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Notice No. 32.W.

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA

NOTICE OF ROYAL TRAINS

WINDSOR to SCOTLAND
(Via SHREWSBURY)

SCOTLAND to WINDSOR
(Via SHREWSBURY)

ON

Thursday, 16th April, 1953

This Notice must be acknowledged immediately on receipt by telegram to
"Trains CFX Crewe" by use of the code word "GROVE."

BRITISH RAILWAYS

Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN CIRCULAR O/RR DATED DECEMBER, 1950, AS AMENDED IN THE SUPPLEMENTARY OPERATING INSTRUCTIONS DATED 13th SEPTEMBER, 1952 AND IN THE CURRENT WEEKLY NOTICES OF PERMANENT WAY OPERATIONS AND SPEED RESTRICTIONS, ETC., 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 TRAINS IN THIS NOTICE WHICH ARE MARKED ' GROVE '

Wednesday, 15th April, 1953.

Light Engine, Crewe North Shed to Shrewsbury.

Crewe North Shed	...	...	...	...	...	dep.	11 55 p.m.
Crewe Station	...	...	...	...	...	pass	11 58 p.m.
(Thursday morning)							
Nantwich	...	...	...	...	...	pass	12 10 a.m.
Whitchurch	...	...	...	...	...	pass	12 35 a.m.
Harlescote Crossing	...	...	...	...	...	pass	1 20 a.m.

Travels via Shrewsbury Station and triangle to turn:—

Shrewsbury Station (W.R.)	arr.	1 40 a.m.
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Class 8P. Chimney first from Crewe.

To work GROVE Special Train.

Thursday, 16th April, 1953.

GROVE Special Train—Windsor to Scotland.

Miles							
—	Shrewsbury (W.R.)	...	...	...	...	dep.	2 50 a.m.
2	Harlescote Crossing	...	...	...	...	pass	2 56 a.m.
18 $\frac{3}{4}$	Whitchurch	...	...	...	...	pass	3 15 a.m.
28	Nantwich	...	...	...	...	pass	3 26 a.m.
32 $\frac{1}{2}$	Crewe (No. 2 Down Through Line)	...	...	...	...	pass	3 33 a.m.
35 $\frac{1}{2}$	Coppenhall Junction	...	...	...	...	pass	3 38 a.m.
41 $\frac{1}{2}$	Winsford Junction	...	...	...	...	pass	3 44 a.m.
48 $\frac{3}{4}$	Weaver Junction	...	...	...	...	pass	3 52 a.m.
54 $\frac{3}{4}$	Acton Grange Junction	...	...	...	...	pass	4 2 a.m.
56 $\frac{1}{2}$	Warrington	...	...	...	...	pass	4 4 a.m.
60	Winwick Junction	...	...	...	...	pass	4 9 a.m.
68 $\frac{1}{4}$	Wigan (N.W.)	...	...	...	...	pass	4 25 a.m.
71 $\frac{1}{2}$	Standish Junction	...	...	...	...	pass	4 32 a.m.
78	Euxton Junction	...	...	...	...	pass	4 40 a.m.
83 $\frac{1}{2}$	Preston (No. 5 Platform Line)	...	...	...	...	pass	4 47 a.m.
84 $\frac{3}{4}$	Oxheys	...	...	...	...	pass	4 50 a.m.
93	Garstang & Catterall	...	...	...	...	pass	4 59 a.m.
104 $\frac{1}{2}$	Lancaster (Castle)	...	...	...	...	pass	5 12 a.m.
110 $\frac{3}{4}$	Carnforth	...	...	...	...	pass	5 19 a.m.
123 $\frac{1}{2}$	Oxenholme	...	...	...	...	pass	5 36 a.m.
136 $\frac{1}{2}$	Tebay	...	...	...	...	pass	5 59 a.m.
142 $\frac{1}{4}$	Shap Summit	...	...	...	...	pass	6 11 a.m.
155 $\frac{3}{4}$	Penrith	...	...	...	...	pass	6 25 a.m.
160 $\frac{1}{2}$	Plumpton	...	...	...	...	pass	6 30 a.m.
173 $\frac{1}{2}$	Carlisle (No. 1 Platform)	...	...	...	...	arr.	6 45 a.m.
—	Carlisle (No. 1 Platform)	...	...	...	...	dep.	7 0 a.m.
182	Gretna Junction	...	...	...	...	pass	7 11 a.m.

Thursday, 16th April, 1953—(Continued).

Two Class 5 MT Light Engines Coupled (Tender First).

