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BRITISH RAILWAYS
(WESTERN OPERATING AREA)

NOTICE
OF
ROYAL TRAINS
JULY 10th, 11th and 12th,
1950.

THE GENERAL INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF THE ROYAL TRAINS SHEWN IN THIS NOTICE ARE AS SHEWN IN GENERAL APPENDIX CIRCULAR G.A.21, DATED JANUARY, 1949. (CLAUSE 6 AMENDED IN CIRCULAR G.A.23.)

THIS NOTICE, WHICH WILL BE DISTRIBUTED BY THE DISTRICT OPERATING SUPERINTENDENTS CONCERNED TO ALL STAFF AFFECTED IN THEIR RESPECTIVE DISTRICTS, MUST BE ACKNOWLEDGED TO THE DISTRICT OPERATING SUPERINTENDENTS IMMEDIATELY ON RECEIPT BY TELEGRAM AS FOLLOWS:—"ARNO FIFTY."

BRITISH RAILWAYS

Working Time Table Reprints

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THE L.M.R. ROYAL TRAIN WILL BE USED FOR THE JOURNEYS SHEWN IN THIS NOTICE.

WORKING OF EMPTY TRAIN.

The Empty Train, which will be due Kensington (Olympia) at 4 $\frac{1}{2}$ 40 p.m., Sunday, July 9th, ex L.M.R., to work forward to Old Oak Common at the following times:—

Kensington (Olympia)	..	..	..	dep.	5 $\frac{1}{2}$ 10 p.m.
Old Oak Common East	..	..	..	arr.	5 $\frac{1}{2}$ 22 p.m.

The train to be stabled at Old Oak Common on No. 18 Shed Road and to leave Old Oak Common East Box at 11 $\frac{1}{2}$ 40 a.m. Monday, July 10th. To run via No. 1 Carriage Line to Paddington and arrive at No. 1 Platform at 12 $\frac{1}{2}$ 0 noon.

All points which will become facing points, and which are not bolt locked or detected, must be clipped and padlocked for the passing of the Empty Train. **Empty Train to be worked under Absolute Block Working between Old Oak Common East Box and Paddington.**

WORKING OF TRAIN ENGINE.

The engine (No. 6021) to work the Royal Train from Paddington to Exeter (St. David's), to leave Old Oak Common East Box at 11 $\frac{1}{2}$ 50 a.m. for Paddington.

FORMATION (FROM ENGINE) LEAVING PADDINGTON :

L.M.R. Stock	{	BRAKE FIRST	..	..	..	No. 5154	} 482 tons.
		SLEEPING SALOON	..	..	..	" 477	
		DINING SALOON	..	..	..	" 77	
		SALOON	..	..	..	" 806	
		SLEEPING SALOON	..	..	..	" 495	
		SALOON	..	..	..	" 807	
		DINING SALOON	..	..	..	" 76	
		H.M. KING'S SALOON	..	..	..	" 798	
		H.M. QUEEN'S SALOON	..	..	..	" 799	
		SALOON	..	..	..	" 45005	
		BRAKE FIRST	..	..	..	" 5155	
		Length of Train (excluding Engine)					727 feet 10 inches.

ADVICE OF DEPARTURE TIME OF TRAIN AND MEASUREMENTS FROM PADDINGTON.

Station Master, Paddington, must advise Station Master, Exeter (St. David's), and District Operating Superintendent, Exeter (St. David's), the time the train leaves Paddington; also the distance from the centre of the footplate of the Engine to the centre of the door of the King's saloon No. 798, and from the centre of the door of the King's saloon to the rear end of the train.

ALTERED PLATFORM ARRANGEMENTS AT PADDINGTON.

11.50 a.m. Paddington to Swansea	..	...	To start from No. 3 Line.
12.10 p.m. Paddington to Oxford	..	..	To start from No. 5 Line.
12.30 p.m. Paddington to Weymouth	..	..	To start from No. 3 Line.
1.15 p.m. Paddington to Weston-super-Mare	..	..	To start from No. 3 Line.
1.30 p.m. Paddington to Penzance	..	..	To start from No. 2 Line. Empty coaches to leave Old Oak Common East Box at 11 $\frac{1}{2}$ 45 a.m.

CLEARING STATION PLATFORM AND APPROACHES—PADDINGTON.

Station Master to arrange for the platform and approaches at Paddington to be cleared 30 minutes before the Train is due to leave.

TIME TABLE OF ROYAL TRAIN—PADDINGTON TO EXETER, MONDAY, JULY 10th.

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular (G.A.21), dated January, 1949, are hereby amended accordingly.

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A.21, dated January, 1949.) The Tail Lamps must be lighted before leaving Paddington.
The engine Head Lamps must be lighted before leaving Paddington.

The Train will run on the Main Line throughout the journey; via the Down Middle Line at Newbury and via the Westbury and Frome Avoiding Lines.

**THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE
STRICTLY OBSERVED.**

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
—	—	PADDINGTON dep.	12.50	The 12.30 p.m. Paddington to Weymouth must work punctually from Paddington to Newbury.
2	65	Old Oak Common East .. pass	12.57	The 12.45 p.m. Fish Empties Old Oak Common to Neyland to start at 2.2 p.m. and run at 80 times.
8	0	Hanwell, West Signals	—	Intermediate block signals—Down Distant (lower light) and Down Home.
9	6	Southall	1. 5	
18	36	Slough	1.16	
24	19	Maidenhead	1.23	
26	21	Waltham Siding	—	
31	1	Twyford	—	
35	78	Reading General	1.38	The 1.21 p.m. Diesel Car Reading General to Newbury to start at 1.42 p.m. and run correspondingly later to Newbury.
36	66	Oxford Road Junction	—	
37	68	Southcote Junction	1.41	The 11.16 a.m. Bournemouth West to Newcastle to be held at Burghfield until the Royal Train has cleared Southcote Junction.
44	63	Aldermaston	—	The 12.20 p.m. Freight Reading West Junction to Colthrop Sidings must work punctually.
45	34½	Water Troughs	1.50	No Up Train must be in the section from Midgham to Aldermaston whilst the Royal Train is passing through the section from Aldermaston to Midgham.
46	59	Midgham	—	
53	7	Newbury	1.59	To run via Down Middle Line. The 12.30 p.m. Paddington to Weymouth to run to the Down Platform at Newbury and after completion of the Station work (which must be carried out without delay), must back-shunt to No. 1 Goods Loop. Points Nos. 39, 17 and 11 must be clipped and padlocked for this movement. Catch Points No. 14 must be clipped and padlocked before the 12.30 p.m. Paddington leaves No. 1 Goods Loop. Ground Signalman to be appointed at Newbury East Junction to protect the 12.30 p.m. Paddington while standing on No. 1 Goods Loop. The 12.30 p.m. Paddington to be held on No. 1 Goods Loop until the Royal Train has cleared Enborne Junction. The 12.43 p.m. Reading General to Newbury—after arrival at Newbury empty coaches to be shunted to Winchester Bay. The 1.52 p.m. Newbury to Westbury to be held in the Winchester Bay at Newbury and leave following the 12.30 p.m. Paddington to Weymouth. The 12.42 p.m. Didcot to Newbury—after arrival at Newbury, empty coaches to be shunted to the Siding behind the Winchester Bay Line. The 2.0 p.m. Newbury to Southampton to be held at Newbury to follow the 1.52 p.m. Newbury to Westbury. The 2.3 p.m. Diesel Car Newbury to Reading General to leave Newbury at 2.23 p.m. and run correspondingly later to Reading General.
54	17	Enborne Junction	—	
61	43	Hungerford	—	
66	33	Bedwyn	2.14	
68	49	Grafton East Junction	—	

TIME TABLE OF ROYAL TRAIN FROM PADDINGTON TO EXETER, MONDAY, JULY 10th—continued.

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL-BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
70	8	Savernake L.L. .. pass	2.19	
81	7	Patney & Chirton .. "	2.31	
94	45	Heywood Road Jct. .. "	2.46	
97	2	Fairwood Junction .. "	2.49	No Up Train must be in the section from Clink Road Junction to Fairwood Junction whilst the Royal Train is passing through the section from Fairwood Junction to Clink Road Junction.
97	10	Water Troughs .. "	—	
100	22	Clink Road Junction .. "	2.53	
102	25	Blatchbridge Junction .. "	2.56	
106	32	Witham .. "	—	
115	14	Castle Cary .. "	3.12	The 1.40 p.m. train from Weymouth to Bristol (T.M.) to be held at Sparkford until the Royal Train has cleared Castle Cary.
125	42	Somerton .. "	3.24½	
126	44½	Somerton Tunnel .. "	—	General Instructions (clause 16, G.A. 21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
127	56	Long Sutton and Pitney .. "	—	The 2.45 p.m. Taunton to Castle Cary to be held until the Royal Train has passed.
130	63	Curry Rivel Junction .. "	3.30½	The 2.32 p.m. Yeovil to Taunton to be held at Langport West until the Royal Train has passed.
134	60	Athelney .. "	—	
137	78	Cogload .. "	3.38½	No Down Train must be in the section from Durston to Cogload whilst the Royal Train is passing through the section from Athelney to Cogload.
138	60	Water Troughs .. "	3.39½	No Up Train must be in the section from Creech Junction to Cogload whilst the Royal Train is passing through the section from Cogload to Creech Junction.
140	23	Creech Junction .. "	3.41½	To run via Down Main Line from Creech Junction to Norton Fitzwarren.
142	58	Taunton .. "	3.44½	The 11.15 a.m. Paddington to Taunton to be cleared from the Main Line at Taunton immediately after arrival. The 3.27 p.m. Taunton to Exeter will not run (see local notice). The 3.30 p.m. Taunton to Minehead to be held until the Royal Train has passed.
144	55	Norton Fitzwarren .. "	—	The 9.15 a.m. Manchester to Plymouth to run on the Relief Line from Taunton to Norton Fitzwarren and be held at Norton Fitzwarren until the Royal Train has passed.
149	68	Wellington .. "	3.55	Intermediate block signals—Down Distant and Down Home.
153	29½	Whiteball Tunnel .. "	—	General Instructions (clause 16, G.A. 21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
153	47	Whiteball Tunnel Signal Box .. "	4. 1	The 10.40 a.m. Penzance to Wolverhampton must run punctually. The 11.0 a.m. Penzance to Paddington to be held until the Royal Train has passed.
158	57	Tiverton Junction .. "	—	
160	73	Cullompton .. "	4.10	
170	9	Stoke Canon .. "	—	The 3.10 p.m. (Auto) Dulverton to Exeter to terminate at Stoke Canon (see local notice).
172	20	Cowley Bridge Junction .. "	4.25	The 2.25 p.m. (S.R.) Plymouth Friary to Waterloo must run punctually. No train must be in the section from Newton St. Cyres to Cowley Bridge Junction whilst the Royal Train is passing through the section from Stoke Canon Junction to Exeter East.
173	39	EXETER (St. David's) .. arr.	4.30	To run to No. 1 Platform Line. The 3.55 p.m. (Auto) Exeter to Dulverton must start punctually. The 4.18 p.m. Exeter to Kingswear to start from No. 6 Platform. The 4.25 p.m. (Auto) Exeter to Heathfield to start from No. 5 Platform. The 9.6 a.m. Liverpool to Plymouth to be dealt with at No. 3 Platform. For detailed instructions for dealing with the Royal Train at Exeter, see page 16.

TIME TABLE OF ROYAL TRAIN—EXETER TO BODMIN BRANCH, MONDAY, JULY 10th.

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular G.A.21, dated January, 1949, are hereby amended accordingly.)

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A. 21, dated January, 1949.) The Tail Lamps must be lighted before leaving Exeter (St. David's).

The engine Head Lamps must be lighted before leaving Exeter (St. David's) and Devonport Junction.

The Train will run on the Main Line throughout the journey; via Down Middle Road at Totnes and No. 4 Platform Line at Plymouth (North Road).

ADVICE OF DEPARTURE OF TRAIN AND MEASUREMENTS FROM EXETER (ST. DAVID'S).

