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BRITISH RAILWAYS
(WESTERN OPERATING AREA)

NOTICE
OF
ROYAL TRAINS
WINDSOR & ETON
TO DUMBARTON
15th/16th APRIL
AND
CLYDEBANK
TO WINDSOR & ETON
16th/17th APRIL, 1953

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 GROVE 30."

BRITISH RAILWAYS

Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN RAILWAY EXECUTIVE CIRCULAR O/RR, DATED DECEMBER, 1950, AND AMENDMENTS TO CLAUSES 8 AND 9 (page 4), AS SHEWN IN ENGINEERING TEMPORARY SPEED RESTRICTIONS NOTICES DATED 13th JUNE, 1951, AND 25th FEBRUARY, 1953, UNDER THE HEADING "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD 'GROVE'" MUST BE APPLIED TO THE TRAIN SHEWN IN THIS NOTICE.

THE L.M.R. ROYAL TRAIN WILL BE USED.

WORKING OF EMPTY TRAIN.

The Empty Train from L.M.R., which will be due Kensington (Olympia) at 11 $\frac{1}{2}$ 15 a.m., Wednesday, 15th April, to work forward to Old Oak Common at the following times:—

Kensington (Olympia)	.. .. .	dep.	11 $\frac{1}{2}$ 25 a.m.
Old Oak Common East	.. .. .	arr.	11 $\frac{1}{2}$ 40 a.m.

The train to be stabled at Old Oak Common on No. 18 Shed Road and to leave Old Oak Common East Box at 6 $\frac{1}{2}$ 40 p.m. To run via No. 1 Carriage Line to Paddington and arrive at No. 2 Platform at 7 $\frac{1}{2}$ 0 p.m. on Wednesday, 15th April.

All points which will become facing points, and which are not provided with facing point locks and bars, or track circuits in place of bars, must be clipped and padlocked for the passing of the Empty Train. **Empty Train to be worked under Absolute Block Regulations between Old Oak Common East Box and Paddington.**

The Empty Train to be worked from Paddington to Windsor & Eton Central on Wednesday, 15th April, at the following times:—

Paddington (No. 2 Platform)	dep.	7 $\frac{1}{2}$ 40 p.m.	} To carry "A" Head Code and be given a clear run.
Westbourne Park	.. .. .	pass	7.43 p.m.
Southall	.. .. .	"	7.54 p.m.
Slough	.. .. .	"	8. 5 p.m.
Windsor & Eton Central (No. 3 Platform)	.. .. .	arr.	8 $\frac{1}{2}$ 15 p.m.

Train to be berthed in No. 4 Platform at Windsor & Eton Central by 8.45 p.m.

All points which become facing points, and which are not provided with facing-point locks and bars, or track circuits in place of bars, must be clipped and padlocked for the passing of the Empty Royal Train.

ALTERED PLATFORM ARRANGEMENTS AT PADDINGTON.

7.35 p.m. Paddington to Wolverhampton	.. .. .	To start from No. 1 Line.
8. 0 p.m. Paddington to Didcot	.. .. .	To start from No. 3 Line.

CLEARING STATION PLATFORMS AND APPROACHES—WINDSOR & ETON CENTRAL.

Station Master to arrange for No. 4 Platform and approaches at Windsor & Eton Central to be cleared 30 minutes before the Train is due to leave.

WORKING OF TRAIN ENGINES.

The Engine (No. 5082) to work the Royal Train from Windsor & Eton Central to Slough, and the Engines (Nos. 7024 and 7025) to work the Royal Train from Slough to Shrewsbury to leave Old Oak Common East coupled (with Engine No. 5082 Leading), at 8 $\frac{1}{2}$ 38 p.m., chimneys leading.

Engine No. 5082 to run tender first from Slough West Signal box to Windsor & Eton Central, arrive 9 $\frac{1}{2}$ 20 p.m.

Engines Nos. 7024 and 7025 to run to Slough Loco. Yard and thence to the Down Windsor Branch Line and stand to the rear of Backing Signal No. 69 clear of Points No. 56, in readiness to work the Royal Train from Slough to Shrewsbury. Engines to be in position on the Down Windsor Branch Line at 9.40 p.m.

FORMATION (FROM ENGINE) LEAVING WINDSOR & ETON CENTRAL :—

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	
	SALOON	798	
	H.M. THE QUEEN'S SALOON	799	
	SALOON	45005	
	BRAKE FIRST	5155	
Length of Train (excluding Engines) ..			727 feet 10½ inches.

The distance from the centre of the footplate of the engine to the centre of the principal door of H.M. The Queen's Saloon No. 799 is approximately 559 feet 10½ inches. The distance from the centre of the principal door of H.M. The Queen's Saloon No. 799 to the buffer face of the rear coach (Brake First No. 5155) is approximately 190 feet 5¼ inches.

FORMATION (FROM ENGINES) LEAVING SLOUGH :—

L.M.R. Stock.	BRAKE FIRST	No. 5155	482 tons.
	SALOON	45005	
	H.M. THE QUEEN'S SALOON	799	
	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 10½ inches.

The distance from the centre of the footplate of the leading engine to the centre of the principal door of H.M. The Queen's Saloon No. 799 is approximately 279 feet 9¾ inches. The distance from the centre of the principal door of H.M. The Queen's Saloon No. 799 to the buffer face of the rear coach (Brake First No. 5154) is approximately 535 feet 10½ inches.

TIME TABLE OF ROYAL TRAIN—WINDSOR & ETON TO DUMBARTON (VIA SHREWSBURY AND LONDON MIDLAND REGION), WEDNESDAY, 15th APRIL, 1953.

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. (Important.—See paragraph 1 of R.E. Circular O/RR, dated December, 1950.)

The Train will carry **TWO TAIL LAMPS**. (Important.—See paragraph 2 of R.E. Circular O/RR, dated December, 1950.)

The Head Lamps and Tail Lamps must be lighted before leaving Windsor & Eton Central and Slough.

The Train will run from Windsor & Eton Central to the Up Main Line at Slough, where it will be reversed and run thence via the Down Main Line to Shrewsbury. It must run via the Down Northern Loop Line between Didcot East Junction and Didcot North Junction and the Down Middle Lines at Oxford, Leamington Spa and Birmingham (Snow Hill), and via the Down Through Line at Wellington.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Windsor & Eton.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
		WINDSOR & ETON CENTRAL (No. 4 Platform)	p.m. 10. 0	For detailed instructions for dealing with the Royal Train at Windsor & Eton Central, see London District Operating Superintendent's Notice. The 9.5 p.m. (Parcels Diesel Car) Paddington to Windsor & Eton Central to terminate at Acton and form 11.5 p.m. thence to West London. The 9.35 p.m. (Freight) Windsor & Eton Central to Slough to start at 10.35 p.m. and arrive Slough at 10.45 p.m. The 9.55 p.m. (Diesel Car) Slough to Windsor & Eton Central will not run. The 10.5 p.m. (Diesel Car) Windsor & Eton Central to Slough will not run. The 10.20 p.m. (Empty Parcels Diesel Car) Windsor & Eton Central to Acton will not run.
2	64	SLOUGH arr. dep.	10.10 10.25	Change Engines. Train Reverses. For detailed instructions for dealing with the Royal Train at Slough, see page 15. The 9.15 p.m. Paddington to Reading General must work punctually. The 9.22 p.m. Paddington to Slough to run at amended times from West Ealing. To follow the 8.10 p.m. (Freight) Paddington to Penzance on the Relief Line from Southall West Junction and be held at West Drayton East Down Relief Home Signal to allow the 9.50 p.m. Paddington to Penzance to precede. The 10.2 p.m. West Drayton to Staines to be held to connect. The 9.22 p.m. Paddington to be promptly shunted at Slough and empty coaches to be sent to Windsor & Eton Central by local arrangement. The 9.25 p.m. Paddington to Neyland must work punctually. The 8.40 p.m. (Freight) Paddington to Penzance to precede the 9.22 p.m. Paddington from Southall West Junction and run via the Relief Line from Southall West Junction to the Down Goods Loop at Maidenhead. To leave the Down Goods Loop at Maidenhead West at 10.29 p.m. following the 9.50 p.m. Paddington and be held at Reading East Main until the Royal Train has cleared Reading West Main. To run via the Main Line from Reading East Main. The 9.50 p.m. Paddington to Penzance to run at amended times via the Relief Line from West Drayton East to Foxhall Junction, preceding the 9.22 p.m. Paddington to Slough from West Drayton East. The 8.40 p.m. (Milk Empties) Kensington to Bristol to run at amended times from Southall as shewn in notices issued by the District Operating Superintendents concerned. The 10.10 p.m. (Postal) Paddington to Penzance to pass Southall at 10.24 p.m. and run at amended times thence as shewn in Notices issued by District Operating Superintendents concerned. The 9.25 p.m. High Wycombe to Paddington must work punctually. The 10.53 a.m. (Parcels) Shrewsbury to Paddington to be held at Maidenhead West to enable the 6.50 p.m. Weston-super-Mare to precede. The 6.50 p.m. Weston-super-Mare to Paddington to run via the Relief Line from Maidenhead West to West Drayton East and thence via the Main Line.

TIME TABLE OF ROYAL TRAIN—WINDSOR & ETON TO DUMBARTON
(VIA SHREWSBURY AND LONDON MIDLAND REGION)—
WEDNESDAY, 15th APRIL, 1953—continued.

Distances from Windsor & Eton.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
8	47	Maidenhead pass	10.36	
15	29	Twyford "	10.45	
20	26	Reading General .. "	10.52	The 9.45 p.m. (Freight) Basingstoke to Oxley Sidings to be re-timed to leave Reading West Junction at 11.0 p.m. and run at amended times.
22	79	Tilehurst "	—	
24	38	Purley Signals "	—	Intermediate Block Signals—Down Distant and Down Home.
25	71	Pangbourne "	—	
27	44	Basildon Signals "	—	Intermediate Block Signals—Down Distant and Down Home.
27	60	Water Troughs "	11. 2	No Up Main Line Train must be allowed to leave Goring & Streatley whilst the Royal Train is passing through the section from Pangbourne to Goring & Streatley.
29	8	Goring & Streatley "	—	
32	65	Cholsey & Moulsoford "	—	
37	16	Didcot East Junction "	11.15	The 11.20 p.m. Didcot to Oxford to start at 11.30 p.m. and run 10 minutes later to Oxford.
38	12	Didcot North Junction "	11.17	The Down Goods Running Loop between Didcot North Junction and Appleford Crossing must be kept clear for the passing of the Royal Train. The 9.40 p.m. (Parcels and Milk Empties) Didcot to Banbury must work punctually. The 10.25 p.m. Oxford to Banbury must work punctually. The 9.40 p.m. Swindon to York must work punctually. The 10.30 p.m. Oxford to Paddington must work punctually to Didcot. On arrival at Didcot to be shunted promptly to West End Sidings and brought back to No. 5 Bay Platform after the Royal Train has cleared Didcot North Junction.
40	35	Culham "	—	
42	54	Radley "	—	
45	36	Kennington Junction "	—	
47	58	Oxford "	11.32	To run via the Down Middle Line.
50	50	Wolvercot Junction "	11.38	
54	65	Cement Sidings "	11.44	
59	39	Heyford "	—	
65	29	Aynho Junction "	a.m. 12. 5	Early Thursday morning, 16th April.
65	46	Water Troughs "	—	No Up Train must be allowed to leave King's Sutton Junction for Aynho Junction whilst the Royal Train is passing through the section from Aynho Junction to King's Sutton Junction.
66	61	King's Sutton Junction Signal Box "	—	
70	34	Banbury General "	12.12	The 12.5 a.m. (Milk Empties) Banbury to Dorrington to start at 12.25 a.m. and run at amended times shown in District Operating Superintendents' Notices.
84	67	Harbury Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
90	24	Leamington Spa "	12.38	To run via the Down Middle Line.
92	20	Warwick "	—	
96	32	Hatton South Junction "	12.48	

TIME TABLE OF ROYAL TRAIN—WINDSOR & ETON TO DUMBARTON
(VIA SHREWSBURY AND LONDON MIDLAND REGION)—
THURSDAY, 16th APRIL, 1953—continued.

