN	POS ^N .1.		UP SLOW
		MAIN			UP FAST
	W.J.24.*	MAIN			DOWN FAST
		MAIN	POS ^N .4		DOWN SLOW
		MAIN	POS ^N .5		DOWN BRANCH
	W.J.25.*	MAIN			DOWN SLOW
		MAIN	POS ^N .4		DOWN BRANCH

* ALSO CONTROLLED BY WATFORD N°3 S.B.

WATFORD JUNCTION (W.J.)

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CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE	
	W.J.44	MAIN		S	UP SLOW	
		SUB			UP SLOW	
		MAIN		F	UP FAST	
	W.J.47	MAIN			UP SLOW	
		MAIN	POS ^N 4		UP FAST	
	W.J.48	SUB.		SDG.	UP SIDING	
		MAIN		S	UP SLOW	
		SUB.			UP SLOW	
		MAIN		F	UP FAST	
		SUB.		SDG.	TIP SIDINGS	
		MAIN		N	UP NEW LINE	
	W.J.59	MAIN	POS ^N 1.		DOWN FAST	
		MAIN			DOWN SLOW	
	W.J.68	MAIN	POS ^N 1.		UP SLOW	
		MAIN			UP FAST	
	W.J.74	MAIN	POS ^N 1		UP GOODS LOOP	
		SUB.	POS ^N 1		UP GOODS LOOP	
		MAIN			UP SLOW	
	W.J.75	MAIN			DOWN FAST.	
		MAIN	POS ^N 4		DOWN SLOW	

⊘ ALSO CONTROLLED BY WATFORD N^o4 S.B.

WATFORD JUNCTION (W.J.)

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CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE
	W.J.78	MAIN			UP SLOW
		MAIN	POS ^N 4		UP FAST
	W.J.85	MAIN	POS ^N 1		DOWN FAST
		MAIN			DOWN SLOW
	W.J.86	MAIN	POS ^N 1		UP SLOW
		MAIN			UP FAST
	W.J.93	MAIN			DOWN FAST
		MAIN	POS ^N 4		DOWN SLOW
	W.J.99	<input type="checkbox"/> SUB.		NCK.	NECK
		MAIN			UP SLOW
	W.J.101	MAIN			UP GOODS LOOP
		SUB.		G	UP GOODS LOOP
	W.J.103	MAIN			UP SLOW
		SUB.		SDG.	CARRIAGE SDG. 2.
		SUB.		SDG.	CARRIAGE SDG. 1.

ALSO CONTROLLED BY TRING CARRIAGE SIDINGS FRAME.

WATFORD JUNCTION(W.J.)CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	JUNCTION INDR.	ROUTE INDR.	ROUTE
	W.J.104	MAIN			UP SLOW
		MAIN	POS ^N 4		UP FAST
	W.J.108	MAIN	POS ^N 1		DOWN FAST
		MAIN			DOWN SLOW
	W.J.113	MAIN	POS ^N 2		UP GOODS LOOP
		SUB.	POS ^N 2		UP GOODS LOOP
		MAIN	POS ^N 1		UP SLOW
		MAIN			UP FAST
	W.J.114	Δ SUB.		SDG.	CARRIAGE SDG.
		Δ MAIN	POS ^N 1		UP GOODS LOOP
		Δ SUB.	POS ^N 1		UP GOODS LOOP
		Δ MAIN			UP SLOW

Δ ALSO CONTROLLED BY TRING SHUNTING FRAME.

WATFORD JUNCTION (W.J.)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE INDR.	ROUTE
☺	W.J.26*		DOWN SLOW
			SET BACK UP SLOW
			DOWN BRANCH
			SIDING
	W.J.27*		DOWN SLOW
			DOWN BRANCH
			ALONG SIDING
	W.J.29*		DOWN FAST
			DOWN SLOW
	W.J.38		DOWN BRANCH
			DOWN FAST
			SET BACK UP FAST
			SET BACK UP SLOW
	W.J.41		SET BACK UP BRANCH
			SET BACK UP SLOW
	W.J.43*		SET BACK UP BRANCH
			DOWN BRANCH
	W.J.61		SET BACK UP BRANCH
			DOWN FAST
			DOWN SLOW
		SET BACK UP SLOW	
W.J.63		SIDING	
		UP SLOW	
		UP FAST	
W.J.64		SET BACK DOWN FAST	
		UP SLOW	
W.J.65		SET BACK DOWN SLOW	
		SET BACK UP SLOW	
W.J.66		SIDINGS	
		ALONG SIDING	

* ALSO CONTROLLED BY WATFORD N°3 S.B.

WATFORD JUNCTION(W.J.)

CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ROUTE INDR.	ROUTE
	WJ.67		ALONG SIDING
			UP SLOW
	WJ.71		SET BACK UP GOODS LOOP
			DOWN SLOW
	WJ.95		SET BACK UP SLOW
			SET BACK UP GOODS LOOP
			SIDINGS
	WJ.96		SIDINGS
			UP GOODS LOOP
			CARRIAGE SIDINGS
	WJ.109		UP GOODS LOOP
			UP SLOW
	WJ.111		UP SLOW
			SET BACK DN. SLOW
	WJ.112		UP SLOW
			SET BACK DN. SLOW
	WJ.35	NCK.	ALONG SIDING
			UP SLOW
	WJ.39	NCK.	SIDINGS
			UP SLOW
			UP FAST
	WJ.42		TIP SIDINGS
		N	UP NEW LINE
			SET BACK DN. SLOW
	WJ.45		TIP SIDINGS
		N	UP NEW LINE
	WJ.62	NCK.	NECK
			UP SLOW
	WJ.97	NCK.	NECK
			DOWN SLOW
	WJ.98	NCK.	NECK
			DOWN SLOW

⊗ ALSO CONTROLLED BY WATFORD N°4.
 Δ ALSO CONTROLLED BY TRING SHUNTING FRAME
 □ ALSO CONTROLLED BY TRING CARRIAGE SIDS FRAME

WATFORD JUNCTION (W.J.)

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CONTINUED

SIGNAL PROFILE	SIGNAL NUMBER	ASPECT	ROUTE INDR.	ROUTE	
	W.J.105	△	SHUNT	DOWN FAST	
		△	SHUNT	DOWN SLOW	
		△	SHUNT	XUS.	SET BACK UP SLOW TO L.O.S.
		△	SHUNT	NCK.	SET BACK UP GOODS LOOP
	W.J.106	△	SHUNT	XUS.	SET BACK UP SLOW TO L.O.S.

TRING SHUNTING FRAME (T.G.)

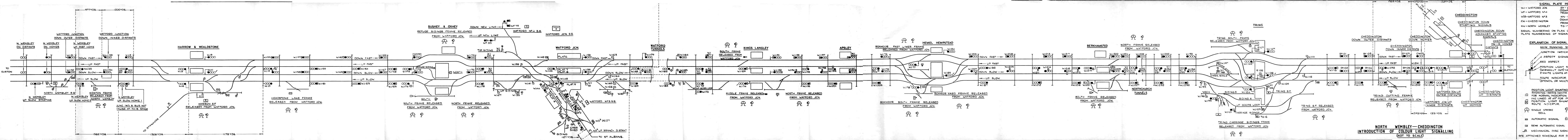
	T.G.16	SHUNT		DOWN SLOW
		SHUNT	XUS.	SET BACK UP SLOW TO L.O.S.
		SHUNT	NCK.	SET BACK UP GOODS LOOP

WATFORD N°3 (W.D.3.)

	W.D.3.1.	MAIN		DOWN BRANCH
		SUB	SDG.	CARR. SHED OR SDG.
	W.D.3.2	SUB.	SDG.	DOWN SIDINGS
		MAIN		DOWN BRANCH
	W.D.3.26/27		YRD.	UP YARD
			12	UP BRANCH
			11	DOWN BRANCH
			SDG.	DOWN SIDING
	W.D.3.29	SUB	SDG.	UP SIDINGS
		MAIN	12	PLATFORM 12.
		MAIN	B	PLATFORM 10.

○ ALSO CONTROLLED BY WATFORD JUNCTION

△ ALSO CONTROLLED BY TRING SHUNTING FRAME.



SIGNAL PLATE PREFIXES.

WJ - WATFORD JCN	BY - BLETCHLEY
WF - WATFORD N°4	(TEMPORARILY SUPERVISED FROM CHEDDINGTON)
W3 - WATFORD N°3	WN - WILLESDEN
CN - CHEDDINGTON	(TEMPORARILY SUPERVISED FROM NORTH WEMBLEY)
NW - NORTH WEMBLEY	TG - TRING S.F.

SIGNAL NUMBERING ON PLAN CORRESPONDS TO PLATE NUMBERING OF SIGNALS.

EXPLANATION OF SIGNAL INDICATIONS

MAIN RUNNING SIGNALS

- JUNCTION INDICATOR (RULE 35e)
- 4 ASPECT SIGNAL
- 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)

POSITION LIGHT SHUNTING SIGNALS (RULE 47)

- SHOWING RED & 2 WHITE LIGHTS HORIZONTALLY FOR NORMAL INDICATION & 2 WHITE LIGHTS INC LINED AT 45° FOR PROCEED INDICATION.
- POSITION LIGHT SHUNTING SIGNAL WITH ROUTE INDICATOR.

LEGEND:

- SINGLE STROKE
- BELL
- TELEPHONE
- AUTOMATIC SIGNAL
- BANNER REPEATING SIGNAL
- SEMI AUTOMATIC SIGNAL
- LIMIT OF SHUNT
- MECHANICAL DISC SIGNAL.

SFE ATTACHED SCHEDULE FOR DETAILS OF SIGNALS