

J. Lowry

Spare

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BRITISH RAILWAYS
(INTER-CITY WEST COAST)

Watford Resignalling
Special Notice 25E

**NOTICE TO DRIVERS, GUARDS,
SIGNALMEN AND OTHERS CONCERNED
RESPECTING THE PROVISION OF NEW JUNCTIONS
AND SIGNALLING IN THE
WATFORD AREA**

**IMPORTANT—This Notice to be acknowledged immediately on receipt to "Operating OD14
Crewe" using the code "ARNO 25E"**

CREWE
May 1992

R. W. OWEN
Route Operations Manager

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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The altered permanent way layout and signalling will be as shown on the attached diagram and list of routes.

The up slow line will be signalled in both directions between Watford North and South Junctions.

Permanent Speed Restrictions

The existing 75 mph permanent speed restriction over the down and up slow lines through Watford will continue to apply.

The following permanent speed restrictions will apply through the new connections at Watford North and South Junctions.

<i>Route</i>	<i>Speed</i>	<i>At</i>
Down Fast to Down Slow	50 m.p.h.	Watford South Junction
Down Slow to Up Slow	50 m.p.h.	between 16m. 78chs. and
Up or Down Slow to Up Fast	50 m.p.h.	17m. 13chs.
Up Fast to Up Slow	50 m.p.h.	Watford North Junction
Up Slow (down direction) to Down Slow	50 m.p.h.	between 17m. 66chs. and
Down Slow to Down Fast	50 m.p.h.	18m. 01chs.

There will be no increase in speed through any other connections at Watford.

Flashing yellow aspects will be displayed at the signals detailed below and will apply to the route shown (see Rule Book, Section C, clauses 3.1.1 and 3.1.2).

<i>Line</i>	<i>Flashing double yellow at signal</i>	<i>Flashing single yellow at signal</i>	<i>Indicates steady single yellow at</i>	<i>Jn. indicator displayed</i>
Down Slow	WJ.755	WJ.759 (Down Slow to Down Fast at Watford North Jn.)	WJ.767	Pos. 1
Down Fast	WJ.749	WJ.753 (Down Fast to Down Slow at Watford South Jn.)	WJ.757	Pos. 4
Up Slow	WJ.768	WJ.764 (Up Slow to Up Fast at Watford South Jn.)	WJ.750	Pos. 4
Up Fast	WJ.182	WJ.766 (Up Fast to Up Slow at Watford North Jn.)	WJ.762	Pos. 1

Signal WJ.766 (up fast) and Signal WJ.768 (up slow) in Watford Tunnel are additional 4-aspect signals.

Signal WJ.761 (down fast) and Signal WJ.758 (up fast) are additional 3-aspect signals to allow trains to be brought close to Watford Junction Station when the platform line concerned is still occupied by the previous train. When Signal WJ.761 or WJ.758 is at Danger, the signal next in rear will not clear until the train has been brought quite or nearly to a stand.

The meaning of steady double yellow aspects will be as follows:—

<i>Line</i>	<i>Steady double yellow aspect at signal</i>	<i>Indicates line is clear to signal</i>	<i>Braking distance</i>
Down Fast	WJ.749	WJ.757	2346 yards
	WJ.753	WJ.765	2120 yards
	WJ.757	WJ.775	2684 yards
Down Slow	WJ.751	WJ.759	2346 yards
	WJ.755	WJ.767	2120 yards
	WJ.759	WJ.777	2583 yards
Up Fast	WJ.186	WJ.766	2657 yards
	WJ.182	WJ.762	2665 yards
	WJ.766	WJ.748	2402 yards
	WJ.762	WJ.744	2940 yards
Up Slow	WJ.72	WJ.768	2660 yards
	WJ.183	WJ.764	2705 yards
	WJ.768	WJ.750	2325 yards
	WJ.764	WJ.746	3008 yards

“Ready to Start” Indicators

“Ready to Start” “R” indicators will be provided on the following platform starting signals.

<i>Platform</i>	<i>Signal</i>
No. 8	WJ.756 (south end)
No. 9	WJ.769 (north end)
No. 10 (Bay Platform)	WJ.754

Signal post telephones will be provided at all signals capable of showing a red aspect.

LIST OF SIGNAL ROUTES - Main running signals with more than one route indication.