Distances from Windsor & Eton.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
98	45	Water Troughs pass	—	No Up Train must be in the section Rowington Junction to Hatton North Junction whilst the Royal Train is passing through the Section from Hatton North Junction to Rowington Junction.
98	79	Rowington Junction "	—	
100	48	Lapworth "	—	To run via Down Main Line.
108	28	Olton "	—	Intermediate Block Signals—Down Distant and Down Home.
110	23	Tyseley "	1. 5	
112	25	Bordesley North "	—	
113	10	Snow Hill Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
113	49	Birmingham (Snow Hill) ..	1.11	To run via the Down Middle Line.
114	4	Hockley No. 1 Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
114	14	Hockley No. 2 Tunnel "	—	
114	40	Hockley "	—	
116	65	Handsworth Junction "	1.17	
118	23	West Bromwich "	—	
119	73 $\frac{3}{4}$	Swan Village Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
121	1	Wednesbury Central "	—	
123	27	Bilston Central "	—	
124	40	Priestfield Junction "	—	
125	48	Wolverhampton Tunnel ..	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
125	79	Wolverhampton (L.L.).. arr. (Down Platform Line) dep.	1.33 1.48	Gas and Water as required. Engines take water. For detailed instructions for dealing with the Royal Train at Wolverhampton (L.L.), see page 15.
127	2	Dunstall Park pass	—	
127	20	Stafford Road Junction ..	—	No Up or Down Train must be in the section between Stafford Road Junction and Victoria Basin Signal Boxes.
127	30	Oxley Sidings "	—	
128	31	Oxley Sidings North Jet. ..	1.53	
142	9 $\frac{3}{4}$	Oakengates Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)

**TIME TABLE OF ROYAL TRAIN—WINDSOR & ETON TO DUMBARTON
(VIA SHREWSBURY AND LONDON MIDLAND REGION)—
THURSDAY, 16th APRIL, 1953—continued.**

Distances from Windsor & Eton.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
145	7 $\frac{1}{2}$	Stafford Junction .. pass	—	
145	41	Wellington „	2.18	To run via Down Through Line.
145	78 $\frac{3}{4}$	Market Drayton Junction ..	—	
—	—	Belvidere Signals „	—	Intermediate Block Signals—Down Distant and Down Home.
155	21	Abbey Foregate.. .. „	2.32	
155	41	Severn Bridge Junction ..	—	
155	55	SHREWSBURY arr. (Down Main Line) .. dep.	2.35 2.50	Change Engines and Guards. Detach W.R. Engines Nos. 7024 and 7025. Attach L.M.R. Engine No. 46254. For detailed instructions for dealing with the Royal Train at Shrewsbury, see page 15. The 11.15 p.m. Birkenhead to Shrewsbury must run punctually and be dealt with at Nos. 1 and 2 Platform at Shrewsbury. The 1.25 a.m. Crewe to Cardiff must run punctually and be dealt with at Nos. 1 and 2 Platform promptly. Train to be held at Shrewsbury until the Royal Train has arrived. The 2.0 a.m. Crewe to Penzance (12.35 a.m. ex Manchester) to be dealt with at Nos. 1 and 2 Platform at Shrewsbury after the 1.25 a.m. Crewe to Cardiff has left.
155	62	Crewe Junction pass	—	
157	65	Harlescott Crossing „	2.56	To London Midland Region.

TIME TABLE OF ROYAL TRAIN—CLYDEBANK TO STABLING POINT ON WALLINGFORD BRANCH (VIA LONDON MIDLAND REGION AND SHREWSBURY)—THURSDAY NIGHT, 16th APRIL, 1953.

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. (Important.—See paragraph 1 of R.E. Circular O/RR, dated December, 1950.)

The Train will carry **TWO TAIL LAMPS**. (Important.—See paragraph 2 of R.E. Circular O/RR, dated December, 1950.)

The Head Lamps and Tail Lamps must be lighted before leaving Shrewsbury.

The Train will run on the Main Line from Shrewsbury to Didcot East Junction, thence via the Relief Line to Cholsey & Moulsoford; via the Up Through Line at Wellington, and the Up Middle Line at Birmingham (Snow Hill), Leamington Spa and Oxford, and via the Up Northern Loop Line between Didcot North Junction and Didcot East Junction.

WORKING OF TRAIN ENGINES.

The engines (Nos. 7024 and 7025) to work the Royal Train from Shrewsbury to Cholsey & Moulsoford, to leave Coleham Shed, chimneys leading, at 10||35 p.m., via Abbey Foregate, and arrive Shrewsbury Station Up and Down Platform Line at Severn Bridge Junction at 10||45 p.m. (see page 16).

FORMATION (FROM ENGINES) LEAVING SHREWSBURY :—

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
	SALOON	..	..	..	..	798
	H.M. THE QUEEN'S SALOON	..	..	..	..	799
	SALOON	..	..	..	..	45005
	BRAKE FIRST	5155	
Length of Train (excluding Engines)						727 feet 10½ inches.	

The distance from the centre of the footplate of the leading engine to the centre of the principal door of H.M. The Queen's Saloon No. 799 is approximately 625 feet 2½ inches. The distance from the centre of the principal door of H.M. The Queen's Saloon No. 799 to the buffer face of the rear coach (Brake First No. 5155) is approximately 190 feet 5½ inches.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Harlescott Crossing.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
—	—	Harlescott Crossing .. pass	11.12	From London Midland Region.
2	0	Crewe Junction "	—	
2	7	SHREWSBURY .. arr.	11.17	For detailed instructions for dealing with the Royal Train at Shrewsbury, see page 16. Change Engines and Guards. Gas and Water as required. Detach L.M.R. Engine No. 46254. Attach W.R. Engines Nos. 7024 and 7025. The 12.0 noon Penzance to Crewe } Must run The 6.30 p.m. Swansea (Victoria) to York } punctually. The 1.0 p.m. (Parcels) West London to Shrewsbury to be held at Abbey Foregate and be dealt with at No. 10 Platform at Shrewsbury after the Royal Train has left. The 11.25 p.m. Shrewsbury to Stafford to start from No. 2 Platform at Shrewsbury and to be held to follow the Royal Train.
		(Up and Down Platform) dep.	11.42	
2	21	Severn Bridge Junction pass	—	
2	41	Abbey Foregate "	—	
—	—	Belvidere Signals "	—	
11	63½	Market Drayton Junction ..	—	Intermediate Block Signals—Up Distant and Up Home.

TIME TABLE OF ROYAL TRAIN—CLYDEBANK TO STABLING POINT ON WALLINGFORD BRANCH (VIA LONDON MIDLAND REGION AND SHREWSBURY)—EARLY FRIDAY MORNING, 17th APRIL, 1953—continued.

Distances from Harlescott Crossing.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		mdnt.	
12	21	Wellington pass	12. 0	To run via Up Through Line.
			a.m.	The 11 ⁴⁵ p.m. Empty Coaches Wellington to Wolverhampton to be held at Wellington to follow the Royal Train.
12	54 ¹ / ₂	Stafford Junction "	—	
15	30 ¹ / ₄	Oakengates Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
29	31	Oxley Sidings North Jct. .. "	12.24	Early Friday morning, 17th April.
—	—	Oxley Sidings "	—	
30	43	Stafford Road Junction .. "	—	No Up or Down Train must be in the section between Stafford Road Junction and Victoria Basin Signal Boxes.
30	60	Dunstall Park "	—	
31	63	Wolverhampton (L.L.) .. "	12.29	(Up Platform Line)
31	77	Wolverhampton Tunnel .. "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
33	22	Priestfield Junction "	—	
34	35	Bilston Central "	—	
36	61	Wednesbury Central "	—	
37	51	Swan Village Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
40	77	Handsworth Junction "	12.43	To run via Up Main Line.
43	22	Hockley "	—	
43	40 ³ / ₄	Hockley No. 2 Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
43	51 ¹ / ₂	Hockley No. 1 Tunnel "	—	
44	13	Birmingham (Snow Hill) .. "	12.49	To run via Up Middle Line. The 10.15 p.m. (Passenger and Parcels) Shrewsbury to Paddington to be held at Birmingham (Snow Hill) until 1.10 a.m. and run thence at amended times shewn in District Operating Superintendents' Notices.
44	25	Snow Hill Tunnel "	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
44	54	Birmingham (Moor St.) .. "	—	To run via Up Main Line.
45	38	Bordesley "	—	
47	39	Tyseley "	12.54	
49	33	Olton "	—	Intermediate Block Signals—Up Distant and Up Home.
57	13	Lapworth "	—	
58	62	Rowington Junction "	—	No Down Train must be in the section from Hatton North Junction to Rowington Junction whilst the Royal Train is passing through the section from Rowington Junction to Hatton North Junction.