Station Master, Exeter (St. David's), must advise Station Master, Bodmin Road, and District Traffic Superintendent, Plymouth, the time the train leaves Exeter (St. David's); also the distance from the centre of the footplate of the leading engine to the centre of the door of the King's saloon No. 798 and from the centre of the door of the King's saloon to the rear end of the train.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Exeter (St. David's).		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.		TIMES.	REMARKS.
Mls.	Chs.			P.M.	
—	—	EXETER (St. David's)	dep.	6.30	For detailed instructions for dealing with the Royal Train at Exeter, see page 16.
		(No. 1 Platform)			The 9.33 a.m. Bradford to Kingswear to be dealt with at No. 3 Platform (see local notice).
					The 1.15 p.m. (S.R.) Freight Bere Alston to Exmouth Junction will terminate at Crediton.
					The 6.25 p.m. (Auto) Exeter to Heathfield to start at 6.40 p.m. and run 15 minutes later throughout.
					The 5.20 p.m. (Auto) Dulverton to Exeter to be held at Exeter East until the Royal Train has left Exeter (St. David's).
					The 2.55 p.m. Padstow to Templecombe (Perishable and Passenger) to be held at Cowley Bridge Junction until the Royal Train has cleared Exeter (St. David's).
					The 3.30 p.m. Paddington to Penzance combined with the 6.51 p.m. Exeter to Paignton to leave Exeter (St. David's) at 6.50 p.m. (advertised time of latter).
4	67	Exminster ..	.. pass	—	
6	6	Water Troughs ..	.. "	6.42½	No Up Train must be in the section from Powderham to Exminster whilst the Royal Train is passing through the section from Exminster to Powderham.
8	43	Starcross ..	.. "	6.47	
10	45	Dawlish Warren ..	.. "	—	The 9.33 a.m. Bradford to Kingswear to be held until the Royal Train has passed.
12	16	Dawlish ..	.. "	6.54	
12	42	Kennaway Tunnel ..	.. "	—	
12	60½	Coryton Tunnel ..	.. "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
12	74½	Phillot Tunnel ..	.. "	—	
13	0	Clerk's Tunnel ..	.. "	—	
13	26½	Parson's Tunnel ..	.. "	—	
13	54	Parson's Tunnel Signal	..	—	The 4.30 p.m. Plymouth to Exeter must run punctually.
		Box			The 4.25 p.m. (Parcels) Plymouth to Paddington to be held until the Royal Train has passed.
15	3	Teignmouth ..	.. "	7. 0	
20	15	Newton Abbot (Down Main Line)	..	7. 8	The 7.30 p.m. Newton Abbot to Plymouth to start at 7.40 p.m. after connecting with combined 3.30 p.m. Paddington to Penzance and 6.51 p.m. Exeter to Paignton, leaving Exeter (St. David's) at 6.50 p.m. and running thence at amended times (see local notice).
21	23	Aller Junction ..	.. "	7.11	The 6.10 p.m. Kingswear to Taunton to be held at Kingskerswell until the Royal Train has passed.
23	70½	Dainton Tunnel ..	.. "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
24	8	Dainton Siding ..	.. "	7.16	
					The 1.55 p.m. Penzance to Newton Abbot must run punctually.
					The 6.15 p.m. Plymouth to Bristol must be held at the Up Home Signal until the Royal Train has passed.

TIME TABLE OF ROYAL TRAIN FROM EXETER TO BODMIN BRANCH, **MONDAY, JULY 10th—continued.**

Distances from Exeter (St. David's).		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
28	54	Ashburton Junction .. pass	7.25	
28	73	Totnes Station "	7.25½	The 2.0 p.m. (Perishables) Penzance to Crewe to be held at Totnes until the Royal Train has passed.
33	37	Rattery "	7.35½	
33	70	Marley Tunnel (Down) .. "	—	General Instructions (clause 16, G.A.21), in regard to examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
35	62	Brent "	7.39	
37	67	Wrangaton Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
37	78	Wrangaton "	7.42	The 4.20 p.m. train from Penzance to Newton Abbot to be held at Wrangaton until the Royal Train has passed.
39	5	Bittaford Platform "	—	
41	21	Ivybridge "	—	
43	56	Cornwood "	—	
45	28	Hemerdon "	7.53	
48	3	Plympton "	—	
49	18	Tavistock Junction "	7.58½	The 3.45 p.m. (Perishables) Penzance to Paddington to be held at Tavistock Junction until the Royal Train has passed. The 7.10 p.m. train from Tavistock (South) to Plymouth to run 20 minutes later and be held at Marsh Mills until the Royal Train has cleared Laira Junction Signal Box.
50	10	Laira Junction "	—	
50	43	Lipson Junction "	8. 0½	
51	27	Mannamead "	—	
51	40	Mutley Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
51	70	North Road East "	8. 4	
52	4	North Road Station "	—	The 4.45 p.m. Penzance to Manchester to be held at North Road Station until the Royal Train has passed.
52	15	North Road West "	8. 5	
52	49	Devonport Junction .. arr.	8. 7	Change Engines.
		dep.	8.17	For detailed instructions for dealing with the Royal Train at Devonport Junction, see pages 16 and 17.
53	23	Devonport (Albert Rd.) pass	8.20	The 6.5 p.m. Newquay to Plymouth to be held at Devonport until the Royal Train has left Devonport Junction.
53	32	Devonport Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
—	—	Weston Mill Viaduct "	—	See Special Local Instructions as to examination and protection of Viaduct.
55	59	Royal Albert Bridge "	8.25S	See Special Local Instructions as to examination and protection of Bridge.
56	21	Saltash "	8.27S	
—	—	Coombe Viaduct "	—	See special Local Instructions as to examination and protection of Viaduct.
57	15	Wearde "	8.29	
59	1	Wiveliscombe Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
61	22	St. Germans "	8.35	
66	55	Menheniot "	—	
69	64	Liskeard "	8.47	
73	8	Doublebois "	—	
74	76	Largin "	—	
78	77	Bodmin Road arr.	9. 6	
—	—	(Down Main Line)		
—	—	Bodmin Road dep.	9.25	For detailed instructions for dealing with the Royal Train at Bodmin Road and Bodmin Branch Stabling Point, see page 17.
—	—	(Up Main Line)		
79	51	BODMIN BRANCH (Stabling Point) .. arr.	9.30	

TIME TABLE OF ROYAL TRAIN FROM BODMIN BRANCH STABLING POINT TO BODMIN ROAD, TUESDAY, JULY 11th.

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular G.A.21; dated January, 1949, are hereby amended accordingly.)

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A. 21, dated January, 1949.

The engine Head Lamps and the Tail Lamps must be lighted before leaving Bodmin Branch Stabling Point.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distance from Bodmin Stabling Point.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		A.M.	
—	—	BODMIN BRANCH (Stabling Point) .. dep.	10.42	For detailed instructions for dealing with the Royal Train at Bodmin Branch Stabling Point and Bodmin Road, see pages 17 and 18.
—	54	Bodmin Road arr.	10.50	
		(Up Main Line) dep.	10.57	
—	—	BODMIN ROAD arr.	11. 0	
		(Down Main Platform)		

WORKING OF EMPTY ROYAL TRAIN, TUESDAY, JULY 11th.

BODMIN ROAD TO PLYMOUTH (MILLBAY) DOCKS.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.			TIMES.	REMARKS.
			A.M.	
Bodmin Road dep.			11+10	To carry "A" Head Code and be signalled accordingly To be given a clear run. For detailed instructions for dealing with the Royal Train at Bodmin Road, see page 18.
(Down Main Platform)				
Liskeard pass			11.28	
Saltash "			11.49S	
Royal Albert Bridge "			CS	
Devonport Junction "			11 57	
Cornwall Junction "			NOON	
			12. 0	
Millbay Crossing "			P.M.	
			12. 5	
Plymouth (Millbay) Docks arr.			12+15	For detailed instructions for dealing with the Royal Train at Plymouth (Millbay) Docks, see page 18.
(Warehouse Road)				

WORKING OF EMPTY ROYAL TRAIN, TUESDAY, JULY 11th—continued.

PLYMOUTH (MILLBAY) DOCKS TO BODMIN ROAD.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Plymouth (Millbay) Docks dep.	P.M. 5† 0	To carry "A" Head Code and be signalled accordingly, To be given a clear run. For detailed instructions for dealing with the Royal Train at Plymouth (Millbay) Docks, see page 18.
Millbay Crossing pass	5. 5	
Cornwall Junction "	5. 9	
Devonport Junction "	5.12	The 5.9 p.m. (Auto) North Road to Saltash to run 4 minutes later.
Royal Albert Bridge "	C5.19S	
Saltash "	C5X21S	The 5.18 p.m. (Auto) Saltash to North Road to run 4 minutes later.
St. Germans "	5.31	
Menheniot "	5.41	
Liskeard "	5.47	
Doublebois "	5.53	The 5.23 p.m. North Road to Truro to be held at Doublebois from 6.14 p.m. until 6.38 p.m.
Bodmin Road arr. (Down Main Platform)	6† 5	For detailed instructions for dealing with the Royal Train at Bodmin Road, see page 18.

TIME TABLE OF ROYAL TRAIN—BODMIN ROAD TO BODMIN BRANCH STABLING POINT, TUESDAY, JULY 11th.

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular G.A. 21, dated January, 1949, are hereby amended accordingly.)

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A. 21, dated January, 1949.

The Engine Head Lamps and the Tail Lamps must be lighted before leaving Bodmin Road.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distance from Bodmin Road.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
—	—	BODMIN ROAD .. dep. (Down Main Platform)	6.30	For detailed instructions for dealing with the Royal Train at Bodmin Road, see page 19.
—	—	Bodmin Road arr. (Up Main Line) .. dep.	6.33 6.43	
—	54	BODMIN BRANCH .. arr. (Stabling Point)	6.50	For detailed instructions for dealing with the Royal Train at Bodmin Branch Stabling Point, see page 19.

TIME TABLE OF ROYAL TRAIN—BODMIN BRANCH STABLING POINT TO SALTASH, WEDNESDAY, JULY 12th.

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular G.A. 21, dated January, 1949, are hereby amended accordingly.)

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A. 21, dated January, 1949.)

The Engine Head Lamps and the Tail Lamps must be lighted before leaving Bodmin Branch Stabling Point.

FORMATION (FROM ENGINE) LEAVING BODMIN BRANCH STABLING POINT :

L.M.R. Stock.	{	BRAKE FIRST	No. 5155	} 482 tons.
		SALOON	45005	
		H.M. QUEEN'S SALOON	799	
		H.M. KING'S SALOON	798	
		DINING SALOON	76	
		SALOON	807	
		SLEEPING SALOON	495	
		SALOON	806	
		DINING SALOON	77	
		SLEEPING SALOON	477	
		BRAKE FIRST	5154	

Length of Train (excluding Engines) 727 feet 10 inches.

ADVICE OF DEPARTURE TIME OF TRAIN AND MEASUREMENTS FROM BODMIN BRANCH STABLING POINT.

Station Master, Bodmin Road, must advise Station Master, Saltash, and District Traffic Superintendent, Plymouth, the time the train leaves Bodmin Branch Stabling Point; also the distance from the centre of the footplate of the leading engine to the centre of the door of the King's saloon No. 798.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Bodmin Stabling Point.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		A.M.	
—	—	BODMIN BRANCH (Stabling Point) .. dep.	9.45	For detailed instructions for dealing with the Royal Train at Bodmin Branch Stabling Point, see page 19.
—	54	Bodmin Road pass	9.53	
4	55	Largin	10. 3	
6	43	Doublebois	10. 6	
9	67	Liskeard	10.10	General Instructions (Clause 16, G.A.21), in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
12	76	Menheniot.	10.14½	
18	29	St. Germans	10.22	
20	50	Wiveliscombe Tunnel ..	—	
22	36	Wearde	10.27½	See special Local Instructions as to examination and protection of Viaduct.
—	—	Coombe Viaduct	—	
23	30	SALTASH (Up Platform) arr.	10.30	For detailed instructions for dealing with the Royal Train at Saltash, see page 19.

WORKING OF EMPTY ROYAL TRAIN, WEDNESDAY, JULY 12th.

SALTASH TO PLYMOUTH (MILLBAY) DOCKS.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Saltash dep.	A.M. 10 $\frac{1}{2}$ 40	To carry "A" Head Code and be signalled accordingly. To be given a clear run. For detailed instructions for dealing with the Royal Train at Saltash, see page 20.
(Up Platform)		
Royal Albert Bridge pass	10.42S	
Devonport Junction „	10.48	
Cornwall Junction „	10.50	
Millbay Crossing „	10.55	For detailed instructions for dealing with the Royal Train at Plymouth (Millbay) Docks, see page 20.
Plymouth (Millbay) Docks arr.	11 $\frac{1}{2}$ 10	
(Warehouse Road)		

PLYMOUTH (MILLBAY) DOCKS TO SALTASH.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Plymouth (Millbay) Docks dep.	P.M. 4 $\frac{1}{2}$ 0	To carry "A" Head Code and be signalled accordingly. To be given a clear run. For detailed instructions for dealing with the Royal Train at Plymouth (Millbay) Docks, see page 20.
(Warehouse Road)		
Millbay Crossing pass	4. 4	
Cornwall Junction „	4. 8	
Devonport Junction „	4.10	
Royal Albert Bridge „	4.18S	For detailed instructions for dealing with the Royal Train at Saltash, see page 20.
Saltash (Up Platform) arr.	4 $\frac{1}{2}$ 25	

TIME TABLE OF ROYAL TRAIN—SALTASH TO PADDINGTON.

WEDNESDAY, JULY 12th.

FORMATION (FROM ENGINE) LEAVING SALTASH :—

L.M.R. Stock.	{	BRAKE FIRST	No. 5155	} 482 tons.
		SALOON	45005	
		H.M. QUEEN'S SALOON	799	
		H.M. KING'S SALOON	798	
		DINING SALOON	76	
		SALOON	807	
		SLEEPING SALOON	495	
		SALOON	806	
		DINING SALOON	77	
		SLEEPING SALOON	477	
		BRAKE FIRST	5154	
Length of Train (excluding Engines)			727 feet 10 inches.	

The Engine, or where more than one is used, the Leading Engine, to carry **FOUR HEAD LAMPS**, viz., one at the foot of the chimney, one at each end of the buffer beam, and one in the centre of the buffer beam. (The instructions in Clause 1 of General Appendix Circular G.A. 21, dated January, 1949, are hereby amended accordingly.)

The Train will carry **TWO TAIL LAMPS**. (Important—see paragraph 2 of G.A. 21, dated January, 1949.) The Tail Lamps must be lighted before leaving Saltash.

The engine Head Lamps must be lighted before leaving Saltash and Newton Abbot.

The Train will run on the Main Line throughout the journey, via No. 7 Platform Line at Plymouth (North Road), Up Middle Road at Totnes, Up Main Line to Newton Abbot West Home Signal, thence via Up Through Line through Newton Abbot Station, via the Frome and Westbury Avoiding Lines, and Up Middle Line at Newbury and Reading.