Etterby Junction	...	...	...	...	...	dep.	6 0 a.m.
Carlisle No. 3	...	...	...	...	...	pass	6 3 a.m.
Carlisle (Citadel)	...	...	...	...	...	arr.	6 5 a.m.

To work GROVE Special Train, Carlisle to Dumbarton.

The Special Train will run on the Main or Fast Line (where more than one line exists) unless otherwise shown :—

CARLISLE (CITADEL)—The Special Train will arrive at No. 1 platform, and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. The engines will be changed at Carlisle.

GROVE Special Train—Scotland to Windsor.

Miles

—	Gretna Junction	...	...	...	...	pass	6 15 p.m.
8½	Carlisle (No. 4 platform)	...	...	...	...	arr.	6 30 p.m.
—	Carlisle (No. 4 platform)	...	...	...	...	dep.	6 45 p.m.
21½	Plumpton	...	...	...	...	pass	7 9 p.m.
26¼	Penrith	...	...	...	...	pass	7 16 p.m.
39¾	Shap Summit	...	...	...	...	pass	7 42 p.m.
45½	Tebay	...	...	...	...	pass	7 51 p.m.
58½	Oxenholme	...	...	...	...	pass	8 9 p.m.
71¼	Carnforth	...	...	...	...	pass	8 28 p.m.
77½	Lancaster (Castle)	...	...	...	...	pass	8 35 p.m.
89	Garstang & Catterall	...	...	...	...	pass	8 49 p.m.
97¼	Oxheys	...	...	...	...	pass	8 59 p.m.
98½	Preston (No. 6 Platform Line)	...	...	...	...	pass	9 2 p.m.
104	Euxton Junction	...	...	...	...	pass	9 12 p.m.
110½	Standish Junction	...	...	...	...	pass	9 22 p.m.
113¾	Wigan (N.W.)	...	...	...	...	pass	9 30 p.m.
122	Winwick Junction	...	...	...	...	pass	9 47 p.m.
125½	Warrington	...	...	...	...	pass	9 52 p.m.
127¼	Acton Grange Junction	...	...	...	...	pass	9 55 p.m.
133¼	Weaver Junction	...	...	...	...	pass	10 5 p.m.
140½	Winsford Junction	...	...	...	...	pass	10 15 p.m.
146½	Coppenhall Junction	...	...	...	...	pass	10 22 p.m.
149½	Crewe (Up Through Line)	...	...	...	...	pass	10 27 p.m.
154	Nantwich	...	...	...	...	pass	10 35 p.m.
163¼	Whitchurch	...	...	...	...	pass	10 50 p.m.
180	Harlescott Crossing	...	...	...	...	pass	11 12 p.m.
182	Shrewsbury (W.R.)	...	...	...	...	arr.	11 17 p.m.

Thursday, 16th April, 1953—(Continued).

Light Engine, Shrewsbury to Crewe North Shed.

Shrewsbury (W.R.)	...	...	...	...	dep.	11 25 p.m.
Travels via Coleham :—						
Harlescote Crossing	...	...	...	...	pass	11 58 p.m.
(Friday morning)						
Whitchurch	...	...	...	...	pass	12 33 a.m.
Nantwich	...	...	...	...	pass	12 53 a.m.
Crewe Station	...	...	...	...	pass	1 3 a.m.
Crewe North Shed	...	...	...	...	arr.	1 5 a.m.

Class 8P.

After working GROVE Special Train.

The Special Train will run on the Main or Fast Line (where more than one line exists) unless otherwise shown:—

CARLISLE (CITADEL STATION)—The Special Train will arrive at No. 4 platform and must be brought to a stand with the centre of the cab of the leading engine opposite to a point at which a man will be stationed to indicate the place at which the train must stop. The engines will be changed at Carlisle.

Block Signalling at particular places.

Referring to Clause 4 (b) of the General Instructions ; the signalman at the undermentioned signal box may, if necessary, give permission for the Special Train to approach from the signal box in the rear provided the " Train out of Section " signal has been received from the signal box in advance for the previous train passing over the line upon which the Special Train will run, and before obtaining permission for the Special Train to proceed to the signal box in advance:—

Journey—Windsor to Scotland.

Carnforth No. 1.

Special Opening of Signal Boxes.

List of signal boxes which require to be specially opened at least one hour before the Special Train is due, and must remain open until the " Train out of Section " signal has been received for the Special Train:—

Journey—Windsor to Scotland.

Yorton Station
Winsford Goods Yard
Preston Brook Goods
Victoria Colliery Sidings
Bashall's Siding
Mosedale Hall Crossing
Harrison's Sidings
Penrith No. 2
Penrith No. 3 North
Mossband

Journey—Scotland to Windsor.