**TIME TABLE OF ROYAL TRAIN—CLYDEBANK TO STABLING POINT ON
WALLINGFORD BRANCH (VIA LONDON MIDLAND REGION AND SHREWS-
BURY)—FRIDAY, 17th APRIL, 1953—continued.**

Distances from Harlescott Crossing.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
58	72	Water Troughs pass	—	
61	30	Hatton South Junction ..	1.12	
67	38	Leamington Spa	1.20	To run via the Up Middle Line.
72	71½	Harbury Tunnel	—	R.E. Circular O/RR (clause 16) in regard to the examination and protection of Tunnels must be observed. (See local Notice issued by District Engineer.)
81	20	Claydon Crossing	1.40	
87	28	Banbury General	1.48	The 11.45 p.m. SX (Parcels) Birmingham to Paddington to run to Up Loop at Banbury General and be held until 2.5 a.m. To run thence at amended times shewn in District Operating Superintendents' Notices. The 6.25 p.m. MX (Fish) Grimsby to Marston Sidings, after being shunted to Yard at Banbury at 1.10 a.m., to be held there until 2.15 a.m. and run thence at amended times shewn in District Operating Superintendents' Notices.
90	73	King's Sutton Junction ..	—	
91	71	Water Troughs	—	No Down Train must be in the section from Aynho Junction to King's Sutton Junction whilst the Royal Train is passing through the section from King's Sutton Junction to Aynho Junction.
92	33	Aynho Junction	1.55	
98	23	Heyford	—	
102	77	Cement Sidings	2.12	
107	12	Wolvercot Junction	2.18	The 11.35 p.m. (Freight) Worcester to Paddington to be held at Yarnon until the Royal Train has cleared Wolvercot Siding. The 10.20 p.m. (L.M.R. Freight) Forders to Hinksey Yard to be held at Oxford Road Junction (L.M.R.) until the Royal Train has cleared Oxford Station North.
110	4	Oxford	2.24	To run via the Up Middle Line.
112	32	Kennington Junction	—	
115	8	Radley	—	
119	50	Didcot North Junction ..	2.39	The Royal Train to run via the Relief Line from Didcot East Junction to Cholsey & Moultsford.
120	46	Didcot East Junction	R2.41L	
121	76	Moreton Cutting	—	The 11.35 p.m. (Freight) Worcester to Paddington to be held at Moreton Cutting until the Royal Train has arrived at the Stabling Point on the Wallingford Branch and Points Nos. 32 and 29 at Cholsey & Moultsford have been dealt with as shewn on page 16.
123	34	Aston Tirrold Signal Box ..	—	
124	77	CHOLSEY & MOULSFORD	arr. 2.50 dep. 3.10	Change Engines. Train Reverses. Attach Engine No. 6910. Detach Engines Nos. 7024 and 7025. For detailed instructions for dealing with the Royal Train at Cholsey & Moultsford, see page 16.
125	72	STABLING POINT ON WALLINGFORD BRANCH (Between 0m. 60ch. and 0m. 75ch.)	arr. 3.15	For detailed instructions for dealing with the Royal Train at the Stabling Point, see page 16. The 1.10 a.m. (Freight) Acton to Bristol to run via the Down Main Line from Goring & Streatley. The 1.15 a.m. (Freight) Old Oak Common to Severn Tunnel Junction to run via the Down Main Line from Goring & Streatley. The 2.40 a.m. (Freight) Reading West Junction to Bordesley Junction to run via the Down Main Line from Goring & Streatley.

TIME TABLE OF ROYAL TRAIN—STABLING POINT ON WALLINGFORD BRANCH TO WINDSOR & ETON CENTRAL—FRIDAY, 17th APRIL, 1953.

The formation of the Royal Train leaving Stabling Point will be similar and the order of the vehicles the same as from Shrewsbury (see page 8).

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. (Important.—See paragraph 1 of R.E. Circular O/RR, dated December, 1950.)

The Train will carry **TWO TAIL LAMPS**. (Important.—See paragraph 2 of R.E. Circular O/RR, dated December, 1950.)

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

The Train will run from the Stabling Point on the Wallingford Branch via the Up Relief Line through Cholsey & Moulsoford Station, thence via the Up Main Line to Slough, where the Train will reverse and run to Windsor & Eton Central via Bath Road Junction.

The Train to run via the Up Middle Line at Reading General.

WORKING OF TRAIN ENGINES.

The engines (Nos. 7024 and 7025) to work the Royal Train from the Wallingford Branch Stabling Point to Slough to leave Didcot Shed at 7||0 a.m., Cholsey & Moulsoford arrive 7||15 a.m., pick up Pilotman, depart 7||30 a.m., Wallingford Branch Stabling Point arrive 7||40 a.m.

Engine No. 5082 to run from Slough Loco. Yard to the Down Windsor Branch Line and stand to the rear of Backing Signal No. 69, clear of Points No. 56, in readiness to work the Royal Train from Slough to Windsor & Eton Central. Engine to be in position on the Down Windsor Branch Line at 8.53 a.m.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Stabling Point.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.		TIMES.	REMARKS.
Mls.	Chs.			a.m.	
—	—	STABLING POINT on WALLINGFORD BRANCH (between 0m. 60ch. and 0m. 75ch.)	dep.	8.30	The 6.55 a.m., 7.55 a.m. and 8.45 a.m. trains from Wallingford to Cholsey & Moulsoford and the 7.25 a.m. and 8.15 a.m. trains from Cholsey & Moulsoford to Wallingford will not run . The 7.10 a.m. (Freight) Didcot Depot to Old Oak Common to run via the Loop from Didcot East Junction and be held at Moreton Cutting until released by Control. The 7.10 a.m. (Passenger) Oxford to Reading to run via the Main Line from Didcot East Junction to Scours Lane Junction and via the Relief Line thence. No Up Freight train must leave Moreton Cutting after 7.0 a.m. until authorised by Control. The 8.5 a.m. Didcot to Paddington must work punctually to Reading Main Line West Box. To run via the Relief Line from Reading Main Line West to West Drayton East and via the Main Line thence. The 8.5 a.m. Oxford to Paddington to be held at Moreton Cutting until the Royal Train has cleared Cholsey & Moulsoford. For detailed instructions for dealing with the Royal Train at the Stabling Point on the Wallingford Branch, and in regard to the arrangements required at Cholsey & Moulsoford, see page 16.
—	75	Cholsey & Moulsoford	.. pass	MS.28L	The Royal Train will proceed from the Wallingford Branch via Points Nos. 32, 45 and 46 and run via the Up Main Line from Cholsey & Moulsoford to Slough.
4	52	Goring & Streatley	.. „	—	The 6.25 a.m. Paddington to Didcot to run via the Down Main Line from Goring & Streatley to Didcot East Junction and via the Relief Line thence. No Down train must be in the section from Pangbourne to Goring & Streatley on the Main or Relief Lines whilst the Royal Train is passing through the section from Goring & Streatley to Pangbourne. The 8.5 a.m. Oxford to Paddington to run via the Relief Line from Goring & Streatley to West Drayton East and via the Main Line thence.

TIME TABLE OF ROYAL TRAIN—STABLING POINT ON WALLINGFORD BRANCH TO WINDSOR & ETON CENTRAL— FRIDAY, 17th APRIL, 1953—continued.

Distances from Stabling Point.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
5	52	Water Troughs pass	8.49	
6	15	Basildon Signals "	—	Intermediate Block Signals—Up Distant and Up Home.
7	69	Pangbourne "	—	The 7.35 a.m. (Freight) Sonning to Moreton Cutting to be held on the Down Relief Line at Pangbourne until the Royal Train has passed.
9	22	Purley Signals "	—	Intermediate Block Signals—Up Distant and Up Home.
10	61	Tilehurst... .. "	—	
12	34	Reading West Junction ..	—	No Up Freight train must leave Reading after 7.30 a.m. until authorised by Control. The 8. 8 a.m. Reading to Paddington The 7.21 a.m. Hungerford to Paddington } Must work The 8. 2 a.m. Reading to Paddington } punctually. The 7.45 a.m. Oxford to Paddington }
—	—	Reading Main Line West ..	—	The 8.5 a.m. Didcot to Paddington to run via the Relief Line from Reading Main Line West to West Drayton East and via the Main Line thence.
13	34	Reading General "	8.59	To run via the Up Middle Line. The 8.20 a.m. (Freight) Reading West Junction to Severn Tunnel Junction to start at 9.15 a.m. The 8.30 a.m. (Freight) Reading S.R. to Scours Lane must not leave Reading S.R. until the Royal Train has cleared Reading Main Line East.
18	31	Twyford "	9. 5	The 8.0 a.m. Paddington to Didcot must work punctually and run via the Relief Line from Twyford East. The 8.48 a.m. Henley-on-Thames to Paddington to run via the Relief Line from Twyford to West Drayton East and via the Main Line thence.
25	13	Maidenhead "	9.13	The 7.43 a.m. Aylesbury to Paddington to be held at Maidenhead to follow the 8.5 a.m. Didcot and to run via the Relief Line from Maidenhead to West Drayton East and via the Main Line thence. The 6.35 a.m. Worcester to Paddington to be held at Farnham Road until the Royal Train has left Slough for Windsor & Eton Central and has cleared Slough Middle. The 8.15 a.m. (Empty Coaches) Slough Depot to Slough to be held in Slough Depot to follow the 9.5 a.m. High Wycombe to Paddington.
30	76	SLOUGH... .. arr. dep.	9.23 9.35	Change Engines. Train Reverses. Attach Engine No. 5982. Detach Engines Nos. 7024 and 7025. For detailed instructions for dealing with the Royal Train at Slough, see page 17. The 7.48 a.m. (Freight) Acton to Severn Tunnel Junction to start at 9.30 a.m. The 8.33 a.m. Paddington to Windsor & Eton Central to run via the Relief Line from West Drayton East and terminate at Slough. The 8.55 a.m. (Freight) Slough to Windsor & Eton Central to leave Slough Yard at 10.20 a.m. and arrive Windsor & Eton Central at 10.35 a.m. The 9.15 a.m. Engine Slough to Maidenhead to leave Slough at 10.15 a.m. and arrive Maidenhead at 10.25 a.m. The 8.55 a.m. Paddington to Pembroke Dock to run via the Relief Line from West Drayton East to Taplow and via the Main Line thence. The 9.30 a.m. (Freight) Taplow to Aylesbury to be held at Taplow to follow the 9.5 a.m. Paddington to Bristol. The 9.5 a.m. Paddington to Bristol to run via the Relief Line from West Drayton East to Taplow and via the Main Line thence. The 9.25 a.m. (Diesel) Slough to Windsor & Eton Central The 9.38 a.m. (Diesel) Windsor & Eton Central to Slough } Will not run. The 8.48 a.m. Paddington to Windsor & Eton Central to leave Slough at 9.56 a.m. and arrive Windsor & Eton Central at 10.2 a.m. The 10.12 a.m. Windsor & Eton Central to Slough will not run.

**TIME TABLE OF ROYAL TRAIN—STABLING POINT ON WALLINGFORD
BRANCH TO WINDSOR & ETON CENTRAL—
FRIDAY, 17th APRIL, 1953—continued.**

Distances from Stabling Point.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.		TIMES.	REMARKS.
Mls.	Chs.			a.m.	
31	27	Slough (Bath Road Junction)	pass	—	
33	60	WINDSOR & ETON CENTRAL (No. 4 Platform)	arr.	9.45	For detailed instructions for dealing with the Royal Train at Windsor & Eton Central, see page 17. A Handsignalman to be stationed on No. 4 Platform at Windsor & Eton Central Station exhibiting a Red Hand Signal. The Royal Train to come to a stand with the centre of the footplate of the Engine opposite the Red Hand Signal.