ADVICE OF DEPARTURE TIME OF TRAIN AND MEASUREMENTS FROM SALTASH.

Station Master, Saltash, to advise Station Master, Paddington, and District Operating Superintendent, Paddington, the time the Train leaves Saltash; also the distance from the centre of the footplate of the Leading Engine to the centre of the door of the King's saloon No. 798.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Saltash.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
—	—	SALTASH dep. (Up Platform)	5.15	For detailed instructions for dealing with the Royal Train at Saltash, see page 20.
—	42	Royal Albert Bridge .. pass	5.17½	The 1.55 p.m. Penzance to Newton Abbot to be held at St. Germans until the Royal Train has cleared Royal Albert Bridge Signal Box. See special Local Instructions as to examination and protection of Bridge.
—	67	St. Budeaux West	—	The 4.50 p.m. (Auto) North Road to Saltash to be held in St. Budeaux Loop until the Royal Train has passed.
—	—	Weston Mill Viaduct	—	See special Local Instructions as to examination and protection of Viaduct.
2	2	Keyham	—	The 10.35 a.m. Wolverhampton to Penzance to be held at Keyham until the Royal Train has passed.
2	64	Devonport Tunnel	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
2	78	Devonport (Albert Road)	5.22	The 5.9 p.m. (Auto) North Road to Saltash to be held at Devonport until the Royal Train has passed.
3	52	Devonport Junction	5.24	
4	6	North Road West Box ..	5.25½	
4	17	North Road Station	—	To run via No. 7 Platform Line. The 5.23 p.m. Plymouth to Truro to be held at North Road until the Royal Train has passed.

TIME TABLE OF ROYAL TRAIN FROM SALTASH TO PADDINGTON,
WEDNESDAY, JULY 12th—continued.

Distances from Saltash.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
4	31	North Road East Box .. pass	5.26½	The 5.25 p.m. Plymouth to Tavistock (South) to be held at Millbay until the Royal Train has cleared North Road East Box.
4	53	Mutley Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
4	74	Mannamead "	—	The 5.11 p.m. Plymouth (Friary) to Tavistock to be held at Mannamead.
5	58	Lipson Junction "	5.30	
6	11	Laira Junction "	—	
7	3	Tavistock Junction "	5.32	
8	18	Plympton "	—	
10	73	Hemerdon "	5.41	
12	45	Cornwood "	—	
15	0	Ivybridge "	—	
17	16	Bittaford Platform "	—	
18	23	Wrangaton "	5.52	
18	31	Wrangaton Tunnel "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
20	39	Brent "	5.55	The 4.25 p.m. (Parcels) Plymouth to Paddington to be held in Brent Loop until the Royal Train has cleared Rattery Signal Box.
21	71	Marley Tunnel (Up) "	—	General Instructions (clause 16, G.A.21), in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
22	64	Rattery "	5.58	
27	28	Totnes "	—	The 5.47 p.m. Ashburton to Totnes to run 8 minutes later and be held at Staverton.
27	47	Ashburton Junction "	6. 6	
32	13	Dainton Siding "	6.15	
32	19	Dainton Tunnel "	—	General Instructions (Clause 16, of G.A. 21) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by Divisional Engineer.)
34	78	Aller Junction "	6.20	The 5.30 p.m. Kingswear to Exeter to be held at Kingskerswell until the Royal Train has cleared Newton Abbot West.
				The 9.6 a.m. Liverpool to Plymouth must run punctually.
				The 1.30 p.m. Paddington to Penzance to be held until the Royal Train has passed through Dainton Tunnel.
36	6	Newton Abbot West	6.23	Change Engines.
		Home Signal	dep. 6.32	To run via the Up Main Line to Newton Abbot West Home Signal and after changing engines proceed via the Up Through Line through the Station.
				For detailed instructions for dealing with the Royal Train at Newton Abbot, see page 20.
41	18	Teignmouth pass	6.40	The 5.20 p.m. (Auto) Moretonhampstead to Newton Abbot to run to the Bay Line.
42	47	Parson's Tunnel "	—	
		Signal Box		

TIME TABLE OF ROYAL TRAIN FROM SALTASH TO PADDINGTON, **WEDNESDAY, JULY 12th—continued.**

Distances from Saltash.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
42	51	Parson's Tunnel .. pass	—	General Instructions (Clause 16, G.A. 21) in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
43	18	Clerk's Tunnel "	—	
43	24½	Phillot Tunnel "	—	
43	30	Coryton Tunnel "	—	
43	49½	Kennaway Tunnel "	—	
44	5	Dawlish "	6.45	The 5.30 p.m. Exeter to Plymouth must run punctually. The 4.40 p.m. Taunton to Newton Abbot to be held until the Royal Train has passed.
45	56	Dawlish Warren "	6.47½	
47	58	Starcross "	6.50½	
49	70	Water Troughs "	6.53½	No Down Train must be in the section from Exminster to Powderham whilst the Royal Train is passing through the section from Powderham to Exminster.
51	34	Exminster "	6.55½	The 6.25 p.m. (Auto) Exeter to Heathfield must run punctually. To run via Up Main Line through Station. The 4.30 p.m. Plymouth to Exeter to be cleared from No. 6 Platform immediately after arrival. The 6.45 p.m. (Auto) Exeter to Dulverton to be held until the Royal Train has passed. The 3.0 p.m. Waterloo to Plymouth and 6.57 p.m. Exeter (Central) to Ilfracombe (S.R. trains) to run combined from Exeter (Central) to Yeoford, leaving Exeter (Central) at 7.4 p.m. after the Royal Train has passed Exeter (St. David's). The 7.10 p.m. Exeter to Kingswear to start from No 1. Platform. No train must be in the section from Exeter (Central) to Exeter (West) whilst the Royal Train is passing through the section from City Basin Junction to Cowley Bridge Junction.
55	2	City Basin Junction "	—	
56	21	Exeter (St. David's) "	7. 2	
57	40	Cowley Bridge Junction "	7. 4	
64	50	Hele and Bradninch "	7.13	The 12.45 p.m. (S.R. Freight) Torrington to Nine Elms will be held at Newton St. Cyres from 6.33 p.m. until 7.5 p.m., or until after the Royal Train has passed. The 4.47 p.m. (S.R.) Ilfracombe to Exeter (Central) will terminate at Crediton and be amalgamated with the 4.40 p.m. Plymouth (Friary) to Eastleigh from that point, running thence at amended times (see Local Notice). No train to be in the section from Newton St. Cyres to Cowley Bridge Junction whilst the Royal Train is in the section from Exeter to Cowley Bridge Junction.
71	3	Tiverton Junction "	7.21	The 12.25 p.m. (Milk) Penzance to Kensington, running at amended times from Exeter, to be held until the Royal Train has passed.
76	13	Whiteball Tunnel Signal Box "	7.29	General Instructions (Clause 16, G.A. 21) in regard to examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.) The 11.55 a.m. Manchester to Plymouth to be held at Wellington Down Intermediate Block Home Signal until the Royal Train has passed. To run via the Up Main Line between Norton Fitzwarren and Creech Junction. The 6.30 p.m. Minehead to Taunton to be dealt with on the Relief Line.
76	30½	Whiteball Tunnel "	—	
79	72	Wellington "	—	
85	5	Norton Fitzwarren "	—	
87	2	Taunton "	7.41	

TIME TABLE OF ROYAL TRAIN FROM SALTASH TO PADDINGTON,
WEDNESDAY, JULY 12th—continued.

Distances from Saltash.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		P.M.	
89	37	Creech Junction .. pass	7.44	
90	56½	Water Troughs "	7.45½	No Up or Down train must be in the section Cogload to Creech Junction whilst the Royal Train is passing through the section Creech Junction to Cogload.
91	62	Cogload "	—	No Down train must be in the section from Durston to Cogload whilst the Royal Train is passing through the section Cogload to Athelney.
95	0	Athelney "	—	The 5.10 p.m. (Auto) Melksham to Taunton must run punctually.
102	4	Long Sutton & Pitney .. "	—	The 7.0 p.m. (Auto) Taunton to Frome to be held until the Royal Train has passed.
102	47½	Somerton Tunnel .. "	—	General Instructions (Clause 16, G.A. 21) in regard to the examination and protection of Tunnels to be observed. (See Local Notice issued by Divisional Engineer.)
104	18	Somerton "	8. 1	The 5.30 p.m. Paddington to Plymouth to be held until the Royal Train has passed through Somerton Tunnel.
114	46	Castle Cary "	8.13	The 6.12 p.m. train from Weymouth to Westbury to be held at Sparkford until the Royal Train has cleared Castle Cary.
123	28	Witham "	8.24	
127	35	Blatchbridge Junction .. "	8.30	
129	38	Clink Road Junction .. "	8.33	The 8.10 p.m. (Auto) from Frome to Chippenham must run punctually.
132	47½	Water Troughs "	—	No Down Train must be in the section from Fairwood Junction to Clink Road Junction whilst the Royal Train is passing through the section from Clink Road Junction to Fairwood Junction.
132	58	Fairwood Junction .. "	8.37	
135	15	Heywood Road Junction .. "	8.40	The 6.0 p.m. train from Paddington to Weymouth must run punctually to Westbury and be held there until the Royal Train has cleared Fairwood Junction.
148	53	Patney and Chirton .. "	8.57	The 7.20 p.m. train from Trowbridge to Reading General must run punctually.
159	52	Savernake (L.L.) .. "	9.11	
161	11	Grafton East Junction .. "	—	
163	27	Bedwyn "	9.16½	The 7.20 p.m. Trowbridge to Reading General to work punctually to Newbury.
168	17	Hungerford "	9.22½	
176	53	Newbury.. .. "	9.33	To run via Up Middle Line. The 8½15 p.m. Empty Diesel Lambourn to Reading General to be held in Lambourn Bay Line at Newbury to follow the 7.20 p.m. Trowbridge from Newbury. The 7.20 p.m. Trowbridge to Reading General to be shunted at Newbury to the Lambourn Branch. Points No. 24 to be clipped and padlocked for this movement. Points No. 35 to be set for the Lambourn Bay when the 7.20 p.m. Trowbridge has come to a stand on the Branch. The 7.20 p.m. Trowbridge to Reading General to be held on the Lambourn Branch until after the passing of the Royal Train and "Line Clear" has been received from Newbury Middle. The 9.30 p.m. (Freight) Newbury to Reading West Junction to be held at Newbury to follow the 8½15 p.m. Empty Diesel Lambourn to Reading.
183	1	Midgham "	—	
184	0½	Water Troughs "	9.42	No Down Train must be in the section from Aldermaston to Midgham whilst the Royal Train is passing through the section from Midgham to Aldermaston.
184	77	Aldermaston "	—	
191	72	Southcote Junction .. "	9.54	The 6.44 p.m. Bournemouth West to Reading General to be held at Mortimer until the Royal Train has cleared Oxford Road Junction.

TIME TABLE OF ROYAL TRAIN FROM SALTASH TO PADDINGTON,
WEDNESDAY, JULY 12th—continued.

Distances from Saltash		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mis.	Chs.		P.M.	
192	72	Oxford Road Junction pass	—	The 4.55 p.m. Worcester to Eastleigh Perishable to be held at Reading West Junction until the Royal Train has cleared Oxford Road Junction.
193	62	Reading General .. "	9.57	To run via Up Middle Line. The 2.55 p.m. (Van Train) Swansea to Old Oak Common to run via the Up Relief Line from Scours Lane Junction, following the 10.53 a.m. (Parcels) Shrewsbury to Paddington. The 6.50 p.m. Weston-super-Mare to Paddington to run via the Relief Line from Scours Lane Junction and follow the Royal Train on the Main Line from Reading East Main.
198	59	Twyford "	10. 4	
205	41	Maidenhead "	10.12	
211	24	Slough "	10.18½	The 9.22 p.m. Paddington (Suburban) to Windsor & Eton Central to be held at Slough until the Royal Train has cleared Slough East. The 10.10 p.m. (Empty Parcels Diesel) Slough to Southall to run via the Relief Line throughout.
220	54	Southall "	10.29	The 10.0 p.m. (Freight) Paddington to Plymouth to run via the Relief Line to Dolphin Junction and via the Main Line thence.
221	60	Hanwell, West Signals .. "	—	Intermediate Block Signals—Up Distant (lower light) and Up Home. The 10.0 p.m. Paddington to High Wycombe to run via the Relief Line from Longfield Avenue preceding the 10.0 p.m. Freight Paddington to Plymouth.
224	4	Ealing Broadway .. "	—	
226	75	Old Oak Common East .. "	10.37	
229	60	PADDINGTON arr. (No. 8 Platform)	10.45	For instructions for dealing with the Royal Train at Paddington, see page 20.

RETURN EMPTY ROYAL TRAIN—PADDINGTON TO WOLVERTON,
L.M.R. VIA KENSINGTON (OLYMPIA).

After the Royal Party has left the Station the empty train must be worked from Paddington to Kensington (Olympia) as shewn below:—

"A" Head Code.		arr. p.m.	dep. p.m.	
PADDINGTON (No. 8 Line)	..	—	11.25	To run via the Down Carriage Line to Subway Junction. Absolute Block Working to be maintained for the passage of this train.
Subway Junction	..	R L		
Old Oak Common East ..	..	11.35	11.50	To be dealt with on Down Relief Line at Old Oak Common East. Shunter to be provided. Engine to be detached at Old Oak Common East Down Relief Starting Signal, run to Old Oak Common West (Down Northern Line), thence via Up Relief to Old Oak Common East. Empty train to work direct from Old Oak Common East to Kensington.
North Pole Junction ..	..	11.54		
KENSINGTON (Olympia)	..	a.m. 12.2	a.m. 12.25	L.M. Region work forward <i>en route</i> to Wolverton.