Mossband
Harrison's Sidings
Bashall's Siding
Darlington's Siding
Victoria Colliery Sidings
Preston Brook Goods
Winsford Goods Yard
Yorton Station

Thursday, 16th April, 1953—(Continued).

Train Reporting.

Trains shown in this Notice must be reported from the usual reporting points to the District Officer, who, in turn, must take steps to see that information is passed forward to Divisional Control, who will report to Headquarters.

The following trains to be altered:—

Journey—Windsor to Scotland.

- 3.15 a.m. Whitchurch to Aberystwyth must not leave until after the Special Train has passed.
 - 9.55 p.m. (Wednesday) parcels, Willesden Junction to Carlisle to travel slow line from Stafford and must not leave Basford Hall Junction until after the Special Train has passed Crewe South Junction.
 - 12.20 a.m. Euston to Glasgow must not leave Basford Hall Junction until after the Special Train has passed Crewe South Junction.
 - 1.10 a.m. Holyhead to Euston must not leave Steel Works until after the Special Train has passed Crewe North Junction.
 - 1.25 a.m. " Q " Holyhead to Crewe (if running) must not leave Steel Works until after the Special Train has passed Crewe North Junction.
 - 9.45 p.m. (Wednesday) parcels, Marylebone Goods to Preston must not leave Crewe until after the Special Train has passed.
 - 12. 2 a.m. parcels, Birmingham to Carlisle must not leave Crewe until after the Special Train has passed.
 - 3.20 a.m. Chester to Manchester (Exchange) must not leave Warrington until after the Special Train has passed.
 - 2.55 a.m. parcels, Manchester (Exchange) to Bangor, if running punctually, may precede the Special Train across Winwick Junction.
 - 11.50 p.m. (Wednesday) Euston to Glasgow (St. Enoch)—Special attention to be paid to the working of this train, which, if ready to leave to time, may precede the Special Train from Carlisle.
 - 6.50 a.m. Carlisle to Silloth must not leave until after the Special Train has left Carlisle.
 - 7. 0 a.m. Carlisle to Glasgow (St. Enoch) must not leave until after the Special Train has left Carlisle.
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Journey—Scotland to Windsor.

- 1.40 p.m. parcels, Glasgow to Carlisle will follow the Special Train into Carlisle.
- 6.20 p.m. Carlisle to Silloth must not leave until after the Special Train has arrived Carlisle.
- 8. 5 p.m. Morecambe (Euston Road) to Lancaster (Castle)—Special attention to be paid to the working of this train.
- 6.50 p.m. parcels, Kendal to Euston—Special attention to be paid to the working of this train which must not leave Preston until after the Special Train has passed.
- 8.10 p.m. Blackpool (Central) to Accrington must not leave Maudland Viaduct until after the Special Train has passed Preston No. 5.
- 9. 3 p.m. Preston to Liverpool (Exchange) must not leave Preston until after the Special Train has passed.

Thursday, 16th April, 1953—(Continued).

- 6.52 p.m. Skipton to Blackpool (Central) must not leave Preston until after the Special Train has passed.
8. 0 p.m. Blackpool (North) to Manchester (Victoria) to travel slow line to Euxton Junction; if running punctually, may precede the Special Train across Euxton Junction.
- 8.15 p.m. Manchester (Victoria) to Blackpool (Central) must not leave Euxton No. 1 until after the Special Train has passed Euxton Junction.
- 8.18 p.m. Preston to Warrington must not leave Vulcan Bank Siding until after the Special Train has passed Winwick Junction.
- 9.20 p.m. Warrington to Wigan must not leave Lowton Junction until after the Special Train has passed Golborne Junction.
7. 0 p.m. Bangor to Manchester (Exchange) must not leave Daresbury until after the Special Train has passed Acton Grange Junction.
- 8.15 p.m. Derby to Crewe must not leave Crewe N.S. Sidings until after the Special Train has passed Crewe South Junction.
- 7.20 p.m. Euston to Inverness must not leave Basford Hall Junction until after the Special Train has passed Crewe South Junction.
- 9.45 p.m. Chester to Crewe must not leave Steel Works until after the Special Train has passed Crewe North Junction.
- 9.42 p.m. Crewe to Shrewsbury—Special attention to be paid to the working of this train.
- 9.25 p.m. Wellington to Crewe must not leave Audlem until after the Special Train has passed Nantwich, Market Drayton Junction.
-

S. G. HEARN,

Operating Superintendent.

Issued at Crewe Station L.M.R. 13.

10th April, 1953.