WORKING OF EMPTY ROYAL TRAIN, FRIDAY, APRIL 17th, 1953.

**FROM WINDSOR & ETON CENTRAL TO PADDINGTON AND FROM
PADDINGTON TO L.M.R. via KENSINGTON (OLYMPIA).**

THE TRAIN TO CARRY "A" HEAD CODE and be given a clear run.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
WINDSOR & ETON CENTRAL dep. (No. 4 Platform)	a.m. 10† 5	For detailed instructions for dealing with the Empty Royal Train at Windsor & Eton Central, see London District Operating Superintendent's Notice. The 7.15 a.m. Great Malvern to Paddington must work punctually. The Empty Royal Train to precede the 3.55 a.m. Fishguard to Paddington from Slough.
Slough pass	ML 10.12	
Southall "	10.22	
Westbourne Park "	10.30	
PADDINGTON (No. 8 Platform) .. arr.	10†35	
PADDINGTON (No. 8 Platform) .. dep.	11† 5	To run via the Down Carriage Line to Subway Junction. Absolute Block Working to be maintained for the passage of this train. The 11.10 a.m. Paddington to Birkenhead to run via the Main Line to Old Oak Common West. The 10.20 a.m. Henley-on-Thames to Paddington to be held as necessary to enable the 11.10 a.m. Paddington to cross at Old Oak Common West. 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 (Olympia).
Subway Junction pass	RL 11† 5	
Old Oak Common East .. { arr.	11†15	
.. { dep.	11†30	
North Pole Junction pass	11.34	
KENSINGTON (OLYMPIA) arr.	11†42	

L.M.R. take forward from Kensington (Olympia) at 12.0 noon en route to Wolverton.

BREAKDOWN VANS AND GANGS.

The Breakdown Vans and Gangs must be held in readiness as under :—

Depot.	To be in readiness :—	
	From	To
Wednesday night/Thursday morning, 15th/16th April.		
Old Oak Common	5.30 p.m.	12. 0 night
Reading	9.30 p.m.	12. 0 night
Didcot	10.30 p.m.	12. 0 night
Oxford	10.30 p.m.	12.30 a.m.
Banbury	10.30 p.m.	1. 0 a.m.
Tyseley	12. 0 night	1.30 a.m.
Stafford Road	12.30 a.m.	2.30 a.m.
Shrewsbury	1.30 a.m.	3.30 a.m.
Thursday night/Friday morning, 16th/17th April.		
Shrewsbury	10.30 p.m.	12.30 a.m.
Stafford Road	11.30 p.m.	1. 0 a.m.
Tyseley	12. 0 night	1.30 a.m.
Banbury	1. 0 a.m.	2.30 a.m.
Oxford	1. 0 a.m.	3.30 a.m.
Didcot	1.30 a.m.	3.30 a.m.
Swindon Steam Crane (in steam)	1.30 a.m.	9. 0 a.m.
Didcot	7.30 a.m.	9.30 a.m.
Reading	7.30 a.m.	9.30 a.m.
Old Oak Common	8. 0 a.m.	12. 0 noon

STAND-BY ENGINES.

Suitable engines to be held in readiness as under :—

Wednesday night/Thursday morning, 15th/16th April—Forward Journey.

At Old Oak Common, Reading, Banbury, Tyseley, Stafford Road and Shrewsbury.

Thursday night/Friday morning, 16th/17th April—Return Journey.

At Shrewsbury, Stafford Road, Tyseley, Banbury, Oxford, Didcot and Reading.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF THE ROYAL TRAIN.

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—WINDSOR & ETON CENTRAL TO DUMBARTON via SHREWSBURY AND L.M.R. LINE, WEDNESDAY AND THURSDAY, 15th AND 16th APRIL, 1953.

SLOUGH MIDDLE AND EAST BOXES.

1. The Royal Train, drawn by Engine No. 5082, will reverse at Slough Middle Box, and thirty minutes before it is due to arrive Engines Nos. 7024 and 7025 to take the train forward from Slough must be placed on the Down Branch Line clear of Points No. 56 and to the rear of Backing Signal No. 69. All points which are not provided with facing point locks and bars or track circuits in lieu of bars, and which become facing for the movement of these engines at Slough, must be clipped and padlocked.

2. Ten minutes before the Royal Train is due to arrive Points Nos. 30, 71 and 74 at Slough Middle must be clipped and padlocked in the normal position and Points Nos. 54, 55 and 56 must be set for the Down Branch Line and be clipped and padlocked in that position. Points Nos. 48, 53 and 55 at Slough East Box must be clipped and padlocked in the normal position. The Royal Train must run to the Up Main Platform and be brought to a stand with the centre of the footplate gangway of the engine opposite a white post with white light affixed, situated on the Driver's side, 64 yards in advance of Slough East Up Main Home signal. The Guards must apply the hand brakes.

3. As soon as the Royal Train has been brought to a stand, Points Nos. 25 and 26 at Slough Middle must be clipped and padlocked in the normal position and Points No. 53 must be placed in the normal position and clipped and padlocked. Points No. 68 must be set for the movement of Engines Nos. 7024 and 7025 from the Down Branch Line to the Up Main Line, and be clipped and padlocked in that position at both ends. Engines Nos. 7024 and 7025 must then be piloted by the District Operating Inspector from the Down Windsor Branch Line to the Royal Train standing on the Up Main Line. As soon as the engines have proceeded clear of Points No. 68, Points No. 55 must be unclipped and be set for the Down Main Line and be clipped and padlocked in that position. Points Nos. 28, 54 and 56 must be restored to normal and be clipped and padlocked.

4. Engines Nos. 7024 and 7025 must be attached to the Royal Train by the Fireman of Engine No. 7025 and Engine No. 5082 must then be detached by the Fireman and remain at a stand until instructed to move by the District Operating Inspector.

5. The Royal Train will proceed from the Up Main to the Down Main Line via Crossover Road No. 68 at Slough Middle and thence to Shrewsbury.

WOLVERHAMPTON (L.L.).

1. The Royal Train, drawn by Engines Nos. 7024 and 7025, will call at Wolverhampton for water, gassing etc., and fifteen minutes before it is due to arrive Points Nos. 47, 49, 53, 55 and 58 at Wolverhampton South Box and Points Nos. 43 and 44 at Wolverhampton North Box must be clipped and padlocked in the normal position.

2. The Royal Train must be brought to a stand at Wolverhampton North Down Main Home signal, which will be in the "off" position. As soon as the train has been brought to a stand the Signaller at Wolverhampton South Box must set Points No. 66 for the Down Goods Loop and they must be clipped and padlocked in that position.

After the Guards have applied the hand brakes, Engine No. 7024 must be detached by the Fireman and proceed to the water column. A Shunter must be in attendance, and after water has been taken he must handsignal the engine back to the train, to which it must be attached by the Fireman.

SHREWSBURY.

1. Thirty minutes before the Royal Train is due to arrive the L.M.R. engine to take the train forward from Shrewsbury to the L.M.R. Line must be placed in the Down W.R. Loop at Crewe Junction clear of Points No. 42. A handsignalman must be provided at Points No. 46 in the loop at Crewe Junction and these points must be clipped and padlocked in the normal position. All points which become facing for the movements of these engines and which are not provided with facing point locks and bars, or track circuits in lieu of bars, must be clipped and padlocked.

2. Fifteen minutes before the Royal Train is due to arrive on the Down Main Line, Points No. 11 at Shrewsbury Central Box set for the Down Main Line must be clipped and padlocked. Points Nos. 8 and 24 at Central Box must be clipped and padlocked in the normal position. Points No. 75 at Crewe Junction must remain in the normal position and Points No. 47 must be set and locked for Engines Nos. 7024 and 7025 to proceed to Coton Hill South Box.

3. The Royal Train drawn by Engines Nos. 7024 and 7025 must run to the Down Main Line and be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post with white light affixed situated on the Driver's side 25 yards to the rear of the Crewe Junction Down Main Home signal. The Guards must apply the hand brakes.

4. As soon as the Royal Train has passed Severn Bridge Junction Box a Handsignalman must place three detonators on the Down Main Line opposite the Box and remain at that point exhibiting a red handsignal until the 1.25 a.m. Passenger train ex Crewe has passed and cleared English Bridge Junction Box. After the passage of this train and when Points No. 70 have been set for the Up and Down Platform Line and clipped and padlocked the detonators may be removed and the Handsignalman withdrawn. As soon as the Royal Train has been brought to a stand the Signaller at Severn Bridge Junction must set Points Nos. 96 and 97 for the Bay Lines, and they must be clipped and padlocked in that position.

5. Engines Nos. 7024 and 7025 must be detached by the Fireman of Engine No. 7025 and proceed to Coton Hill South Box after which Points No. 46 at Crewe Junction must be unclipped and be set, clipped and padlocked for the L.M.R. train engine to be piloted to the Royal Train by the District Operating Inspector. The engine must be attached to the train by the Fireman. As soon as the L.M.R. engine has been attached to the Royal Train the automatic brakes must be released throughout the train by the Carriage and Wagon Department staff and the vacuum afterwards re-created by the L.M.R. engine.

6. The Signaller at Crewe Junction must set Points No. 75 for the direction of Crewe as soon as the L.M.R. engine has been attached to the train.

JOURNEY—L.M.R. via SHREWSBURY TO STABLING POINT, CHOLSEY & MOULSFORD,

THURSDAY AND FRIDAY, 16th AND 17th APRIL, 1953.

SHREWSBURY.

1. The Royal Train, drawn by an L.M.R. engine, will arrive on the Up and Down Platform Line. Thirty minutes before it is due to arrive W.R. engines Nos. 7024 and 7025 must be placed on the Up and Down Platform Line at Severn Bridge Junction to the rear of Backing Signal No. 66, and a handsignalman with handsignal and detonators must be stationed in advance of the signal to ensure that the engines do not move towards the platform until authorised. All points which become facing for the movements of these engines and which are not provided with facing point locks and bars, or track circuits in lieu of bars, must be clipped and padlocked.

2. Fifteen minutes before the Royal Train is due to arrive Points Nos. 36 and 67 at Crewe Junction Box and Points Nos. 8 and 24 in the Up and Down Platform Line at Central Box, must be clipped and padlocked in the normal position. As soon as the train has been brought to a stand on the Up and Down Platform Line Points No. 59 at Crewe Junction must be restored to normal and be clipped and padlocked in that position. Points No. 29 must be set for the Up Line and be clipped and padlocked in that position.