**THE GENERAL INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH
THE WORKING OF THE ROYAL TRAIN ARE SHEWN IN GENERAL
APPENDIX CIRCULAR G.A.21. (Clause No. 6 amended in Circular G.A.23).**

**THE FOLLOWING ADDITIONAL INSTRUCTIONS WILL
ALSO APPLY :—**

Note.—The intimation to the Guard that all is in order for the loaded Royal Train to start from any point must be given by the Operating Superintendent's Chief Inspector accompanying the Train, who must also take charge of any other movements required to be made with the Train.

**JOURNEY—PADDINGTON TO EXETER (ST. DAVID'S),
MONDAY, JULY 10th, 1950.**

EXETER (ST. DAVID'S).

1. One hour before the Royal Train is due to arrive the Shunt Spur in the South Devon Sidings must be cleared to the Stop Blocks and all hand-points must be set for the movement of the Train from No. 1 Down Platform Line towards the Stop Blocks and be clipped and padlocked in that position.
2. The Royal Train must be accepted by the Exeter West Signalman with facing points No. 85 in the Down Platform Line set for the spur in South Devon Sidings and Catch Point No. 87 closed, clipped and padlocked. A white post will be provided on the Driver's side of the spur and the Royal Train must be brought to a stand with the centre of the footplate opposite the post.
3. Immediately the Special Train has been brought to a stand on the Down Platform Line Points No. 30 at Exeter Middle Box must be restored to normal and be clipped and padlocked in that position. Points No. 31 must also be clipped and padlocked in the normal position, the keys of the padlocks on both points being then handed to the Operating Superintendent's Chief Inspector accompanying the Train.
4. After the Royal Party has left the station the Train must be gassed and watered, and when this has been completed the Train must be drawn down to the stop blocks of the spur in South Devon Sidings. A Handsignalman will then be provided at the rear of the Train and he must exhibit a hand danger signal and place and maintain three detonators on the Spur Line and these must not be removed until Engine No. 7909 is required to be attached to the Train to draw it back to the Down Platform Line.
5. The Signalman at Exeter West Box must send "Train out of Section" for the Royal Train as soon as it has proceeded into South Devon Sidings clear of the Platform Line and Catch Point No. 87 has been restored to normal. Points Nos. 30 and 31 at Exeter Middle must then be unclipped.
6. During the time the Empty Train is stabled at South Devon Sidings the Exeter West Signalman must accept all Down Trains calling at Exeter, and requiring to pass over No. 1 Platform Line, with the facing points No. 85 set for the Down Main Line. On such trains coming to a stand at the Down Home Signal the points may be placed to normal and remain in that position until such time as the trains are required to proceed on their journeys.

**JOURNEY—EXETER (ST. DAVID'S) TO BODMIN BRANCH,
MONDAY, JULY 10th, 1950.**

EXETER (ST. DAVID'S).

1. Engine No. 7909, to draw the Empty Train from South Devon Sidings to No. 1 Down Platform line, will leave the Motive Power Depot at 5.30 p.m., and must be piloted to the rear of the Empty Train by the District Operating Superintendent's Chief Inspector and be coupled to it by the Fireman, after which Engine No. 6021 must be detached by the Fireman of that Engine.
2. After the Signalman at Exeter West has sent the "Blocking Back outside Home Signal" to and received acknowledgment from Exeter Middle Box on No. 1 Platform line, Catch Point No. 87 must be closed, clipped and padlocked by the Handsignalman and the Empty Train must, at 6.0 p.m., leave South Devon Sidings for No. 1 Platform line where it must be brought to a stand with the rear vehicle two engine lengths to the rear of Exeter West Down Home Signal. After the train has been secured Engine No. 7909 must be detached by the Fireman and after running round the Train must be attached to it at the West end by the Fireman. The District Operating Superintendent's Chief Inspector must then pilot Engine No. 6021 from the Spur to the train when it must be coupled to Engine No. 7909 by the Fireman of Engine No. 6021.
3. As soon as Engine No. 7909 has proceeded from Exeter Middle Box to Exeter West, Points Nos. 30 and 31 at Middle Box must be clipped and padlocked in the normal position and so remain until the "Obstruction Removed" signal is received from Exeter West Box. The keys of the padlocks must be held by the Operating Superintendent's Chief Inspector accompanying the Train.
4. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the movements of the Empty Royal Train and the light engine movements in connection therewith.
5. Ten minutes before the booked departure time of the Royal Train a Handsignalman exhibiting a hand danger signal must be posted on the Driver's side of the Down Main Line at Exeter West and after the "Blocking Back outside Home Signal" has been sent by Exeter West to Exeter Central "B" Box and Exeter Middle Box (on Down Through and Down Middle Platform lines) and acknowledgments received, the Train must be drawn forward on to the Down Main line and be brought to a stand with the centre of the footplate of the leading engine opposite the Handsignalman.

DEVONPORT JUNCTION.

1. The engines of the Royal Train will be changed at Devonport Junction and Engines Nos. 7029 and 7809 to work the Royal Train forward will arrive at Devonport Junction from Laira at 7.35 p.m., when they must be placed on the Up Main Southern Operating Area Line and come to a stand at Devonport Junction Starting Signal for that line. A Handsignalman must be stationed to the rear of the engines and must place and maintain three detonators on the line ten yards apart, and exhibit a hand danger signal.
Before the arrival of the Royal Train, Points No. 14 at Devonport Junction must be clipped and padlocked in the normal position and so remain until the engines detached from the Train have proceeded to Laira and the Royal Train has left Devonport Junction.
2. A Handsignalman exhibiting a hand signal danger must be stationed on the Driver's side to the rear of the crossover road at Devonport Junction and the Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the Handsignalman.

Journey—Exeter (St. David's) to Bodmin Branch, Monday, July 10th, 1950—continued.

3. After the passing of the 4.45 p.m. Penzance to Manchester the Signalman at Devonport Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Devonport (Albert Road) Box. When the Train has been brought to a stand the Guards must apply their handbrakes, and Engines Nos. 6921 and 7909 must be detached from the Train by the Fireman of Engine No. 7909 and sent ahead clear of crossover road points No. 17. A Handsignalman must be provided at Points No. 17 and after they have been reversed they must be clipped and padlocked in that position and the engines must then proceed to Laira via the crossover road and the Up Main Line at 8.10 p.m.

4. Crossover Points No. 17 must then be restored to normal and clipped and padlocked in that position after which Points No. 20 must be reversed, and when this has been done the District Inspector will instruct the Handsignalman stationed to the rear of engines Nos. 7029 and 7809 to remove the three detonators and pilot these engines to the Royal Train where they will be attached to the Train by the Fireman of Engine No. 7809. Points No. 20 must then be restored to normal.

BODMIN ROAD AND BODMIN BRANCH STABLING POINT.

1. The Royal Train will be stabled on the Bodmin Branch at 274m, 56c. Before the Signalman at Bodmin Road returns "Line Clear" for the Royal Train, Crossover Points No. 12 must be clipped and padlocked in the normal position, and on arrival of the Royal Train the key of the padlock must be handed to the Operating Superintendent's Chief Inspector accompanying the Train: the Signalman must also obtain "Line Clear" from Bodmin for the Royal Train and withdraw the Electric Train Staff which must be handed to the District Inspector.

2. Engines Nos. 5021 and 7801 to work the Royal Train from Bodmin Road to the stabling point will arrive at Bodmin Road from St. Blazey at 8.30 p.m. and must be placed on the Branch Platform line.

3. A white post with white light will be provided on the Driver's side of the Down Main Line at the Penzance end of the station and the Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the post.

4. After the "Blocking Back outside Home Signal" has been sent to and acknowledgment received from Lostwithiel Box, Engine No. 4179 must be placed on the Up Main Line ahead of Crossover Road points No. 29. A Handsignalman must be appointed at Crossover Road points No. 29, and when the Royal Train has been brought to a stand on the Down Main Line, these points must be reversed, clipped and padlocked at both ends, after which Engine No. 4179 must be piloted to the rear of the Royal Train and be attached to it by the Fireman.

A white post with white light will be provided on the Driver's side of the Up Main Line and the Royal Train must be drawn over the Crossover Road No. 29 from the Down to the Up Main Line and must be brought to a stand with the centre of the footplate of Engine No. 4179 opposite the white post. Engines Nos. 7029 and 7809 must remain attached to the Train during the movement, but must not assist the Train unless required to do so.

5. When the Train has been brought to a stand on the Up Main Line, and the Guards have applied their handbrakes, Engines Nos. 7029 and 7809 must be detached by the Fireman of Engine No. 7809 and proceed to Truro via Crossover Road No. 29 and the Down Main Line. Points No. 29 must then be unclipped and restored to normal and be clipped and padlocked in that position. Points No. 27 must then be clipped and padlocked in the normal position, after which Points No. 26 must be reversed and the Up Main Line end clipped and padlocked. Engines Nos. 5021 and 7801 must then be piloted to the Royal Train and be attached by the Fireman of Engine No. 7801. Engine No. 4179 must then be detached by the Fireman and remain at a stand on the Up Main Line until instructed to proceed to the Branch Loop Line by the Station Master.

6. When the Train is ready to leave for the Bodmin Branch the District Inspector must hand the Electric Train Staff for the Bodmin Road-Bodmin Section to the Driver of Engine No. 7801. A white post with white light will be provided on the Driver's side of the Bodmin Branch at 274m, 56c., and the Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the post. When the train is at a stand the handbrakes must be fully applied.

7. The District Inspector must accompany the Royal Train to the stabling point, and as soon as it has come to a stand and has been secured he must return to Bodmin Road and hand to the Driver of Engine No. 4179 a written order signed by the District Traffic Superintendent and District Motive Power Superintendent authorising the engine to proceed into the already occupied section. He must then pilot Engine No. 4179 to the rear of the Royal Train, to which it must be coupled by the Fireman.

8. As soon as Engine No. 4179 has left Bodmin Road and Catch Point No. 20 has been replaced to normal a Handsignalman must place a scotch in the Catch Point and the Signalman must place a lever collar on Lever No. 20. Points Nos. 14 and 18 must be clipped and padlocked in the normal position and the keys of the padlocks must be taken to the Operating Superintendent's Chief Inspector accompanying the Train.

BODMIN.

1. At a convenient time the Down Refuge Siding at Bodmin must be cleared of vehicles, and at 8.30 p.m. the Ground Frame must be released and the Ground Frame points set for the siding, in which position they must be clipped and padlocked. The Bodmin Station Master, after personally satisfying himself the points have been set, clipped and padlocked, must then convey the key of the padlock by car to Bodmin Road and hand it to the Station Master at that point. The key must be handed to the Operating Superintendent's Chief Inspector on arrival of the Royal Train.

2. The last paragraph of the instructions respecting the Refuge Siding at Bodmin shewn on page 87 of the Appendix to No. 6 Section of the Service Time Table will not apply in connection with the working of the Royal Train.

JOURNEY—STABLING POINT TO THE DOWN PLATFORM AT BODMIN ROAD.

TUESDAY, JULY 11th, 1950.

ONSLow SIDING SIGNAL BOX.

This box to be open specially:—

9.45 a.m. to 11.30 a.m.

BODMIN ROAD AND BODMIN BRANCH STABLING POINT.

1. After the keys of the padlocks have been obtained from the Operating Superintendent's Chief Inspector by the District Inspector at 8.45 a.m., the clips must be removed from Points Nos. 14 and 18 and Points Nos. 22 and 14 reversed. Engine No. 4179 must then be detached from the Royal Train by the Fireman and be piloted to Bodmin Road by the District Inspector and placed in the Yard. The District Inspector must collect from the Driver of Engine No. 4179 the written order authorising the engine to proceed on to the Bodmin Branch. This order must then be marked "Cancelled" and be returned to the District Traffic Superintendent.

**Journey—Stabling Point to the Down Platform at Bodmin Road,
Tuesday, July 11th, 1950—continued.**

2. At 9.30 a.m. the District Inspector must hand to the Driver of Engine No. 7809 a written order signed by the District Traffic Superintendent and District Motive Power Superintendent authorising Engines Nos. 7809 and 7029 to proceed on to the Bodmin Branch already occupied by the Royal Train and pilot them to the Train. The engines must be attached to the Train by the Fireman of Engine No. 7809, after which the Fireman of Engine No. 7801 must detach the engines at the Bodmin end of the Train. After satisfying himself that this has been done the District Inspector must return to Bodmin Road. Engines Nos. 5021 and 7801 must remain at a stand and must not be moved until the Drivers are instructed by the Assistant District Inspector.

3. Immediately after "Train out of Section" for the 8.0 a.m. Passenger train, Penzance to Paddington, has been received from Onslow Siding Box by Bodmin Road Box, the Signalman at the latter Box must send the "Blocking Back outside Home Signal" to and receive acknowledgment from Lostwithiel and Onslow Siding Signal Boxes. Points No. 26 at Bodmin Road must then be reversed for a movement from the Branch Line to the Up Main Line, and the District Inspector must telephone to the Assistant District Inspector at the stabling point indicating that all is in order at Bodmin Road for the Royal Train to approach.

4. The Royal Train must run to the Up Main Line at Bodmin Road and a white post will be provided on the Driver's side at the Plymouth end of the station. The Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the post.