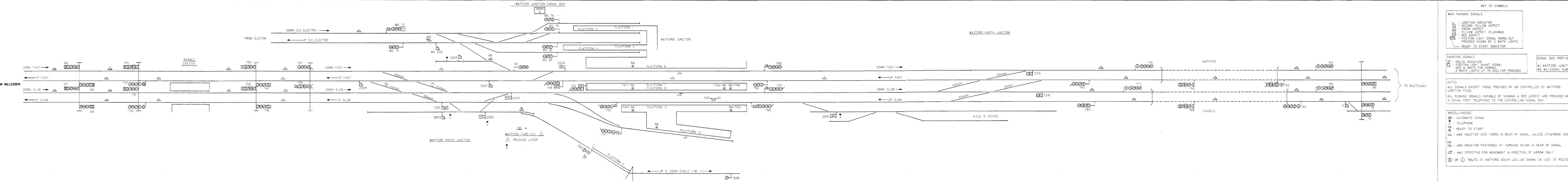
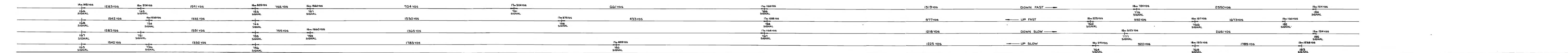
SIGNAL	ASPECT	JUNCTION INDICATOR	ROUTE TO
WJ.748	PL	-	Sidings *(see footnote)
	M	Pos.1	Up Slow *(see footnote)
	M	-	Up Fast
WJ.750	M	-	Up Slow
	M	Pos.4	Up Fast
WJ.754	PL	-	Sidings
	M	-	Up Slow
	M	Pos.4	Up Fast
WJ.756	PL	-	Sidings
	M	Pos.1	Up Slow
	M	-	Up Fast (via B crossover)
	M	-	Up Fast (via C crossover)
WJ.757	M	-	Down Fast
	M	Pos.4	Down Slow
	M	Pos.5	Platform 10
WJ.759	M	Pos.1	Down Fast *(see footnote)
	M	-	Down Slow
	M	Pos.4	Up Slow
	M	Pos.5	Platform 10
	PL	-	Sidings
WJ.762	M	Pos.1	Up Slow
	M	-	Up Fast
WJ.767	M	Pos.1	Down Fast
	M	-	Down Slow
WJ.769	M	Pos.1	Down Slow
	PL	-	Sidings

* This signal route will not be brought into use until further notice.

LIST OF SIGNAL ROUTES - Position light shunt signals.

SIGNAL	ASPECT	INDICATION	ROUTE TO
WJ.2001	PL PL PL PL PL	DF DS US 10 SG	Down Fast *(see footnote) Down Slow Up Slow Platform 10 Sidings
WJ.2002	PL PL PL	NK US UF	Along Siding Up Slow Up Fast
WJ.2003	PL PL PL PL	- - - -	Down Fast *(see footnote) Down Slow Platform 10 Along Siding
WJ.2004	PL PL PL PL	NK US UF UF	Sidings Up Slow Up Fast (via B crossover) Up Fast (via C crossover)
WJ.2005	PL	-	Down Fast
WJ.2006	PL PL PL PL	DS UF SG DC	Down Slow *(see footnote) Up Fast Tip Siding Up DC Electric
WJ.2007 WJ.2009	PL PL	- -	Down fast Along Up Fast
WJ.2014	PL PL	NK US	Neck Up Slow
WJ.2016	PL PL PL	DS UF DF	Down Slow Up Fast Down Fast
WJ.2018	PL PL	US DS	Up Slow Down Slow

* This signal route will not be brought into use until further notice.



- KEY TO SYMBOLS**
- MAIN RUNNING SIGNALS**
- JUNCTION INDICATOR
 - SECOND YELLOW ASPECT
 - GREEN ASPECT
 - YELLOW ASPECT (FLASHING)
 - RED ASPECT
 - POSITION LIGHT SIGNAL NORM. OUT
 - RED ASPECT
 - PROCEED SHOWN BY 2 WHITE LIGHTS
 - READY TO START INDICATOR
- SHUNTING SIGNALS**
- ROUTE INDICATOR
 - POSITION LIGHT SHUNT SIGNAL
 - RED & WHITE FOR NORMAL
 - 2 WHITE LIGHTS AT 45 DEG. FOR PROCEED
- SIGNAL BOX PREFIXES**
- WJ WATFORD JUNCTION
 - WS WILLESDEN SUBURBAN
- NOTES**
- ALL SIGNALS EXCEPT THOSE PREFIXED BY WS CONTROLLED BY WATFORD JUNCTION P.S.B.
 - ALL RUNNING SIGNALS CAPABLE OF SHOWING A RED ASPECT ARE PROVIDED WITH A SIGNAL POST TELEPHONE TO THE CONTROLLING SIGNAL BOX
- MISCELLANEOUS**
- AUTOMATIC SIGNAL
 - TELEPHONE
 - RA - READY TO START
 - AWS INDUCTOR (200 YARDS IN REAR OF SIGNAL UNLESS OTHERWISE SHOWN)
 - AWS INDUCTOR POSITIONED AT YARDAGE SHOWN IN REAR OF SIGNAL
 - AWS EFFECTIVE FOR MOVEMENT IN DIRECTION OF ARROW ONLY
 - OR ROUTE AT WATFORD SOUTH JCN. (AS SHOWN ON 'LIST OF ROUTES')