3. The Royal Train must be accepted by Severn Bridge Junction with Points No. 65 in the normal position (set for the Hereford Line) and the train must be brought to a stand with the centre of the footplate gangway of the engine opposite a white post with white light affixed, situated on the Driver's side 45 yards to the rear of Severn Bridge Junction Home signal. The Guards must apply the hand brakes. The L.M.R. engine must then be detached by the Fireman and proceed to Coleham. As soon as the engine has cleared, Points No. 65 must be set for the Birmingham Line and Engines Nos. 7025 and 7024 must be piloted to the train by the District Operating Inspector and must be attached to the train by the Fireman of Engine No. 7025.

CHOLSEY & MOULSFORD.

1. The Royal Train will be stabled on the Wallingford Branch between 0m. 60c. and 0m. 76c.

2. Thirty minutes before the Royal Train is due to arrive, the Wallingford Branch Train Staff must be handed to the Driver of Engine No. 6910, which must be placed in the Up Refuge Siding. All points which become facing for the movements of this engine and which are not provided with facing point locks and bars, must be clipped and padlocked.

No engine or vehicle must be allowed to stand in the Bay Platform Line.

3. Fifteen minutes before the Royal Train is due to arrive Points Nos. 25, 35, 45, 54, 57, 59, and the Ground Frame Points at the East end, must be clipped and padlocked in the normal position.

4. The Royal Train will arrive on the Up Relief Line and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post with white light affixed situated on the Driver's side 104 yards in advance of Cholsey Up Relief Starting signal. The Guards must apply the hand brakes.

5. As soon as the train has been brought to a stand both ends of connection No. 29 must be clipped and padlocked in the normal position. Catch Point No. 22 must be closed and clipped and padlocked for Engine No. 6910 to be piloted to the Royal Train by the District Operating Inspector. Points No. 22 must then be restored to normal and a Handsignalman appointed at Points No. 32. As soon as Engine No. 6910 has been attached to the Royal Train, Points No. 32 must be set for the Wallingford Branch Line and be clipped and padlocked in that position.

6. Engine No. 6910 must be attached to the Royal Train by the Fireman after which Engines Nos. 7024 and 7025 must be detached by the Fireman of Engine No. 7025 and remain at a stand until instructed to move by the District Operating Inspector.

7. The Royal Train must be drawn to the Stabling Point on the Wallingford Branch by Engine No. 6910 and be brought to a stand with the centre of the footplate gangway of the engine opposite a white post with white light affixed, situated on the Driver's side at 0m. 76c.

8. As soon as the Royal Train has proceeded on to the Wallingford Branch Points No. 32 at Cholsey must be restored to normal and Points No. 29 in the Branch Line must be set for the Up Refuge Siding and be clipped and padlocked in that position. The key of the padlock must be conveyed to the Stabling Point by the District Operating Superintendent's Chief Inspector and handed to the Operating Superintendent's Chief Inspector accompanying the train.

JOURNEY—STABLING POINT, CHOLSEY & MOULSFORD TO WINDSOR & ETON CENTRAL, FRIDAY, 17th APRIL, 1953.

CHOLSEY & MOULSFORD.

1. At 7.0 a.m. the District Operating Superintendent's Chief Inspector must obtain the key of the padlock for Points No. 29 from the Operating Superintendent and District Motive Power Superintendent authorising Engines Nos. 7025 and 7024 to proceed from Cholsey & Moulford to the Royal Train standing on the Wallingford Branch and to return with the Royal Train to Cholsey & Moulford. The key and written order must be conveyed to Cholsey & Moulford by the District Operating Superintendent's Chief Inspector.

No engine or vehicle must be allowed to stand in the Bay Platform Line at Cholsey & Moulford.

2. Engines Nos. 7024 and 7025 must arrive at Cholsey & Moulford on the Up Relief Line at 7.15 a.m. All points which are not provided with facing point locks and bars, and which become facing for the movements of these engines at Cholsey, must be clipped and padlocked. The District Operating Superintendent's Chief Inspector must unclip Points No. 29, which must be restored to normal and be locked in that position, shew the written order to the Driver of Engine No. 7025 and hand it to the Driver of Engine 7024, authorising the engines to proceed into the already occupied section. The District Operating Superintendent's Chief Inspector must pilot the engines to the Royal Train, to which they must be attached by the Fireman of Engine No. 7025. Engine No. 6910 must then be detached by the Fireman of that engine and remain at a stand until the Royal Train has left Cholsey & Moulford and the Driver has been instructed to move by the Station Master at Cholsey & Moulford. The written order must be returned to the District Operating Superintendent's Chief Inspector for cancellation on arrival of the train at Slough.

3. As soon as Engines Nos. 7025 and 7024 have left Cholsey & Moulford for the Stabling Point points Nos. 22, 25, 29, 35, 51 and 57 at Cholsey & Moulford must be clipped and padlocked in the normal position and Points No. 54 must be set for the Up Siding and be clipped and padlocked in that position. Immediately before asking "Is Line Clear?" for the Royal Train points Nos. 32, 45 and 46 must be set for the Royal Train to proceed from the Wallingford Branch to the Up Main Line. After "Line Clear" has been obtained for the Royal Train to proceed the District Operating Inspector must, on the telephone provided, give an assurance to the Operating Superintendent's Chief Inspector accompanying the train that all is in order for the train to leave the Stabling Point.

**Journey—Stabling Point, Cholsey & Moulsoford to Windsor & Eton Central,
Friday, 17th April, 1953—continued.**

SLOUGH MIDDLE AND EAST BOXES.

1. Thirty minutes before the Royal Train is due to arrive Engine No. 5082 to take the Train to Windsor & Eton must be placed on the Down Windsor Branch Line and stand clear of Points No. 56 Slough Middle Box, to the rear of Backing Signal No. 69.

All points which are not provided with facing point locks and bars or track circuits in lieu of bars, and which become facing for the movement of this engine at Slough, must be clipped and padlocked.

2. Fifteen minutes before the Royal Train is due to arrive Points Nos. 48, 53 and 55 in the Up Main Line at Slough East Box must be clipped and padlocked in the normal position. Points Nos. 30, 71 and 74 at Slough Middle Box must be clipped and padlocked in the normal position.

3. The Royal Train must run to the Up Main Platform at Slough and be brought to a stand with the centre of the footplate gangway of Engine No. 7024 opposite a white post situated on the Driver's side, 64 yards in advance of the Slough East Up Main Home Signal. The Guards must apply the hand brakes.

4. As soon as the Royal Train has been brought to a stand, Points Nos. 25 and 26 at Slough Middle must be clipped and padlocked in the normal position and Points Nos. 54, 55, 56 and 68 (latter at both ends) must be set for the movement of Engine No. 5082 from the Down Branch Line to the Up Main Line and be clipped and padlocked in that position. Engine No. 5082 must then be piloted by the District Operating Inspector from the Down Windsor Branch Line to the Royal Train standing on the Up Main Line and be attached to the train by the Fireman. Engines Nos. 7024 and 7025 must then be detached by the Fireman of Engine No. 7025 and must remain at a stand until instructed to move by the Slough Station Master.

5. As soon as Engine No. 5082 has been attached the Royal Train will proceed from the Up Main Line via Crossover Road No. 68 at Slough Middle Box to Windsor & Eton Central.

6. Points Nos. 54, 55, 56 and 68 must remain clipped and padlocked until the Royal Train has cleared track circuit No. 88.T., when they must be restored to normal.

WINDSOR & ETON.

1. No engine or vehicle must be allowed to stand in Platforms Nos. 2 and 3 at Windsor & Eton for thirty minutes before the Royal Train is due to arrive, until the empty train has left.

2. Fifteen minutes before the Royal Train is due to arrive Points No. 38 at Windsor & Eton, set for the Royal Train to run from the Down Main Line to No. 4 Platform Line, must be clipped and padlocked in that position at the Windsor end. Both scissors crossover points in No. 4 Platform Line must also be clipped and padlocked in the normal position.

3. The Royal Train must run to No. 4 Platform Line. A Handsignalman exhibiting a red handsignal on the Driver's side must be stationed 16 yards from the stop blocks and the train must be brought to a stand with the centre of the footplate gangway of the Engine opposite the hand signal.

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN.

**JOURNEY—WINDSOR & ETON CENTRAL TO DUMBARTON via
SHREWSBURY AND L.M.R.—**

WEDNESDAY AND THURSDAY, 15th AND 16th APRIL, 1953.

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

SPECIAL OPENING OF SIGNAL BOXES.

List of Signal Boxes which require to be specially opened for the passage of the Royal Train:—

Bath Road.—To remain open until the Royal Train has cleared Slough West.

The undermentioned Signal Boxes to remain open until the "Train out of Section" signal has been received for the Royal Train:—

South Stoke.	Knowle & Dorridge.
Aston Tirrold.	Widney Manor.
Nuneham.	Acoc's Green.
Bletchington Cement Sidings.	Tyseley North.
Fritwell & Somerton.	Swan Village Junction South.
King's Sutton Junction.	Dunstall Park.
Knightcote.	Albrighton.
Greaves Sidings.	Madeley Junction.
Warwick Avon Bridge.	Oakengates.
Warwick North.	Ketley Junction.
Hatton North.	Admaston.
Rowington.	Walcot.

ASKING "IS LINE CLEAR?"

The Signalman at Windsor to ask "Is Line Clear?" for the Royal Train five minutes prior to the booked time of departure of the Train, and this signal must be repeated through to Dolphin Junction on the Up Main Line.

The Signalman at Slough Middle to ask "Is Line Clear?" for the Royal Train on the Down Main Line 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:—Waltham Siding, Kennet Bridge, Pangbourne, Moreton Cutting, Radley, Wolvercot Junction, Heyford, King's Sutton Junction, Cropredy, Southam Road & Harbury, Budbrook, Lapworth, Solihull, Bordesley South, West Bromwich, Bilston Central, Oxley North Junction, Shifnal, Ketley Junction and Upton Magna.

On receipt of "Train entering Section" from	"Train Approaching" Signal to be sent by	To be repeated through to
Burnham (Bucks)	Taplow	Waltham Siding.
Waltham Siding	Shottesbrook	Kennet Bridge.
Reading Main Line West	Reading West Junction	Pangbourne.
Pangbourne	Goring & Streatley	Moreton Cutting.
Moreton Cutting	Didcot East Junction	Radley.
Kennington Junction	Hinksey South	Wolvercot Junction.
Kidlington	Bletchington Cement Sidings	Heyford.
Heyford	Fritwell & Somerton	King's Sutton Junction.
King's Sutton Junction	Astrop Sidings	Cropredy.
Claydon Crossing	Fenny Compton	Southam Road & Harbury.
Fosse Road	Leamington Spa, South Junction	Budbrook.
Budbrook	Knowle & Dorridge	Lapworth.
Lapworth	Solihull	Solihull.
Widney Manor	Bordesley North	Bordesley South.
Bordesley South	West Bromwich	West Bromwich.
Handsworth Junction	Cannock Road Junction	Bilston Central.
Wolverhampton North	Codsall	Oxley North Junction.
Oxley North Junction	Madeley Junction	Shifnal.
Shifnal	Wellington Stafford Junction No. 1	Ketley Junction.
Ketley Junction		Upton Magna.