5. After the Train has been brought to a stand Engine No. 4179 must be piloted from the Yard and be coupled to the rear of the Royal Train by the Fireman. Engines Nos. 7029 and 7809 must then be detached from the Train by the Fireman of Engine No. 7809 and remain at a stand on the Up Main Line and not be moved until instructed by the District Inspector. The latter must collect from the Driver of Engine No. 7809 the written order authorising entry into the occupied Section, mark it "Cancelled" and return it to the District Traffic Superintendent.

6. A Handsignalman must be appointed at Crossover Road Points No. 29 and after Engine No. 4179 has been attached to the Train these points must be reversed and be clipped and padlocked at both ends. Crossover Road points No. 12 must be clipped and padlocked in the normal position.

7. The Train must then be drawn to the Down Main Platform. A white post will be provided on the Driver's side at the Penzance end of the station and the Train must be brought to a stand with the centre of the footplate of Engine No. 4179 opposite the post.

BODMIN.

The Station Master at Bodmin must be present at the stabling point at 10.15 a.m. and collect from the Operating Superintendent's Chief Inspector the padlock keys of the Ground Frame points. These points must not be unclipped until Engines Nos. 5021 and 7801 have been cleared from the Branch and the "Cancelling" signal has been received from Bodmin Road.

**WORKING OF THE EMPTY ROYAL TRAIN, BODMIN ROAD TO
PLYMOUTH (MILLBAY) DOCKS.
TUESDAY, JULY 11th, 1950.**

BODMIN ROAD.

1. As soon as the Royal Party has left the Station, Engines Nos. 7029 and 7809 must be piloted from the Up Main Line to the rear of the Royal Train on the Down Main Line and be attached to the Train by the Fireman of Engine No. 7809. Engine No. 4179 must then be detached by the Fireman and remain at a stand until instructed to move by the District Inspector.

2. The Train must leave Bodmin Road for Plymouth (Millbay) Docks via No. 29 Crossover Road.

3. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the passing of the Empty Royal Train.

PLYMOUTH (MILLBAY) DOCKS.

1. The Empty Royal Train must be worked to Plymouth (Millbay) Docks in accordance with the Instructions on pages 63 and 64 of the Appendix to No. 6 Section of the Service Time Table as far as they apply.

2. The Empty Royal Train must be run to the Warehouse Line and must be brought to a stand clear of the Crossover Road nearest to the stop block in order to release Engines Nos. 7029 and 7809 to proceed to Laira Shed. Train to be then propelled by the Dock Pilot Engine to a position 10 feet from the stop blocks.

3. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the passing of the Empty Royal Train, and the Light Engine movements in connection therewith.

**WORKING OF THE EMPTY ROYAL TRAIN, PLYMOUTH (MILLBAY)
DOCKS TO BODMIN ROAD (DOWN PLATFORM).
TUESDAY, JULY 11th, 1950.**

OPENING OF SIGNAL BOXES.

The following Signal Boxes to be open specially:—

St. Budeaux East	.. To remain open until 5.30 p.m.
Onslow Siding	.. 5.30 p.m. to 7.0 p.m.

PLYMOUTH (MILLBAY) DOCKS.

1. Engines Nos. 7029 and 7809 to work the Empty Royal Train, and the Empty Royal Train must be worked to and from Plymouth (Millbay) Docks in accordance with the Instructions on pages 63 and 64 of the Appendix to No. 6 Section of the Service Time Table as far as they apply.

2. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the passing of the Empty Royal Train, and the Light Engine movements in connection therewith.

BODMIN ROAD.

1. Before the Signalman at Bodmin Road returns "Line Clear" to Onslow Siding Box for the Empty Royal Train, crossover road points No. 12 must be clipped and padlocked in the normal position and on arrival of the Empty Royal Train the key of the padlock must be handed to the Operating Superintendent's Chief Inspector accompanying the train; the Signalman must also obtain "Line Clear" from Bodmin for the Royal Train, and withdraw the Electric Train Staff, which must be handed to the District Inspector.

2. Upon arrival of the Empty Royal Train from Plymouth (Millbay) Docks it must be positioned with the door of the principal saloon directly opposite the entrance to the station between the Signal Box and the Refreshment Room.

JOURNEY—BODMIN ROAD TO STABLING POINT.

TUESDAY, JULY 11th, 1950.

BODMIN ROAD AND BODMIN BRANCH STABLING POINT.

1. Engines Nos. 5021 and 7801 to work the Royal Train from Bodmin Road to the Stabling Point will arrive at Bodmin Road from St. Blazey at 5.30 p.m., and must be placed on the Branch Platform Line.

2. After the "Blocking Back outside Home Signal" has been sent to and acknowledgment received from Lostwithiel Box, Engine No. 4179 must be placed on the Up Main Line ahead of Crossover Road Points No. 29. A Hand-signalman must be appointed at Crossover Road Points No. 29, and these points must be reversed, clipped and padlocked at both ends, after which Engine No. 4179 must be piloted to the rear of the Royal Train and be attached to it by the Fireman.

A white post with white light will be provided on the Driver's side of the Up Main Line and the Royal Train must be drawn over the Crossover Road No. 29 from the Down to the Up Main Line and must be brought to a stand with the centre of the footplate of Engine No. 4179 opposite the white post. Engines Nos. 7029 and 7809 must remain attached to the Train during the movement, but must not assist the Train unless required to do so.

3. When the Train has been brought to a stand on the Up Main Line and the Guards have applied their hand-brakes, Engines Nos. 7029 and 7809 must be detached by the Fireman of Engine No. 7809 and proceed to Truro via Crossover Road No. 29 and the Down Main Line. Points No. 29 must then be unclipped and restored to normal and be clipped and padlocked in that position. Points No. 27 must then be clipped and padlocked in the normal position after which Points No. 26 must be reversed and the Up Main Line end clipped and padlocked. Engines Nos. 5021 and 7801 must then be piloted to the Royal Train and be attached by the Fireman of Engine No. 7801. Engine No. 4179 must then be detached by the Fireman and remain at a stand on the Up Main Line until instructed to proceed to the Branch Loop Line by the Station Master.

4. When the Train is ready to leave for the Bodmin Branch the District Inspector must hand the Electric Train Staff for the Bodmin Road—Bodmin Section to the Driver of Engine No. 7801. A white post with white light will be provided on the Driver's side of the Bodmin Branch at 274 m. 56 c. and the Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the post. When the Train is at a stand the hand-brakes must be fully applied.

5. The District Inspector must accompany the Royal Train to the stabling point, and as soon as it has come to a stand and has been secured he must return to Bodmin Road and hand to the Driver of Engine No. 4179 a written order signed by the District Traffic Superintendent and District Motive Power Superintendent authorising the engine to proceed into the already occupied section. He must then pilot Engine No. 4179 to the rear of the Royal Train, to which it must be coupled by the Fireman.

6. As soon as Engine No. 4179 has left Bodmin Road and Catch Point No. 20 has been replaced to normal, a Hand-signalman must place a scotch in the Catch Point and the Signalman must place a lever collar on Lever No. 20. Points Nos. 14 and 18 must be clipped and padlocked in the normal position and the keys of the padlocks must be taken to the Operating Superintendent's Chief Inspector accompanying the Train.

BODMIN.

1. At a convenient time the Down Refuge Siding at Bodmin must be cleared of vehicles and at 5.25 p.m. the Ground Frame must be released and the Ground Frame points set for the siding, in which position they must be clipped and padlocked. The Bodmin Station Master, after personally satisfying himself the points have been set, clipped and padlocked, must then convey the key of the padlock by car to Bodmin Road and hand it to the Station Master at that point. The key must be handed to the Operating Superintendent's Chief Inspector on arrival of the Royal Train.

2. The last paragraph of the instructions respecting the Refuge Siding at Bodmin shown on page 87 of the Appendix to No. 6 Section of the Service Time Table will not apply in connection with the working of the Royal Train.

JOURNEY—STABLING POINT TO SALTASH.

WEDNESDAY, JULY 12th, 1950.

BODMIN ROAD AND BODMIN BRANCH STABLING POINT.

1. After the keys of the padlocks have been obtained from the Operating Superintendent's Chief Inspector by the District Inspector at 8.0 a.m. the clips must be removed from Points Nos. 14 and 18 and Points Nos. 22 and 14 reversed. Engine No. 4179 must then be detached from the Royal Train by the Fireman and be piloted to Bodmin Road by the District Inspector and proceed to St. Blazey. The District Inspector must collect from the Driver of Engine No. 4179 the written order authorising the engine to proceed on to the Bodmin Branch. This order must then be marked "Cancelled" and be returned to the District Traffic Superintendent.

2. At 8.45 a.m. the District Inspector must hand to the Driver of Engine No. 7809 a written order signed by the District Traffic Superintendent and District Motive Power Superintendent authorising Engines Nos. 7809 and 7029 to proceed on to the Bodmin Branch already occupied by the Royal Train and pilot them to the Train. The engines must be attached to the Train by the Fireman of Engine No. 7809, after which the Fireman of Engine No. 7801 must detach the engines at the Bodmin end of the Train. After satisfying himself that this has been done the District Inspector must return to Bodmin Road. Engines Nos. 5021 and 7801 must remain at a stand and must not be moved until the Drivers are instructed by the Assistant District Inspector.

3. Immediately after the "Blocking Back outside Home Signal" has been sent to and acknowledgment received from Lostwithiel by the Bodmin Road Signalman, Points No. 26 at Bodmin Road must be reversed for a movement from the Branch Line to the Up Main Line, and the District Inspector must telephone to the Assistant District Inspector at the stabling point indicating that all is in order at Bodmin Road for the Royal Train to leave for Saltash. Immediately before the Train leaves the stabling point the Assistant District Inspector must collect from the Driver of Engine No. 7809 the written order authorising the engines to proceed on to the Branch, and this order must be cancelled by him and returned to the District Traffic Superintendent.

BODMIN.

The Station Master at Bodmin must be present at the stabling point at 9.15 a.m. and collect from the Operating Superintendent's Chief Inspector the padlock keys of the Ground Frame points. These points must not be unclipped until Engines Nos. 5021 and 7801 have been cleared from the Branch and the "Cancelling" signal has been received from Bodmin Road.

SALTASH.

1. Before the Signalman at Saltash returns "Line Clear" for the Royal Train, points Nos. 11 and 16 must be clipped and padlocked in the normal position.

2. A white post will be provided on the Driver's side on the Royal Albert Bridge at Saltash and the Royal Train must be brought to a stand with the centre of the footplate of the leading engine opposite the post.

WORKING OF THE EMPTY ROYAL TRAIN, SALTASH TO PLYMOUTH (MILLBAY) DOCKS

WEDNESDAY, JULY 12th, 1950.

SALTASH.

The Empty Royal Train must not be moved or leave for Plymouth (Millbay) Docks until the Royal Party has left the station.

PLYMOUTH (MILLBAY) DOCKS.

1. The Empty Royal Train must be worked to Plymouth (Millbay) Docks in accordance with the Instructions on pages 63 and 64 of the Appendix to No. 6 Section of the Service Time Table as far as they apply.

2. The Train must be run to the Warehouse Line and must be brought to a stand clear of the Crossover Road nearest to the stop-block in order to release Engines Nos. 7029 and 7809 to proceed to Laira Shed. Train to be then propelled by the Dock Pilot Engine to a position 10 feet from the stop-blocks.

3. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the passing of the Empty Royal Train and the Light Engine movements in connection therewith.

WORKING OF THE EMPTY ROYAL TRAIN, PLYMOUTH (MILLBAY) DOCKS TO SALTASH.

WEDNESDAY, JULY 12th, 1950.

PLYMOUTH (MILLBAY) DOCKS.

1. Engines Nos. 5021 and 7801 to work the Empty Royal Train, and the Empty Royal Train must be worked to and from Plymouth (Millbay) Docks in accordance with the Instructions on pages 63 and 64 of the Appendix to No. 6 Section of the Service Time Table as far as they apply.

2. All points which become facing points and which are not bolt-locked must be clipped and padlocked for the passing of the Empty Royal Train and the Light Engine movements in connection therewith.

SALTASH.

1. Before returning "Line Clear" for the Empty Royal Train the Signalman at Saltash must send the "Blocking Back outside Home Signal" to and receive acknowledgment from Wearde Box. Points Nos. 11 and 16 in the Up Main Line must then be clipped and padlocked in the normal position.

A Handsignalman must be appointed at the Down facing points No. 26 and the Train must be brought to a stand at Saltash Down Main Home Signal, after which Points No. 26 must be reversed and be clipped and padlocked in that position. The Empty Royal Train must then be piloted to the Up Platform Line and be brought to a stand with the rear coach opposite the Signal Box.

2. Points No. 26 must then be unclipped and restored to normal after which the Signalman at Saltash may send "Train out of Section" for the Empty Royal Train.

JOURNEY—SALTASH TO PADDINGTON.

WEDNESDAY, JULY 12th, 1950.

ST. BUDEAUX AND SALTASH.

1. Engines Nos. 7029 and 7809 to work the Royal Train from Saltash to Newton Abbot must arrive at St. Budeaux West at 4.0 p.m. and be placed in the Down Running Loop.

2. After "Train out of Section" has been given by Saltash for the 4.27 p.m. Workmen's train, Plymouth North Road to St. Austell, the Signalman at Saltash must accept Engines Nos. 7029 and 7809 from Royal Albert Bridge, and they must be brought to a stand at Saltash Down Home Signal. Points No. 26 must then be reversed and be clipped and padlocked in that position, after which Engines Nos. 7029 and 7809 must be piloted to the Empty Royal Train and be attached by the Fireman of Engine No. 7809. Engines Nos. 5021 and 7801 must then be detached from the Train by the Fireman of Engine No. 7801 and must remain at a stand until after the Royal Train has left Saltash and the Drivers have been instructed to move the engines by the District Inspector.

3. After "Line Clear" has been obtained from Royal Albert Bridge Box for the Royal Train, it must be drawn forward and be brought to a stand with the door of the principal saloon opposite the doorway of the Booking Hall.

NEWTON ABBOT.

1. Engine No. 6021 to take the Royal Train forward from Newton Abbot must be placed in the Up Refuge Siding at Newton Abbot West at 5.45 p.m.

2. Before the arrival of the Royal Train the Signalman at Newton Abbot West Box must send the "Blocking back outside Home signal" to, and receive acknowledgment from, Aller Junction Box on the Up Relief line.

3. The Royal Train must be brought to a stand at Newton Abbot West Up Main Home signal, and after the Guards have applied their hand brakes, Engines Nos. 7029 and 7809 must be detached by the Fireman of Engine No. 7809. Points No. 98 must be set for these engines to proceed to the Up Main Platform line and after these points have been restored to normal for the engines to proceed to Shed, Points No. 113 must be reversed, clipped and padlocked for Engine No. 6021 to proceed to the Up Main line. Points No. 113 must then be restored to normal and clipped and padlocked in that position, and Engine No. 6021 must then be piloted to the Royal Train and be attached by the Fireman.

PADDINGTON.

The Station Master, Paddington, must arrange for the platforms and approaches to be cleared of all unauthorised persons twenty minutes before the Royal Train is due to arrive.

A Handsignalman must be provided exhibiting a red hand signal on the Driver's side of No. 8 Platform line, and the Train must be brought to a stand with the centre of the footplate of the engine opposite the hand signal.

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN.

JOURNEY—PADDINGTON TO EXETER.

MONDAY, JULY 10th, 1950.

NOTES.—It is imperative that during fog or falling snow the Foggsignalmen should be at their posts.

At those signal boxes where Foggsignalmen are not employed the "Is Line Clear?" signal must not be accepted from the signal box in the rear during fog or falling snow, unless "Line Clear" has been received from the signal box in advance.

Under no circumstances may a Signalman allow a train or engine to be brought out on to the line the Train has passed over (following the Train) until he has obtained "Line Clear" for such train or engine.

The instructions given below are supplemental to the General Instructions, and will apply in clear weather and during fog or falling snow.

OPENING OF SIGNAL BOXES.—The following signal boxes to be open specially:—

Calcot	} To open at 1.0 p.m. and remain open until the Royal Train has cleared.
Bull's Lock	
Grafton East Junction	To open at 1.30 p.m. and remain open until the Royal Train has cleared.
Wootton Rivers	To open at 1.30 p.m. and remain open until the Royal Train has cleared.
Crookwood	To open at 1.45 p.m. and remain open until the Royal Train has cleared.
Wyke	To open at 2.15 p.m. and remain open until the Royal Train has cleared.
Alford	To open at 2.15 p.m. and remain open until the Royal Train has cleared.
Keinton Mandeville	} To open at 2.30 p.m. and remain open until the Royal Train has cleared.
Long Sutton & Pitney	
Poole Siding	
	To remain open until the Royal Train has cleared.

ASKING "IS LINE CLEAR?"—The Signalman at Paddington Departure Box to ask "Is Line Clear?" for the Royal Train five minutes prior to the booked time of departure of the Train.

The "Is Line Clear?" signal must be arrested at the following signal boxes until the "Train Approaching" signal is received from the box in the rear:—Ealing, Southall West Junction, Langley, Waltham Siding, Sonning, Aldermaston, Enborne Junction, Bedwyn, Pewsey, Lavington, Fairwood Junction, Witham, Keinton Mandeville, Sumerton, Athelney, Wellington, (Som.), and Hele & Bradninch.

"Train Approaching" Signal to be sent by	On receipt of "Train entering Section" from	To be repeated through to
Old Oak Common East	Ladbroke Grove	Ealing.
Longfield Avenue	Ealing	Southall West Junction.
Southall West Junction	Southall West Station	Langley.
Taplow	Burnham (Bucks)	Waltham Siding.
Shottesbrook	Waltham Siding	Sonning.
Southcote Junction	Oxford Road Junction	Aldermaston.
Colthrop Crossing	Midgham	Enborne Junction.
Hungerford	Kintbury	Bedwyn.
Grafton East Junction	Bedwyn	Pewsey.
Patney & Chirton	Woodborough	Lavington.
Edington & Bratton	Lavington	Fairwood Junction.
Fairwood Junction	Heywood Road Junction	Witham.
Brewham	Witham	Keinton Mandeville.
Keinton Mandeville	Castle Cary	Somerton.
Long Sutton & Pitney	Somerton	Athelney.
Silkmill Crossing	Taunton West Junction	Wellington. (Som.)
Sampford Peverell	Burlescombe	Hele & Bradninch.

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN THROUGH SHORT SECTIONS.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Westbourne Bridge	"Line Clear" from Subway Junction.	"Train out of Section" from Subway Junction.
Subway Junction	"Line Clear" from Portobello Junction.	When the Train has passed the Box and is continuing its journey and the facing points are set for the Down Relief Line.
Old Oak Common West	"Line Clear" from Friars Junction	"Train out of Section" from Friars Junction.
Friars Junction	"Line Clear" from Acton East	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Acton East	"Line Clear" from Acton Middle	"Train out of Section" from Acton Middle.
Acton Middle	"Line Clear" from Acton West	"Train out of Section" from Acton West.
Acton West	"Line Clear" from Ealing	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.

Instructions for Signalling the Royal Train—continued.

Journey—Paddington to Exeter, Monday, July 10th, 1950—continued.

Instructions for Signalling the Royal Train through Short Sections—continued.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Hanwell	The Signalman at Hanwell must obtain "Line Clear" from Southall East Junction and put to clear the Hanwell Intermediate Block Signals before allowing the Train to enter the advance section. "Train entering Section" Signal to be sent to Southall East Junction when the Train passes Hanwell Box. Note. —Special attention is directed to the instructions on pages 85 and 86 of Appendix to No. 1 Service Time Table in regard to the working of the electrically-controlled Distant and Home Signals between Hanwell and Southall East Junction. A Handsignalman to be stationed at the Hanwell Intermediate Block Home Signal 30 minutes before the Train is due to pass. A Signal Fitter specially to examine the Signal fittings before the Train is due and to remain in attendance until after it has passed.	
Southall East Junction	"Line Clear" from Southall East Station.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Southall East Station	"Line Clear" from Southall West Station.	"Train out of Section" from Southall West Station.
Southall West Station	"Line Clear" from Southall West Junction.	"Train out of Section" from Southall West Junction
West Drayton East ..	"Line Clear" from West Drayton West.	"Train out of Section" from West Drayton West.
West Drayton West ..	"Line Clear" from Iver	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Slough East	"Line Clear" from Slough Middle ..	"Train out of Section" from Slough Middle.
Slough Middle	"Line Clear" from Slough West ..	"Train out of Section" from Slough West.
Slough West	"Line Clear" from Farnham Road	"Train out of Section" from Farnham Road.
Maidenhead East ..	"Line Clear" from Maidenhead West.	"Train out of Section" from Maidenhead West.
Maidenhead West ..	"Line Clear" from Waltham Siding	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Twyford East	"Line Clear" from Twyford West	"Train out of Section" from Twyford West.
Twyford West	"Line Clear" from Woodley Bridge	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Reading Main Line East	"Line Clear" from Reading Main Line West. Note. —The Signalman at Reading Main Line East must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, the Reading South Junction Box S.R. before returning "Line Clear."	"Train out of Section" from Reading Main Line West.
Reading Main Line West	"Line Clear" from Oxford Road Junction. Note. —Before returning "Line Clear" the Signalman at Reading Main Line West must set the facing points (No. 55) in the Up Berks & Hants Line for the Up Main Line "Line Clear" from Southcote Junction. Note. —The Signalman at Oxford Road Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Reading West Junction before returning "Line Clear."	When the Train has passed the Box and is continuing its journey and the facing points have been re-set for the Down Main Line.
Oxford Road Junction	"Line Clear" from Southcote Junction. Note. —The Signalman at Oxford Road Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Reading West Junction before returning "Line Clear."	"Train out of Section" from Southcote Junction.
Southcote Junction ..	"Line Clear" from Calcot Note. —The Signalman at Southcote Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Burghfield S.R. before returning "Line Clear."	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Bull's Lock	"Line Clear" from Newbury Race Course.	"Train out of Section" from Newbury Race Course.
Newbury Race Course	"Line Clear" from Newbury East Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Newbury East Junction	"Line Clear" from Newbury Middle. Note. —The Signalman at Newbury East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Hermitage before returning "Line Clear."	"Train out of Section" from Newbury Middle.
Newbury Middle ..	"Line Clear" from Newbury West ..	"Train out of Section" from Newbury West.
Newbury West	Note. —No train or engine may be permitted to stand on the Down Platform Line between Newbury Middle and Newbury West during the passing of the Train.	
Enborne Junction	"Line Clear" from Enborne Junction. Note. —The Signalman at Enborne Junction must send the "Blocking back outside Home Signal" to, and receive acknowledgment from, Woodhay S.R. before returning "Line Clear."	"Train out of Section" from Enborne Junction.

Instructions for Signalling the Royal Train—*continued.*

Journey—Paddington to Exeter, Monday, July 10th, 1950—*continued.*

Instructions for Signalling the Royal Train through Short Sections—*continued.*

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Grafton East Junction	"Line Clear" from Wolfhall Junct. Note. —The Signalman at Grafton East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Grafton South Junction before returning "Line Clear."	"Train out of Section" from Wolfhall Junction.
Wolfhall Junction	"Line Clear" from Savernake East Note. —The Signalman at Wolfhall Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Grafton South Junction before returning "Line Clear."	"Train out of Section" from Savernake East.
Savernake East	"Line Clear" from Savernake West	"Train out of Section" from Savernake West. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Savernake West	"Line Clear" from Wootton Rivers	
Fairwood Junction	Note. —The Signalman at Fairwood Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Westbury South before returning "Line Clear."	
Blatchbridge Junction	Note. —The Signalman at Blatchbridge Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Frome South before returning "Line Clear."	
Castle Cary	Note. —The Signalman at Castle Cary must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Sparkford before returning "Line Clear."	
Curry Rivel Junction	Note. —The Signalman at Curry Rivel Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Langport West before returning "Line Clear."	
Cogload	Note. —The Signalman at Cogload must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Durston fifteen minutes before the Train is due to pass.	
Taunton East Junction	"Line Clear" from Taunton West Station.	"Train out of Section" from Taunton West Station.
Taunton West Station	"Line Clear" from Taunton West Junction.	"Train out of Section" from Taunton West Junction.
Taunton West Junction	"Line Clear" from Silkmill Crossing	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Silkmill Crossing	"Line Clear" from Norton Fitzwarren.	
Norton Fitzwarren	"Line Clear" from Victory Siding	"Train out of Section" from Norton Fitzwarren.
Wellington (Som.)	The Signalman at Wellington must obtain "Line Clear" from Whiteball Tunnel Box and put to clear the Intermediate Block Signals before allowing the Train to enter the advance section. "Train entering Section" signal to be sent to Whiteball Tunnel Box when the Train passes Wellington Box. Note. —Special attention is directed to the instructions on pages 67 and 68 of the Appendix to No. 5 Service Timetable in regard to the working of the Intermediate Block signals between Wellington and Whiteball Tunnel. A Handsignalman to be stationed at Wellington Down Intermediate Block Home signal thirty minutes before the Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Train is due and to remain in attendance until after it has passed.	
Whiteball Tunnel	"Line Clear" from Burescombe	"Train out of Section" from Burescombe.
Burescombe	"Line Clear" from Sampford Peverell.	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
Stoke Canon Crossing	"Line Clear" or "Line Clear to Clearing Point only" from Stoke Canon Junction.	"Train out of Section" from Stoke Canon Junction.
Stoke Canon Junction	"Line Clear" from Cowley Bridge Junction or to return "Line Clear to Clearing Point only" if "Train out of Section" has been received for the previous train but full "Line Clear" cannot be obtained from Cowley Bridge Junction.	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
Cowley Bridge Junction	Note. —The Signalman at Cowley Bridge Junction must send the "Blocking Back outside Home signal" to, and receive acknowledgment from, the Box next in circuit in Southern Operating Area before returning "Line Clear."	
Exeter East	"Line Clear" from Exeter Middle.	For the train preceding the Royal Train when it has passed the Middle Box Down Home signal and is continuing its journey. For the Royal Train when "Train out of section" has been received from Exeter Middle.

Instructions for Signalling the Royal Train—*continued.*

Journey—Paddington to Exeter, Monday, July 10th, 1950—*continued.*

Instructions for Signalling the Royal Train through Short Sections—*continued.*

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Exeter Middle ..	"Line Clear" from Exeter West .. Note. —The Signalmen at Exeter Middle and West must not permit a train, vehicles or light engine to occupy the Down Through Line between Exeter Middle and West thirty minutes before the Train is due to arrive and until after "Train out of Section" has been received by Exeter Middle for the Royal Train.	For the train preceding the Royal Train when it has arrived at the Down Middle Platform and the points have been set for the Down No. 1 Platform Line. For the Royal Train when the Royal Party has left the Station and points No. 30 have been clipped and padlocked in the normal position.
Exeter West ..	The Down Platform Line facing points set for South Devon Siding and the Shunt Spur is clear to stopblocks. Note. —The Signalmen at Exeter Middle and West must not permit a train, vehicles or light engine to occupy the Down Through Line between Exeter Middle and West thirty minutes before the Train is due to arrive and until after "Train out of Section" has been sent by Exeter West for the Royal Train.	For giving "Train out of Section" see Special Instructions for working of the Royal Train at Exeter (St. David's). Page 16.