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
Bath Road	"Line Clear" from Slough Middle <i>Note.</i> —The Signalman at Bath Road must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Slough West on the Up West Curve Line before returning "Line Clear."	"Train out of Section" from Slough Middle.

Instructions for Signalling the Royal Train—continued.

**Journey—Windsor & Eton Central to Dumbarton via Shrewsbury and L.M.R.,
Wednesday and Thursday, 15th and 16th April, 1953—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 rail lamp, when he has received
Slough Middle	"Line Clear" from Slough East Note. —Ten minutes before the Royal Train is due to arrive the Signalman at Slough Middle must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Slough East on the Down Main Line and Slough West on the Up Main Line. The Signalman at Slough East must repeat the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Dolphin Junction before acknowledging this signal to Slough Middle. The Signalman at Dolphin Junction, before acknowledging the signal, must see that three detonators are placed on the Down Main Line outside the signal box. The Signalman at Slough West must repeat the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Farnham Road before acknowledging this signal to Slough Middle. The Signalman at Farnham Road, before acknowledging the signal, must see that three detonators are placed on the Up Main Line outside the signal box.	For the train preceding the Royal Train when "Train out of Section" has been received from Slough East. For the Royal Train when the train has passed the Down Main Starting Signal No. 95 and is proceeding on its journey.
Slough East	See also instructions under heading "Line Clear" from Dolphin Junction. Note. —See also Note above and Special Instructions, page 15.	For the train preceding the Royal Train when "Train out of Section" has been received from Dolphin Junction.
Slough West	"Line Clear" from Farnham Road Note. —The Signalman at Slough West must send the "Blocking Back Outside Home Signal" to, and receive acknowledgment from, Bath Road before returning "Line Clear." Note. —See also Note above and Special Instructions, page 15.	"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, 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 Reading West Junction.	"Train out of Section" from Reading West Junction.
Reading West Junction	"Line Clear" from Scours Lane Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Tilehurst	The Signalman at Tilehurst must obtain "Line Clear" from Pangbourne and put to "Clear" the Purley Signals before allowing the Royal Train to enter the advance section. "Train entering Section" signal to be sent to Pangbourne when the Royal Train passes Tilehurst Signal Box. Note. —Special attention is directed to the instructions on pages 133 and 134 of the Appendix to No. 1 Service Time Table in regard to the working of Purley Signals between Tilehurst and Pangbourne. A Handsignalman is to be stationed at Purley Down Main Home Signal 30 minutes before the Royal Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Royal Train is due, and to remain in attendance until after it has passed.	
Pangbourne	The Signalman at Pangbourne must obtain "Line Clear" from Goring & Streatley and put to "Clear" the Basildon Signals before allowing the Royal Train to enter the advance Section. "Train entering Section" to be sent to Goring & Streatley when the Royal Train passes Pangbourne Signal Box. Note. —Special attention is directed to the instructions on pages 133 and 134 of the Appendix to No. 1 Service Time Table in regard to the working of Basildon Signals between Pangbourne and Goring. A Handsignalman is to be stationed at Basildon Down Main Home Signal 30 minutes before the Royal Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Royal Train is due, and to remain in attendance until after it has passed.	

Instructions for Signalling the Royal Train—continued.

**Journey—Windsor & Eton Central to Dumbarton via Shrewsbury and L.M.R.,
Wednesday and Thursday, 15th and 16th April, 1953—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
Didcot East Junction	"Line Clear" from Didcot North.. Note. —The Signalman at Didcot East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Didcot West End on the Up Main Line, Up Relief Line, and Up Oxford Branch (No. 5 Bay Line), and this signal must be repeated to Foxhall Junction on the Up Main and Up Relief Lines. He must also send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Moreton Cutting on the Down Relief Line before he returns "Line Clear" to Moreton Cutting on Down Main Line.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Didcot North	"Line Clear" from Appleford Cross- ing. Note. —The Signalman at Didcot North must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Foxhall Junction on the West Curve Line, and to, and receive acknowledgment from, Didcot West End on the Down Branch Line before he returns "Line Clear" to Didcot East Junction on the Down Northern Loop Line.	"Train out of Section" from Appleford Crossing.
Hinksey North.. .. .	"Line Clear" from Oxford Station South.	When the Train has passed a quarter of a mile beyond the Home signal and is continuing its journey.
Oxford Station South	"Line Clear" from Oxford Station North.	"Train out of Section" from Oxford Station North.
Oxford Station North	"Line Clear" from Oxford North Junction.	"Train out of Section" from Oxford North Junction.
Oxford North Junction	"Line Clear" from Wolvercot Siding.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Wolvercot Junction. . .	Note. —The Signalman at Wolvercot Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Yarnton Junction before returning "Line Clear."	
Bletchington Cement Siding.	"Line Clear" from Bletchington ..	"Train out of Section" from Bletchington.
Aynho Junction	Note. —The Signalman at Aynho Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Ardley before returning "Line Clear."	
Banbury General South	"Line Clear" from Banbury General North.	"Train out of Section" from Banbury General North.
Banbury General North	"Line Clear" from Banbury Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Banbury Junction .. .	"Line Clear" from Banbury Ironstone Branch.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Leamington Spa South Junction.	"Line Clear" from Leamington Spa South.	"Train out of Section" from Leamington Spa South.
Leamington Spa South	"Line Clear" from Leamington Spa North.	"Train out of Section" from Leamington Spa North.
Leamington Spa North	Note. —The Royal Train to run over the Down Main Line. No train or engine must be permitted to stand on the Down Platform Line during the passing of the Royal Train. "Line Clear" from Warwick (Avon Bridge).	"Train out of Section" from Warwick (Avon Bridge).
Hatton South	"Line Clear" from Hatton North Junction.	"Train out of Section" from Hatton North Junction.
Hatton North Junction	Note. —Up Branch Facing Points No. 56 to be set and secured for Back Platform Line. Note. —No train must be allowed to stand between Hatton North Junction and Hatton West Junction Signal Boxes.	
Solihull	The Signalman at Solihull must obtain "Line Clear" from Acock's Green, and lower the Olton signals before allowing the Royal Train to enter the advance section. "Train entering Section" signal to be sent when the Royal Train passes Solihull Box. Note. —A Handsignalman to be stationed at the Solihull Advanced Section Down Home Signal 30 minutes before the Royal 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.	
Tyseley South	"Line Clear" from Tyseley North.. Note. —Points Nos. 83 and 85 leading from the Up North Warwickshire Line to be set and secured for Down Relief Line or Down Goods Line.	"Train out of Section" from Tyseley North.
Tyseley North	"Line Clear" from Small Heath South.	"Train out of Section" from Small Heath South.
Small Heath South .. .	"Line Clear" from Small Heath North.	"Train out of Section" from Small Heath North.
Small Heath North .. .	"Line Clear" from Bordesley South	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—Windsor & Eton Central to Dumbarton via Shrewsbury and L.M.R.,
Wednesday and Thursday, 15th and 16th April, 1953—*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
Bordesley North .. Birmingham (Moor Street). Birmingham South ..	"Line Clear" from Birmingham (Moor Street). "Line Clear" from Birmingham South. "Line Clear" from Birmingham North. Note. —The Royal Train to run over the Down Main (Middle) Line. No train or engine must be permitted to stand on Nos. 5 and 6 Platform Lines during the passing of the Royal Train.	"Train out of Section" from Birmingham (Moor Street). "Train out of Section" from Birmingham South. "Train out of Section" from Birmingham North.
Hockley South .. Hockley North .. Soho & Winson Green .. Queen's Head ..	"Line Clear" from Hockley North "Line Clear" from Soho & Winson Green. "Line Clear" from Queen's Head .. "Line Clear" from Handsworth Station.	"Train out of Section" from Hockley North. "Train out of Section" from Soho & Winson Green. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey. "Train out of Section" from Handsworth Station.
Swan Village Junction South. Swan Village North .. Wednesbury Central South. Wednesbury North ..	"Line Clear" from Swan Village North. Note. —No train must be allowed to stand between Swan Village Junction South and Swan Village West Signal Boxes. "Line Clear" from Wednesbury Central South. "Line Clear" from Wednesbury North. "Line Clear" from Bilston Central	"Train out of Section" from Swan Village North. "Train out of Section" from Wednesbury Central South. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Priestfield Junction .. Stow Heath .. Wolverhampton South Wolverhampton North Cannock Road Junction Dunstall Park .. Stafford Road Junction Oxley South .. Oxley Middle .. Oxley North Junction	"Line Clear" from Stow Heath .. Note. —The Signalman at Priestfield Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Bilston West before returning "Line Clear." No train must be allowed to stand between Priestfield Junction and Bilston West Up Home Signal "Line Clear" from Wolverhampton South. "Line Clear" from Wolverhampton North. "Train out of Section" from Cannock Road Junction. Note. —See Special Instructions on page 15. "Line Clear" from Dunstall Park.. Note. —General Instructions (Clause 7) regarding Shunting Operations must be observed on both the Bushbury Branch Lines. "Line Clear" from Stafford Road Junction. "Line Clear" from Oxley South .. Note. —No train to be on either line on the Victoria Basin Branch. "Line Clear" from Oxley Middle.. "Line Clear" from Oxley North Junction. Note. —The Signalman at Oxley Middle must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Oxley Branch Junction before returning "Line Clear." No train must be allowed to stand between Oxley Middle and Oxley Branch Junction Home Signal. Note. —No train must be allowed to stand on either line between Oxley North Junction and Oxley Branch Junction Signal Boxes.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey. "Blocking Back outside Home Signal" to, and receive acknowledgment from, Bilston West before returning "Line Clear." "Train out of Section" from Wolverhampton South. "Train out of Section" from Wolverhampton North. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey. "Train out of Section" from Dunstall Park. "Train out of Section" from Stafford Road Junction. "Train out of Section" from Oxley South. "Train out of Section" from Oxley Middle. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey. "Blocking Back outside Home Signal" to, and receive acknowledgment from, Oxley Branch Junction before returning "Line Clear." No train must be allowed to stand between Oxley Middle and Oxley Branch Junction Home Signal. "Train out of Section" from Oxley North Junction and Oxley Branch Junction Signal Boxes.
Ketley Junction .. Wellington Stafford Junction No. 1. Wellington No. 2 .. Wellington No. 3 ..	Note. —The Signalman at Ketley Junction must withdraw the Token for Ketley Junction-Ketley Station Section in accordance with Electric Train Token Regulation 13 when Ketley Station Signal Box switches out at 9.0 p.m. on 15th April, and restore it when Ketley Station Signal Box opens switch at 5.10 a.m. on 16th April. "Line Clear" from Wellington No. 2. Note. —The Signalman at Wellington Stafford Junction No. 1 must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Hadley Junction before returning "Line Clear." "Line Clear" from Wellington No. 3. "Line Clear" from Wellington Market Drayton Junction No. 4. Note. —Wellington Station.—No train to stand at the Down Platform Line whilst the Royal Train is passing over the Down Through Line.	When the Train has passed a quarter of a mile beyond Inner Home Signal and is continuing its journey. "Train out of Section" from Wellington No. 3. 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—Windsor & Eton Central to Dumbarton via Shrewsbury and L.M.R.,