JOURNEY—EXETER TO BODMIN BRANCH.

MONDAY, JULY 10th, 1950.

NOTES.—It is imperative that during fog or falling snow the Fogsignalmen should be at their posts.

At those signal boxes where Fogsignalmen are not employed the "Is Line Clear?" signal must not be accepted from the signal box in the rear during fog or falling snow unless "Line Clear" has been received from the signal box in advance.

Under no circumstances may a Signalman allow a train or engine to be brought out on to the line the Train has passed over (following the Train) until he has obtained "Line Clear" for such train or engine.

The instructions given below are supplemental to the General Instructions, and will apply in clear weather and during fog or falling snow.

OPENING OF SIGNAL BOXES.—The following signal boxes to be open specially:—

Cotfield	To remain open until the Royal Train has cleared.
Powderham	To remain open until the Royal Train has cleared.
Parsons Tunnel ..	To remain open until the Royal Train has cleared.
Teignmouth Old Quay ..	To open at 6.15 p.m. and remain open until the Royal Train has cleared.
Cornwood	To open at 7.0 p.m. and remain open until the Royal Train has cleared.
St. Budeaux East ..	To remain open until the Royal Train has cleared.
Onslow Siding	To open at 8.15 p.m. and remain open until the Royal Train has cleared.

ASKING "IS LINE CLEAR?"—The Signalman at Exeter West to ask "Is Line Clear?" for the Train five minutes prior to the booked time of departure of the Train.

The "Is Line Clear?" signal must be arrested at the following signal boxes until the "Train Approaching" signal is received from the box in rear:—Dawlish, Totnes, Brent, Hemerdon, Devonport Junction, St. Germans and Doublebois.

"Train Approaching" Signal to be sent by	On receipt of "Train entering Section" from	To be repeated through to
Exminster	Cotfield	Dawlish.
Aller Junction	Newton Abbot West	Totnes.
Tigley	Totnes	Brent.
Wrangaton	Brent	Hemerdon.
Plympton	Hemerdon	Devonport Junction.
Devonport	Devonport Junction	St. Germans.
Trerule	St. Germans	Doublebois.

Instructions for Signalling the Royal Train—*continued.*

Journey—Exeter to Bodmin Branch, Monday, July 10th, 1950—*continued.*

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN THROUGH SHORT SECTIONS.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Exeter West	—	For the train preceding the Royal Train when the train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note.—The Signalman at Exeter West must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Exeter Middle on No. 1 Down Platform line before the Train is permitted to leave South Devon Sidings. For particulars of the working at Exeter see page 16. The Signalman at Exeter West must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Exeter Central "B" Box and Exeter Middle Box (on Down Through and Down Middle Platform Lines) before the Train is allowed to draw forward on to the Down Main Line. Before this signal is acknowledged by Exeter Middle the Signalman must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from Exeter East. The Signalmen at Exeter Middle and West must not permit a train, vehicles or light engine to occupy the Down Through Line and Down Middle Platform Line between Exeter Middle and West fifteen minutes before the Train is due to leave and until after the Train has departed, and "Obstruction Removed" has been sent by Exeter West.	
Exeter (St. Thomas) ..	"Line Clear" from City Basin Junction.	"Train out of Section" from City-Basin Junction.
City Basin Junction ..	"Line Clear" from Cotfield	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Teignmouth	"Line Clear" from Old Quay	"Train out of Section" from Old Quay.
Old Quay	"Line Clear" from Bishopsteignton	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Hackney	"Line Clear" from Newton Abbot East.	"Train out of Section" from Newton Abbot East.
Newton Abbot East ..	"Line Clear" from Newton Abbot West.	"Train out of Section" from Newton Abbot West.
Newton Abbot West ..	"Line Clear" from Aller Junction ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Aller Junction	Note.—The Signalman at Aller Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, the next Box in circuit on the Kingswear Branch Line before returning "Line Clear."	
Totnes	Note.—The Signalman at Totnes must not permit an engine or train to stand on the Totnes Quay Line, nor an engine or vehicles to stand on the Down Platform Line thirty minutes before the Train is due to pass.	
Brent	Note.—The Signalman at Brent, before returning "Line Clear," must withdraw the Electric Train Token for the Brent-Gara Bridge Section in accordance with E.T.T. Regulation 18, and must not restore it until the Train has passed the Down Starting Signal and is continuing its journey.	
Tavistock Junction	Note.—The Signalman at Tavistock Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Marsh Mills before returning "Line Clear."	
Laira Junction	"Line Clear" from Lipson Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Lipson Junction	"Line Clear" from Mannamead ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note.—The Signalman at Lipson Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Mount Gould Junction before returning "Line Clear."	
Mannamead	"Line Clear" from North Road East.	"Train out of Section" from North Road East.
North Road East ..	"Line Clear" from North Road West.	"Train out of Section" from North Road West.
North Road West ..	"Line Clear" from Devonport Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note.—The Signalmen at North Road East and North Road West must not permit a train or engine to occupy No. 6 Platform Line thirty minutes before the Train is due to pass and until after "Train out of Section" is received from Devonport Junction for the Royal Train.	
	The Signalman at North Road West must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, North Road East for No. 2 Platform Line, also to, and receive acknowledgment from, Cornwall Junction, before returning "Line Clear."	
Devonport Junction ..	"Line Clear" from Devonport ..	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
	Note.—The Signalman at Devonport Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Cornwall Junction and Devonport (King's Road) before returning "Line Clear." For particulars of the working at Devonport Junction, see page 16.	
Keyham	"Line Clear" from St. Budeaux East.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
St. Budeaux East ..	"Line Clear" from St. Budeaux West.	"Train out of Section" from St. Budeaux West.

Instructions for Signalling the Royal Train—*continued.*

Journey—Exeter to Bodmin Branch, Monday, July 10th, 1950—*continued.*

Instructions for Signalling the Royal Train through Short Sections—*continued.*

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
St. Budeaux West ..	"Line Clear" from Royal Albert Bridge.	"Train out of Section" from Royal Albert Bridge.
Royal Albert Bridge ..	"Line Clear" from Saltash. . .	"Train out of Section" from Saltash.
Saltash	"Line Clear" from Wearde ..	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
	Note. —The Signalman at Saltash must not permit an engine or train to stand on the Up Main Line at Saltash for twenty-five minutes before the Train is due to pass and until after "Train out of Section" is received from Wearde. The Signalman at Saltash must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Wearde before returning "Line Clear."	
Bodmin Road ..	Note. —The Signalman at Bodmin Road must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Lostwithiel ten minutes before the Royal Train is due to arrive. For particulars of the working at Bodmin Road, see page 17.	

JOURNEY—BODMIN BRANCH TO SALTASH.

WEDNESDAY, JULY 12th, 1950.

NOTES.—It is imperative that during fog or falling snow the Fogsignalmen should be at their posts.

At those signal boxes where Fogsignalmen are not employed the "Is Line Clear?" signal must not be accepted from the signal box in the rear during fog or falling snow, unless "Line Clear" has been received from the signal box in advance.

Under no circumstances may a Signalman allow a train or engine to be brought out on to the line the Train has passed over (following the Train) until he has obtained "Line Clear" for such train or engine.

The instructions given below are supplemental to the General Instructions and will apply in clear weather and during fog or falling snow.

OPENING OF SIGNAL BOXES.—

Onslow Siding To open at 9.0 a.m. and remain open until the Royal Train has cleared.

ASKING "IS LINE CLEAR?"—The Signalman at Bodmin Road to ask "Is Line Clear?" for the train five minutes prior to the booked time of departure of the Train from the Stabling Point.

The "Is Line Clear?" Signal must be arrested at the following Signal Boxes until the "Train Approaching" Signal is received from the Box in the rear:—

Largin, Tremabe, Menheniot and Wearde.

"Train Approaching" Signal to be sent by	On receipt of "Train entering Section" from	To be repeated through to
Onslow Sidings	Bodmin Road	Largin.
Doublebois	Largin	Tremabe.
Liskeard	Tremabe	Menheniot.
Trerule	Menheniot	Wearde.

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN THROUGH SHORT SECTIONS.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Bodmin Road ..	Note. —The Signalman at Bodmin Road must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Lostwithiel, ten minutes before the Train is due to leave the Stabling Point on the Bodmin Branch. For particulars of the working at Bodmin Road, see page 19.	
Saltash ..	"Line Clear" from Royal Albert Bridge.	"Train out of Section" from Royal Albert Bridge.
	Note. —The Signalman at Saltash before returning "Line Clear" must withdraw the electric train token for the Saltash-Royal Albert Bridge section. For particulars of the working at Saltash, see page 19.	
Royal Albert Bridge ..	Note. —The Signalman at Royal Albert Bridge must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, St. Budeaux West before returning "Line Clear." The train on arrival will carry "A" Head code and must be signalled to St. Budeaux West accordingly. One tail lamp only will be carried on passing Royal Albert Bridge signal box.	

Instructions for Signalling the Royal Train—continued.

JOURNEY—SALTASH TO PADDINGTON.

WEDNESDAY, JULY 12th, 1950.

NOTES.— It is imperative that during fog or falling snow the Fogsignalmen should be at their posts.

At those signal boxes where Fogsignalmen are not employed the "Is Line Clear?" Signal must not be accepted from the Signal Box in the rear during fog or falling snow, unless "Line Clear" has been received from the Signal Box in advance.

Under no circumstances may a Signalman allow a train or engine to be brought out on to the line the Royal Train has passed over (following the Train) until he has received "Line Clear" for such train or engine.

The instructions given below are supplemental to the General Instructions and will apply in clear weather and during fog or falling snow.

OPENING OF SIGNAL BOXES.—The following signal boxes to be open specially:—

St. Budeaux East	To remain open until the Royal Train has cleared.
Cornwood	To open at 5.0 p.m. and remain open until the Royal Train has cleared.
Old Quay	To open at 6.0 p.m. and remain open until the Royal Train has cleared.
Parsons Tunnel	To remain open until the Royal Train has cleared.
Powderham	To remain open until the Royal Train has cleared.
Cotfield	To remain open until the Royal Train has cleared.
Rewe	To remain open until the Royal Train has cleared.
Silverton	To remain open until the Royal Train has cleared.
Westcott	To remain open until the Royal Train has cleared.
Poole Siding	To open at 6.45 p.m. and remain open until the Royal Train has cleared.
Long Sutton and Pitney ..	To open at 7.15 p.m. and remain open until the Royal Train has cleared.
Charlton Mackrell	To open at 7.15 p.m. and remain open until the Royal Train has cleared.
Keinton Mandeville	To open at 7.15 p.m. and remain open until the Royal Train has cleared.
Alford	To open at 7.30 p.m. and remain open until the Royal Train has cleared.
Wyke	To open at 7.30 p.m. and remain open until the Royal Train has cleared.
Crookwood	To open at 8.0 p.m. and remain open until the Royal Train has cleared.
Wootton Rivers	To open at 8.15 p.m. and remain open until the Royal Train has cleared.
Grafton East Junction ..	To open at 8.15 p.m. and remain open until the Royal Train has cleared.
Bull's Lock	To open at 8.45 p.m.
Calcot	To open at 9.0 p.m. and remain open until the Royal Train has cleared.

ASKING "IS LINE CLEAR?"—The Signalman at Saltash to ask "Is Line Clear?" for the Royal Train fifteen minutes prior to the booked time of departure of the Train.

The "Is Line Clear?" Signal must be arrested at the following signal boxes until the "Train Approaching" Signal is received from the Box in the rear:—Devonport, Ivybridge, Totnes, Bishopsteignton, Exminster, Hele & Bradninch, Wellington (Som.), Cogload, Long Sutton & Pitney, Castle Cary, Witham, Heywood Road Junction, Lavington, Pewsey, Enborne Junction, Midgham, Southcote Junction, Sonning, Burnham, Iver, Southall West Junction and Acton West.

"Train Approaching" Signal to be sent by	On receipt of "Train entering Section" from	To be repeated through to
Royal Albert Bridge	Saltash	Devonport.
Devonport Junction	Devonport	Ivybridge.
Wrangaton	Ivybridge	Totnes.
Aller Junction	Dainton	Bishopsteignton.
Parsons Tunnel	Teignmouth	Exminster
Stoke Canon Junction	Cowley Bridge Junction ..	Hele & Bradninch.
Sampford Peverell	Tiverton Junction	Wellington (Som.).
Poole Siding	Wellington (Som.)	Cogload.
Athelney	Cogload	Long Sutton & Pitney.
Charlton Mackrell	Somerton	Castle Cary.
Bruton	Wyke	Witham.
Blatchbridge Junction	Woodlands	Heywood Road Junction.
Heywood Road Junction ..	Fairwood Junction	Lavington
Patney & Chirton	Crookwood	Pewsey
Pewsey	Woodborough	Enborne Junction.
Enborne Junction	Hamstead Crossing	Midgham
Midgham	Colthrop Crossing	Southcote Junction.
Southcote Junction	Calcot	Sonning.
Maidenhead West	Waltham Siding	Burnham.
Farnham Road	Burnham	Iver.
West Drayton West	Iver	Southall West Junction.
Southall West Junction ..	Hayes	Acton West.

Instructions for Signalling the Royal Train—continued.
Journey—Saltash to Paddington, Wednesday, July 12th, 1950—continued.

**INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN THROUGH
SHORT SECTIONS.**

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Saltash	—	For the train preceding the Royal Train when he has received "Train out of Section" from Royal Albert Bridge.
Royal Albert Bridge	Note. —No train or engine must be allowed to stand on the Down Main Line after the departure of the 4.27 p.m. (Workmen) Plymouth North Road to St. Austell until the "Train out of Section" Signal has been received from Royal Albert Bridge for the Royal Train. For particulars of the working at Saltash see page 20. "Line Clear" from St. Budeaux West.	"Train out of Section" from St. Budeaux West.
St. Budeaux West	Note. —The Signalman at Royal Albert Bridge must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, St. Budeaux West for the Down Main Line before returning "Line Clear." No train or engine must be allowed to stand on the Down Main Line at Royal Albert Bridge for twenty minutes before the Train is due to pass and until after "Train out of Section" has been received for the Train.	
St. Budeaux East	"Line Clear" from St. Budeaux East.	"Train out of Section" from St. Budeaux East.
St. Budeaux East	"Line Clear" from Keyham	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Devonport Junction	"Line Clear" from North Road West. Note. —The Signalman at Devonport Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Devonport (King's Road) box before returning "Line Clear."	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
North Road West	"Line Clear" from North Road East.	"Train out of Section" from North Road East.
North Road East	Note. —The Signalman at North Road West must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Cornwall Junction before returning "Line Clear." "Line Clear" from Mannamead	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Mannamead	Note. —The Signalman at North Road East must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, North Road West for No. 6 Platform Line before returning "Line Clear." "Line Clear" from Lipson Junction	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Lipson Junction	"Line Clear" from Laira Junction	"Train out of Section" from Laira Junction.
Laira Junction	"Line Clear" from Tavistock Junction	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Tavistock Junction	"Line Clear" from Plympton	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Plympton	Note. —The Signalman at Tavistock Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Marsh Mills before returning "Line Clear." "Line Clear" from Hemerdon	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Totnes	Note. —The Signalman at Totnes must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Staverton before returning "Line Clear," and he must not permit an engine or train to stand on the Up Platform line for thirty minutes before the Train is due to pass and until after "Train out of Section" has been received.	
Aller Junction	Note. —The Signalman at Aller Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, the next box in circuit on the Kingswear Branch Line before returning "Line Clear."	
Newton Abbot West	"Line Clear" from Newton Abbot East.	"Train out of Section" from Newton Abbot East.
Newton Abbot East	Note. —The Signalmen at Newton Abbot West and East boxes must not permit a train, vehicles or light engine (except the engines detached from the Royal Train) to occupy the Up Main Line between the West and East boxes fifteen minutes before the Train is due to pass and until the "Train out of Section" signal has been sent by Newton Abbot East to Newton Abbot West for the Train. "Line Clear" from Hackney	"Train out of Section" from Hackney.
Hackney	"Line Clear" from Bishopsteignton	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Old Quay	"Line Clear" from Teignmouth	"Train out of Section" from Teignmouth.
Teignmouth	"Line Clear" from Parsons Tunnel	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
City Basin Junction	"Line Clear" from Exeter (St. Thomas.) Note. —The Signalman at City Basin Junction must, before returning "Line Clear" reverse points No. 21, and they must be clipped and padlocked in that position and must not be restored to normal until "Train out of Section" has been received for the Train.	"Train out of Section" from Exeter (St. Thomas).
Exeter (St. Thomas)	"Line Clear" from Exeter West	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
Exeter West	"Line Clear" from Exeter Middle Note. —The Signalman at Exeter West must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Exeter Central "B" Box before returning "Line Clear."	"Train out of Section" from Exeter Middle.

Instructions for Signalling the Royal Train—continued.

Journey—Saltash to Paddington, Wednesday, July 12th, 1950—continued.

Instructions for Signalling the Royal Train through Short Sections—continued.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Exeter Middle	"Line Clear" from Exeter East ..	"Train out of Section" from Exeter East.
Exeter East	"Line Clear" from Cowley Bridge Junction.	"Train out of Section" from Cowley Bridge Junction.
	Note. —The Signalman at Exeter West and Middle must not permit a train, vehicles, or light engine to occupy the Up Relief Line between Exeter West and Exeter Middle fifteen minutes before the Train is due to pass and until after "Train out of Section" has been received by Exeter West.	
Cowley Bridge Junction	Note. —The Signalman at Cowley Bridge Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, the box next in circuit on the Southern Operating Area before returning "Line Clear."	
Stoke Canon Junction	"Line Clear" from Stoke Canon Crossing.	"Train out of Section" from Stoke Canon Crossing.
Burlescombe	"Line Clear" from Whiteball Tunnel.	"Train out of Section" from Whiteball Tunnel.
Victory Siding	"Line Clear" from Norton Fitzwarren.	"Train out of Section" from Norton Fitzwarren.
Norton Fitzwarren ..	"Line Clear" from Silkmill Crossing	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Silkmill Crossing ..	"Line Clear" from Taunton West Junction.	"Train out of Section" from Taunton West Junction.
Taunton West Junction	"Line Clear" from Taunton West Station.	"Train out of Section" from Taunton West Station.
Taunton West Station	"Line Clear" from Taunton East Junction.	"Train out of Section" from Taunton East Junction.
Taunton East Junction	"Line Clear" from Creech Junction	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Cogload	Note. —The Signalman at Cogload must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Durston, fifteen minutes before the Train is due to pass.	
Athelney	Note. —Before returning "Line Clear" the Signalman at Athelney must withdraw the staff for the Athelney-Durston section in accordance with E.T.T. Regulation 13 and must not restore it until the "Train out of Section" Signal has been received for the Train. Should the 5.10 p.m. Melksham to Taunton Auto be in the Athelney-Durston section "Line Clear" may be returned, but the provisions of E.T.T. Regulation 13 must be complied with immediately "Train out of Section" is received for the Auto.	
Castle Cary	Note. —The Signalman at Castle Cary must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Sparkford before returning "Line Clear."	
Blatchbridge Junction	Note. —The Signalman at Blatchbridge Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Frome South before returning "Line Clear."	
Clink Road Junction ..	Note. —The Signalman at Clink Road Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Frome North before returning "Line Clear."	
Fairwood Junction ..	Note. —The Signalman at Fairwood Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Westbury South before returning "Line Clear."	
Heywood Road Junction.	Note. —The Signalman at Heywood Road Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Westbury North and Hawkeridge before returning "Line Clear."	
Savernake West ..	"Line Clear" from Savernake East	"Train out of Section" from Savernake East.
Savernake East ..	"Line Clear" from Wolfhall Junction.	"Train out of Section" from Wolfhall Junction.
Wolfhall Junction ..	"Line Clear" from Grafton East Junction.	"Train out of Section" from Grafton East Junction.
Grafton East Junction	"Line Clear" from Bedwyn ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note. —The Signalman at Grafton East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Grafton South Junction before returning "Line Clear."	
Newbury West	"Line Clear" from Newbury Middle	"Train out of Section" from Newbury Middle.
	Note. —No train or engine may be permitted to stand on the Up Platform line between Newbury West and Newbury Middle during the passing of the Train.	
Newbury Middle ..	"Line Clear" from Newbury East Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Newbury East Junction.	"Line Clear" from Newbury Race Course.	"Train out of Section" from Newbury Race Course.
	Note. —The Signalman at Newbury East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Hermitage, or the next box in circuit, before returning "Line Clear."	
Newbury Race Course	"Line Clear" from Bull's Lock ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Bull's Lock	"Line Clear" from Thatcham West	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.

Instructions for Signalling the Royal Train—continued.

Journey—Saltash to Paddington, Wednesday, July 12th, 1950—continued.

Instructions for Signalling the Royal Train through Short Sections—continued.

Name of Signal Box affected.	Signalman to return "Line Clear" for the Train to the Box in the rear when he has received	Signalman to return "Train out of Section" for the train preceding the Train referred to in this Notice and for the Train itself, provided it is complete with tail lamp, when he has received
Southcote Junction ..	Note. —The Signalman at Southcote Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Mortimer S.R. before returning "Line Clear" from Reading Main Line West.	
Oxford Road Junction	Note. —The Signalman at Oxford Road Junction must send the "Blocking Back outside Home Signal" on the Down Loop Line to, and receive acknowledgment from, Reading West Junction before returning "Line Clear."	When the Train has passed a quarter of a mile beyond Home signal and is continuing its journey.
Reading Main Line West.	"Line Clear" from Reading Main Line East.	"Train out of Section" from Reading Main Line East.
Reading Main Line East.	Note. —The Signalman at Reading Main Line West must send the "Blocking Back outside Home Signal" on the Up Main Line to, and receive acknowledgment from, Reading West Junction and also set the Down Main facing points for the Berks & Hants Line before returning "Line Clear."	"Train out of Section" from Kennet Bridge.
Twyford West ..	"Line Clear" from Twyford East..	"Train out of Section" from Twyford East.
Twyford East ..	"Line Clear" from Ruscombe ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Maidenhead West ..	"Line Clear" from Maidenhead East.	"Train out of Section" from Maidenhead East.
Maidenhead East ..	"Line Clear" from Taplow ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Slough West ..	"Line Clear" from Slough Middle..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Slough Middle ..	"Line Clear" from Slough East ..	"Train out of Section" from Slough East.
Slough East ..	"Line Clear" from Dolphin Junction.	"Train out of Section" from Dolphin Junction.
West Drayton West ..	"Line Clear" from West Drayton East.	"Train out of Section" from West Drayton East.
West Drayton East ..	"Line Clear" from Dawley ..	When the Train has passed a quarter of a mile beyond Home Signal and continuing its journey.
Southall West Station ..	"Line Clear" from Southall East Station.	"Train out of Section" from Southall East Station.
Southall East Station ..	"Line Clear" from Southall East Junction.	"Train out of Section" from Southall East Junction.
Southall East Junction	"Line Clear" from Hanwell ..	When the Train has passed a quarter of a mile beyond Intermediate Block Home Signal and is continuing its journey.
	Note. —The Signalman at Southall East Junction must obtain "Line Clear" from Hanwell and put to clear the Hanwell Intermediate Block Signals before allowing the Train to enter the advance section. "Train entering Section" signal to be sent to Hanwell when Train passes Southall East Junction Box. Special attention is directed to pages 85 and 86 of the Appendix to No. 1 Service Time Table in regard to the working of the electrically controlled Distant and Home signals between Southall East Junction and Hanwell. A hand-signalman to be stationed at the Hanwell Intermediate Block Home Signal thirty minutes before the Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Train is due and to remain in attendance until after it has passed.	
Acton Middle ..	"Line Clear" from Acton East ..	"Train out of Section" from Acton East.
Acton East ..	"Line Clear" from Friars Junction ..	"Train out of Section" from Friars Junction.
Friars Junction ..	"Line Clear" from Old Oak Common West.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Subway Junction ..	"Line Clear" from Paddington Arrival.	"Train out of Section" from Paddington Arrival.
Paddington Arrival ..	Note. —The Signalman at Paddington Arrival to return "Train out of Section" for the Train when the points leading to No. 8 Line have been re-set for another road.	

GENERAL INSTRUCTIONS.

BREAKDOWN VANS AND GANGS.—The Breakdown Vans and Gangs must be held in readiness as under:—

Depot.	To be in readiness:—	
	From	To
Monday, July 10th.		
Old Oak Common	12. 0 noon	1.30 p.m.
Reading	1. 0 p.m.	2.30 p.m.
Westbury	2. 0 p.m.	3.30 p.m.
Taunton	3. 0 p.m.	4.30 p.m.
Exeter	4. 0 p.m.	7. 0 p.m.
Newton Abbot	6.30 p.m.	8. 0 p.m.
Laira	7.15 p.m.	9. 0 p.m.
St. Blazey	8. 0 p.m.	9.30 p.m.
Tuesday, July 11th.		
St. Blazey	10.15 a.m.	11.45 a.m.
Laira	11. 0 a.m.	12.30 p.m.
Laira	4.30 p.m.	6. 0 p.m.
St. Blazey	5.30 p.m.	7. 0 p.m.
Wednesday, July 12th.		
St. Blazey	9.30 a.m.	10.30 a.m.
Laira	9.45 a.m.	11.15 a.m.
Laira	4. 0 p.m.	6.30 p.m.
Newton Abbot	5.45 p.m.	7. 0 p.m.
Exeter	6.30 p.m.	7.45 p.m.
Taunton	7. 0 p.m.	8.30 p.m.
Westbury	8. 0 p.m.	9.30 p.m.
Reading	9. 0 p.m.	10.30 p.m.
Old Oak Common	10. 0 p.m.	11. 0 p.m.

STAND-BY ENGINES.—Suitable engines to be held in readiness as under:—

Monday, July 10th.—Old Oak Common, Reading, Westbury, Taunton, Exeter, Newton Abbot, Laira and St. Blazey.

Tuesday, July 11th.—St. Blazey and Laira.

Wednesday, July 12th.—St. Blazey, Laira, Newton Abbot, Exeter, Taunton, Westbury, Reading and Old Oak Common.

POLICE ARRANGEMENTS.—The Police arrangements will be under the direction of the Chiefs of Police for the following Areas:—

London Area Col. McK. Jesper.
South-Western Area Mr. A. Lane.

The usual arrangements must be made by the Station Masters on receipt of this Notice to ensure safe running.

C. W. POWELL, Paddington.
L. EDWARDS, Bristol.
H. A. G. WORTH, Exeter.
District Operating Superintendents.
J. S. P. PEARSON, Plymouth.
District Traffic Superintendent.

GILBERT MATTHEWS,
Operating Superintendent,
PADDINGTON STATION,
6th July, 1950.
(T.35,649.G.)
(LK1/10269.)