Wednesday and Thursday, 15th and 16th April, 1953—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
Upton Magna	<p>Note.—The Signalman at Upton Magna must obtain "Line Clear" from Abbey Foregate and lower Belvidere Intermediate Block Signals before allowing the Royal Train to enter the Advance Section. "Train entering Section" signal to be sent to Abbey Foregate when the Royal Train passes Upton Magna Box.</p> <p>Special attention is directed to the Instructions on pages 34 to 36 of Supplement No. 4 to the L.M.S. and G.W. Joint Sectional Appendix to the Working Time Tables in regard to the working of Belvidere Electrically-controlled Distant and Home Signals between Upton Magna and Shrewsbury, Abbey Foregate.</p> <p>A Handsignalman to be stationed at the Belvidere Down Intermediate Block Home Signal 30 minutes before the Royal Train is due to pass.</p> <p>A Signal Fitter specially to examine the Signal fittings before the Royal Train is due and to remain in attendance until after it has passed.</p>	
Abbey Foregate	"Line Clear" from Severn Bridge Junction.	"Train out of Section" from Severn Bridge Junction.
Severn Bridge Junction	<p>Note.—The Signalman at Abbey Foregate must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, English Bridge Junction before returning "Line Clear."</p> <p>"Line Clear" from Central Cabin.</p>	<p>For the train preceding the Royal Train when "Train out of Section" has been received from Central Cabin. For the Royal Train when Points No. 70 have been set for the Up and Down Platform Line, and Points Nos. 96 and 97 for the Bay Lines, and clipped and padlocked. (See Special Instructions for dealing with the Royal Train at Shrewsbury, page 15.)</p>
Central Cabin	"Line Clear" from Crewe Junction	"Train out of Section" from Crewe Junction.
Crewe Junction	"Line Clear" from Coton Hill South.	"Train out of Section" from Crewe Bank.
Crewe Bank	<p>Note.—The Signalman at Crewe Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Coton Hill South on the Up Main and Up Avoiding Lines, before returning "Line Clear." See Special Instructions for dealing with the Royal Train at Shrewsbury, page 15.</p> <p>The Signalman at Crewe Junction to ask "Is Line Clear?" for the Royal Train to Crewe Bank five minutes prior to the booked time of departure of the Train.</p> <p>"Line Clear" from Harlescott</p>	
		When the Train has passed a quarter of a mile beyond the Home Signal and is continuing its journey.

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN.

JOURNEY—L.M.R. via SHREWSBURY TO CHOLSEY & MOULSFORD, THURSDAY AND FRIDAY, 16th AND 17th APRIL, 1953.

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

SPECIAL OPENING OF SIGNAL BOXES.

List of Signal Boxes which require to be specially opened for the passage of the Royal Train and which must remain open until the "Train out of Section" Signal has been received for the Royal Train:—

Walcot.
Admaston.
Ketley Junction.
Oakengates.
Madeley Junction.
Albrighton.
Dunstall Park.
Swan Village Junction South.
Tyseley North.
Acock's Green.
Widney Manor.
Knowle & Dorridge.

Rowington.
Hatton North.
Warwick North.
Warwick Avon Bridge.
Greaves Sidings.
Knightcote.
King's Sutton Junction.
Fritwell & Somerton.
Bletchington Cement Sidings.
Nuneham.
Aston Tirrold.

ASKING "IS LINE CLEAR?"

The Signalman at Harlescott Crossing Box to ask "Is Line Clear?" for the Royal Train five minutes prior to the booked time of passing of the Train, or as soon as "Is Line Clear?" is received, if such signal is received earlier.

The "Is Line Clear?" signal must be repeated through to English Bridge Junction.

The Signalman at Severn Bridge Junction to ask "Is Line Clear?" for the Royal Train to Abbey Foregate on the Up Main Line 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:—Admaston, Shifnal, Oxley North Junction, Bilston Central, Handsworth Junction, Bordesley North, Solihull, Lapworth, Budbrook, Fosse Road, Fenny Compton, Cropredy, King's Sutton Junction, Heyford, Kidlington, Hinksey South and Culham.

On receipt of "Train entering Section" from	"Train Approaching" Signal to be sent by	To be repeated through to
Severn Bridge Junction	Abbey Foregate Junction	Admaston.
Allscott Sugar Works	Admaston	Shifnal.
Shifnal	Cosford	Oxley North Junction.
Codsall	Oxley North Junction	Bilston Central.
Bilston Central	Wednesbury North	Handsworth Junction.
Handsworth Junction	Handsworth Station	Bordesley North.
Bordesley North	Bordesley South	Solihull.
Solihull	Widney Manor	Lapworth.
Lapworth	Rowington Junction	Budbrook.
Budbrook	Warwick North	Fosse Road.
Fosse Road	Southam Road & Harbury	Fenny Compton.
Fenny Compton	Claydon Crossing	Cropredy.
Cropredy	Ironstone Branch	King's Sutton Junction.
Astrop Siding	King's Sutton Junction	Heyford.
Fritwell & Somerton	Heyford	Kidlington.
Kidlington	Wolvercot Junction	Hinksey South.
Hinksey North	Hinksey South	Culham.

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
Crewe Bank	"Line Clear" from Crewe Junction	"Train out of Section" from Crewe Junction.
Crewe Junction	"Line Clear" from Central Cabin. Note. —The Signalman at Crewe Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Cotton Hill South on the Up Main and Up Avoiding Lines before returning "Line Clear."	"Train out of Section" from Central Cabin.
Central Cabin	"Line Clear" from Severn Bridge Junction. Note. —The Signalman at Central Cabin must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Crewe Junction on the Up Main and Up Platform Lines before returning "Line Clear."	"Train out of Section" from Severn Bridge Junction.
Severn Bridge Junction	"Line Clear" from English Bridge Junction.	For the train preceding the Royal Train when "Train out of Section" is received. For the Royal Train when the Train has left for Abbey Foregate Junction and points No. 65 have been re-set towards English Bridge Junction. Note. —The Signalman at Severn Bridge Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Shrewsbury Central on the Up Main Line before returning "Line Clear." No train must be permitted to stand in No. 1 and 2 Bay Lines whilst the Royal Train is standing on the Up and Down Platform Line. The "Blocking Back outside Home Signal" must also be sent to, and acknowledgment received from, English Bridge Junction before returning "Line Clear." See Special Instructions for dealing with the Royal Train at Shrewsbury, page 16. Note. —See also instructions under heading asking "Is Line Clear?" for Up Main Line.

Instructions for Signalling the Royal Train—continued.

**Journey—L.M.R. via Shrewsbury to Cholsey & Moultsford,
Thursday and Friday, 16th and 17th April, 1953—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
Abbey Foregate Junction.	<p>"Line Clear" from Upton Magna.</p> <p>The Signalman at Abbey Foregate Junction must obtain "Line Clear" from Upton Magna and lower Belvidere Intermediate Block Signals before allowing the Train to enter the Advance Section. "Train entering Section" signal to be sent to Upton Magna when the Train passes Abbey Foregate Junction Box.</p> <p>Note.—Special attention is directed to the instructions on pages 34 to 36 of Supplement No. 4 to the L.M.S. and G.W. Joint Sectional Appendix to the Working Time Tables in regard to the working of Belvidere Electrically-controlled Distant and Home Signals between Shrewsbury, Abbey Foregate and Upton Magna.</p> <p>A Handsignalman to be stationed at the Belvidere Up Intermediate Block Home Signal thirty minutes before the Royal Train is due to pass.</p> <p>A Signal Fitter specially to examine the signal fittings before the Train is due and to remain in attendance until after it has passed.</p> <p>Note.—The Signalman at Abbey Foregate Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, English Bridge Junction on the Up Loop before returning "Line Clear."</p>	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Wellington (Market Drayton) No. 4.	<p>"Line Clear" from Wellington No. 3.</p> <p>Note.—The Signalman at Wellington (Market Drayton Junction) No. 4 must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Crudgington, before returning "Line Clear."</p>	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Wellington No. 3	"Line Clear" from Wellington No. 2.	"Train out of Section" from Wellington No. 2.
Wellington No. 2	<p>"Line Clear" from Wellington (Stafford Junction) No. 1.</p> <p>Note.—No train to stand at the Up Platform Line or Up Back Platform Line whilst the Royal Train is passing over the Up Through Line.</p>	"Train out of Section" from Wellington (Stafford Junction) No. 1.
Wellington (Stafford Junction) No. 1.	<p>"Line Clear" from Ketley Junction</p> <p>Note.—The Signalman at Wellington (Stafford Junction) No. 1 must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Hadley Junction before returning "Line Clear."</p>	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Oxley Middle	"Line Clear" from Oxley South	"Train out of Section" from Oxley South.
Oxley South	"Line Clear" from Stafford Road Junction.	"Train out of Section" from Stafford Road Junction.
Stafford Road Junction	"Line Clear" from Dunstall Park	"Train out of Section" from Dunstall Park.
Dunstall Park	<p>Note.—No train to be on either line on the Victoria Basin Branch.</p> <p>"Line Clear" from Cannock Road Junction.</p>	"Train out of Section" from Cannock Road Junction.
Cannock Road Junction.	"Line Clear" from Wolverhampton North.	"Train out of Section" from Wolverhampton North.
Wolverhampton North	<p>Note.—General Instructions (Clause 7) regarding shunting operations must be observed on both the Bushbury Branch Lines. Nothing must be allowed to stand on the shunting spur at the back of Cannock Road Junction Box.</p> <p>"Line Clear" from Wolverhampton South.</p>	"Train out of Section" from Wolverhampton South.
Wolverhampton South	"Train out of Section" from Stow Heath.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Stow Heath	"Line Clear" from Priestfield Junction.	"Train out of Section" from Priestfield Junction.
Priestfield Junction	<p>"Line Clear" from Bilston Central</p> <p>Note.—No train must be allowed to stand on the Up W.M. Line between Priestfield Junction and Bilston W.M. Up Home Signal.</p>	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Wednesbury North	"Line Clear" from Wednesbury Central South.	"Train out of Section" from Wednesbury Central South.
Wednesbury Central South.	"Line Clear" from Swan Village North.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Swan Village North	"Line Clear" from Swan Village Junction South.	"Train out of Section" from Swan Village Junction South.
Swan Village Junction South.	"Line Clear" from West Bromwich	"Train out of Section" from West Bromwich.

Instructions for Signalling the Royal Train—continued.

**Journey—L.M.R. via Shrewsbury to Cholsey & Moultsford,
Thursday and Friday, 16th and 17th April, 1953—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
Handsworth Station ..	"Line Clear" from Queen's Head..	"Train out of Section" from Queen's Head.
Queen's Head ..	"Line Clear" from Soho & Winson Green.	"Train out of Section" from Soho & Winson Green.
Soho & Winson Green	"Line Clear" from Hockley North	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Hockley North ..	"Line Clear" from Hockley South	"Train out of Section" from Hockley South.
Hockley South..	"Line Clear" from Birmingham North.	When Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Birmingham North ..	"Line Clear" from Birmingham South.	When Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Birmingham South ..	Note. —The Train to run over the Up Main (Middle) Line. No train or engine must be permitted to stand on Nos. 7 and 8 Platform Lines during the passing of the Train.	"Train out of Section" from Birmingham (Moor Street).
Birmingham (Moor Street).	"Line Clear" from Bordesley North	"Train out of Section" from Bordesley North.
Bordesley South ..	"Line Clear" from Small Heath North.	When Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Small Heath North ..	"Line Clear" from Small Heath South.	"Train out of Section" from Small Heath South.
Small Heath South ..	"Line Clear" from Tyseley North	When Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Tyseley North ..	"Line Clear" from Tyseley South	"Train out of Section" from Tyseley South.
Tyseley South ..	"Line Clear" from Acock's Green	When Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Acock's Green ..	Note. —No train must be allowed to stand on the Down North Warwickshire Line between Tyseley South and Hall Green Home Signal. The Signalman at Acock's Green must obtain "Line Clear" from Solihull and lower Olton Signals before allowing the train to enter the 'advance section. "Train entering Section" signal to be sent to Solihull when the Royal Train passes Acock's Green Box. Note. —A Handsignalman to be stationed at the Acock's Green advance section Up Home Signal thirty minutes before the Royal 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.	
Hatton North Junction.	"Line Clear" from Hatton South..	"Train out of Section" from Hatton South.
Hatton South ..	Note. —No train must be allowed to stand between Hatton North Junction and Hatton West Junction Down Branch Home Signal.	
Leamington Spa North	Note. —Up Branch facing points No. 56 to be set and secured for Back Platform Line.	
Leamington Spa South	"Line Clear" from Leamington Spa South.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Leamington Spa South Junction.	Note. —No train or engine must be permitted to stand on the Up Platform Line during the passage of the Royal Train.	permitted to stand on the Up Platform Line during
	"Line Clear" from Leamington Spa South Junction.	"Train out of Section" from Leamington Spa South Junction.
	"Line Clear" from Fosse Road ..	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note. —The Signalman at Leamington Spa South Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Leamington G.W. Junction (L.M.R.) before returning "Line Clear." No train must be allowed to stand between Leamington Spa South Junction and Leamington G.W. Junction (L.M.R.) Home Signal.	
Banbury Ironstone Branch.	"Line Clear" from Banbury Junction.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Banbury Junction ..	"Line Clear" from Banbury General North.	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
	Note. —The Signalman at Banbury Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Chacombe (L.M.R.) before returning "Line Clear."	
Banbury General North	"Line Clear" from Banbury General South.	"Train out of Section" from Banbury General South.
Banbury General South	"Line Clear" from Astrop Siding	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Aynho Junction ..	Note. —No train must be allowed on the Up Main Line between Aynho Junction and Ardley Up Home Signal.	
Bletchington Cement Siding.	"Line Clear" from Kidlington ..	"Train out of Section" from Kidlington.

Instructions for Signalling the Royal Train—*continued.*

**Journey—L.M.R. via Shrewsbury to Cholsey & Moulsoford,
Thursday and Friday, 16th and 17th April, 1953—*continued.***

Instructions for Signalling the 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
Wolvercot Junction ..	Note. —The Signalman at Wolvercot Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Yarnton Junction before returning "Line Clear."	
Oxford North Junction	"Line Clear" from Oxford Station North.	"Train out of Section" from Oxford Station North.
Oxford Station North	"Line Clear" from Oxford Station South.	"Train out of Section" from Oxford Station South.
Oxford Station South..	"Line Clear" from Hinksey North	"Train out of Section" from Hinksey North.
Hinksey North ..	"Line Clear" from Hinksey South	When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Didcot East Junction..	Note. —The Signalman at Didcot East Junction must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Didcot West End on the Up Relief Line and Up Oxford Branch (No. 5 Bay) Line before returning "Line Clear." The Signalman at Didcot West End must repeat the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Foxhall Junction on the Up Relief Line before acknowledging this signal to Didcot East Junction.	
Aston Tirrold	Note. —The Signalman at Aston Tirrold must arrange for three detonators to be placed on the Up Relief Line opposite the Box immediately after the passing of the Royal Train and the detonators must be maintained in this position until "Train out of Section" has been received for the Royal Train.	
Cholsey & Moulsoford ..	"Line Clear" from Goring & Streasley.	For the Royal Train as soon as it is clear on the Wallingford Branch and points No. 32 restored to normal.
	Note. —See Special Instructions for dealing with the Royal Train at Cholsey & Moulsoford, page 16.	

INSTRUCTIONS FOR SIGNALLING THE ROYAL TRAIN.

JOURNEY—CHOLSEY & MOULSFORD TO WINDSOR & ETON CENTRAL, FRIDAY, 17th APRIL, 1953.

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

SPECIAL OPENING OF SIGNAL BOXES.

List of signal boxes which require to be specially opened for the passage of the Royal Train and which must remain open until the "Train out of Section" signal has been received for the Royal Train :—

South Stoke.
Bath Road.

ASKING "IS LINE CLEAR?"

The Signalman at Cholsey & Moulford to ask "Is Line Clear?" for the Royal Train five minutes prior to the booked time of departure of the Train.

The Signalman at Slough Middle to ask "Is Line Clear?" from Bath Road 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 :—Scours Lane Junction, Shottesbrook.

On receipt of "Train entering Section" from	"Train Approaching" Signal to be sent by	To be repeated through to
Goring & Streasley Scours Lane Junction	Pangbourne Reading West Junction	Scours Lane Junction. Shottesbrook.

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
Cholsey & Moulford ..	Note. —For Special Instructions regarding the working at Cholsey & Moulford, see page 16. Note. —The Signalman at Cholsey & Moulford must send the "Blocking Back outside Home Signal" to, and obtain acknowledgment from, Aston Tirrold on the Up Main and Up Relief Lines and to South Stoke on the Down Relief Line <i>immediately</i> before asking "Is Line Clear?"	
Goring & Streasley ..	The Signalman at Goring & Streasley must obtain "Line Clear" from Pangbourne and put to "Clear" the Basildon signals before allowing the Royal Train to enter the advance section. "Train entering Section" to be sent to Pangbourne when the Royal Train passes Goring Box. Note. —Special attention is directed to the instructions on pages 133 and 134 of the Appendix to No. 1 Service Time Table in regard to the working of Basildon signals between Goring & Streasley and Pangbourne. A Handsignalman to be stationed at Basildon Up Main Home Signal 30 minutes before the Royal Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Royal Train is due and to remain in attendance until after it has passed.	
Pangbourne	The Signalman at Pangbourne must obtain "Line Clear" from Tilehurst and put to "Clear" Purley signals before allowing the Royal Train to enter the advance section. "Train entering Section" to be sent to Tilehurst when the Royal Train passes Pangbourne Box. Note. —Special attention is directed to the instructions on pages 133 and 134 of the Appendix to No. 1 Service Time Table in regard to Purley signals between Pangbourne and Tilehurst. A Handsignalman to be stationed at Purley Up Main Home Signal 30 minutes before the Royal Train is due to pass. A Signal Fitter specially to examine the signal fittings before the Royal Train is due and to remain in attendance until after it has passed.	
Reading West Junction	"Line Clear" from Reading Main Line West.	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.	"Line Clear" from Kennet Bridge	"Train out of Section" from Kennet Bridge.

Instructions for Signalling the Royal Train—continued.
Journey—Cholsey & Moulsoford to Windsor & Eton Central,
Friday, 17th April, 1953—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
Twyford West Twyford East	"Line Clear" from Twyford East.. "Line Clear" from Ruscombe ..	"Train out of Section" from Twyford East. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
M Maidenhead West .. M Maidenhead East ..	"Line Clear" from Maidenhead East. "Line Clear" from Taplow ..	"Train out of Section" from Maidenhead East. When the Train has passed a quarter of a mile beyond Home Signal and is continuing its journey.
Farnham Road	Note. —The Signalman at Farnham that three detonators are placed on the Up Main Line outside the signal box. These detonators must not be removed until "Train out of Section" is received from Slough West.	Road, after the passing of the Royal Train, must see 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
Slough West Slough Middle	"Line Clear" from Slough Middle.. "Line Clear" from Slough East ..	"Train out of Section" from Slough Middle. For the Royal Train when the Train has drawn on to the Windsor Branch and Points Nos. 68 and 55 have been restored to normal.
	Note. —The Signalman at Slough Middle must send the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Bath Road on the Up Branch Line and to and receive acknowledgment from Slough East on the Down Main Line, before returning "Line Clear." The Signalman at Slough East must repeat the "Blocking Back outside Home Signal" to, and receive acknowledgment from, Dolphin Junction before acknowledging the signal to Slough Middle. The Signalman at Dolphin Junction, before acknowledging the signal, must see that three detonators are placed on the Down Main Line outside the signal box. See also instructions under heading "Asking Is Line Clear?" to Bath Road Signal Box. For Special Instructions for dealing with the Royal Train at Slough, see page 17.	
Slough East	"Line Clear" from Dolphin Junction. Note. —See also Note above.	
Bath Road Windsor & Eton Central.	"Line Clear" from Windsor & Eton Central. — Note. —For Special Instructions for dealing with the Royal Train at Windsor & Eton Central, see page 17.	When the Train has passed a quarter of a mile beyond the Home Signal and is continuing its journey. For the Royal Train when the points leading to No. 4 Line have been re-set for another line.

POLICE ARRANGEMENTS.

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

South Western Area Mr. W. W. Wood.

Midland Area Mr. W. E. N. Growdon.

**THE USUAL ARRANGEMENTS MUST BE MADE BY THE STATION MASTERS ON RECEIPT
OF THIS NOTICE TO ENSURE SAFE RUNNING.**

GILBERT MATTHEWS,

Operating Superintendent,

PADDINGTON STATION,

13th April, 1953.

(T.38,799.G.)

(L.K.11774/G.R.)