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Notice No. 38.W.

BRITISH RAILWAYS  
LONDON MIDLAND OPERATING AREA

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**NOTICE**  
OF  
**ROYAL TRAIN**

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**LONDON (Euston)**

To

**SCOTLAND**

ON

**Monday, 22nd June, 1953**

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This Notice must be acknowledged immediately on receipt by telegram to  
"Trains CFX Crewe" by use of the code word "GROVE 38.W."

# BRITISH RAILWAYS

## Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN CIRCULAR O/RR DATED DECEMBER, 1950, AS AMENDED IN SUPPLEMENTARY OPERATING INSTRUCTIONS, DATED 6th JUNE, 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 TRAINS IN THIS NOTICE WHICH ARE MARKED "GROVE."

**Monday, 22nd June, 1953.**

**Light Engine, Bletchley Shed to Wolverton Works.**

Bletchley Shed	..	..	..	..	..	dep.	6 15 p.m.
Bletchley No. 2	..	..	..	..	..	arr.	6 18 p.m.
Bletchley No. 2	..	..	..	..	..	dep.	6 20 p.m. SL
Wolverton No. 1	..	..	..	..	..	arr.	6 30 p.m.
Wolverton No. 1	..	..	..	..	..	dep.	6 35 p.m.
Wolverton Works	..	..	..	..	..	arr.	6 45 p.m.

**" A "—Empty Stock, Wolverton Works to London (Euston).**

**Reporting No. W 700.**

Wolverton Works	..	..	..	..	..	dep.	7 30 p.m.
Wolverton No. 1	..	..	..	..	..	pass	7 37 p.m. SL
Bletchley	..	..	..	..	..	pass	7X50 p.m. FL
Tring	..	..	..	..	..	pass	8 12 p.m.
Watford Junction	..	..	..	..	..	pass	8 31 p.m.
Willesden Junction	..	..	..	..	..	pass	8 45 p.m.
Euston (No. 6 Platform)	..	..	..	..	..	arr.	8 55 p.m.

12 vehicles—528 tons.

Monday, 22nd June, 1953—(continued)

GROVE Special Train, London (Euston) to Scotland

Miles

—	Euston (No. 6 Platform)	..	..	..	..	dep.	10 0 p.m.
5½	Willesden Junction	..	..	..	..	pass	10 15 p.m.
17½	Watford Junction	..	..	..	..	pass	10 31 p.m.
31½	Tring	..	..	..	..	pass	10 49 p.m.
46½	Bletchley	..	..	..	..	pass	11 6 p.m.
59½	Roade	..	..	..	..	pass	11 22 p.m.
62½	Blisworth	..	..	..	..	pass	11 27 p.m.
69½	Weedon	..	..	..	..	pass	11 37 p.m.
82½	Rugby Midland (Down Through Line)	..	..	..	..	pass	11 55 p.m.
(Tuesday morning)							
97	Nuneaton T.V.	..	..	..	..	pass	12 13 a.m.
110	Tamworth L.L.	..	..	..	..	pass	12 29 a.m.
116½	Lichfield T.V.	..	..	..	..	pass	12 37 a.m.
124½	Rugeley T.V.	..	..	..	..	pass	12 47 a.m.
129½	Milford and Brocton	..	..	..	..	pass	12 53 a.m.
133½	Stafford (Down Main Line)	..	..	..	..	pass	12 58 a.m.
138½	Norton Bridge	..	..	..	..	pass	1 5 a.m.
147½	Whitmore	..	..	..	..	pass	1 17 a.m.
158	Crewe (No. 2 Down Through Line)	..	..	..	..	pass	1 30 a.m.
161	Coppenhall Junction	..	..	..	..	pass	1 35 a.m.
167	Winsford Junction	..	..	..	..	pass	1 43 a.m.
174½	Weaver Junction	..	..	..	..	pass	1 55 a.m.
180½	Acton Grange Junction	..	..	..	..	pass	2 3 a.m.
182	Warrington	..	..	..	..	pass	2 6 a.m.
185½	Winwick Junction	..	..	..	..	pass	2 12 a.m.
192½	Springs Branch	..	..	..	..	pass	2 25 a.m.
193½	Wigan N.W.	..	..	..	..	pass	2 28 a.m.
197	Standish Junction	..	..	..	..	pass	2 35 a.m.
203½	Euxton Junction	..	..	..	..	pass	2 44 a.m.
209	Preston (No. 5 Platform Line)	..	..	..	..	pass	2 51 a.m.
210½	Oxheys	..	..	..	..	pass	2 54 a.m.
218½	Garstang and Catterall	..	..	..	..	pass	3 5 a.m.
230	Lancaster Castle	..	..	..	..	pass	3 19 a.m.
236½	Carnforth	..	..	..	..	pass	3 28 a.m.
249	Oxenholme	..	..	..	..	pass	3 47 a.m.
262	Tebay	..	..	..	..	pass	4 8 a.m.
267½	Shap Summit	..	..	..	..	pass	4 21 a.m.
281½	Penrith	..	..	..	..	pass	4 38 a.m.
286	Plumpton	..	..	..	..	pass	4 44 a.m.
299	Carlisle (No. 1 Platform)	..	..	..	..	arr.	5 0 a.m.
—	Carlisle (No. 1 Platform)	..	..	..	..	dep.	5 15 a.m.
307½	Gretna Junction	..	..	..	..	pass	5 27 a.m.

Monday, 22nd June, 1953—(continued).

**Two Class 5 M.T. Light Engines, Coupled (Tender first).**

(Tuesday morning)

Etterby Junction	.. .. .	dep.	4.15 a.m.
Carlisle No. 3	.. .. .	pass	4.18 a.m.
Carlisle Citadel	.. .. .	arr.	4.20 a.m.

To work Grove Special Train from Carlisle.

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

**EUSTON**—The Special Train will start from No. 6 platform. When the train-engine has been coupled to the train and the automatic brake tested by the Guard, the Driver of the train-engine must keep his hand-brake hard on until he receives the signal to start. THE SPECIAL TRAIN MUST NOT BE ALLOWED INTO Nos. 3 or 8 PLATFORM LINES.

**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.

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**Block Signalling at particular places.**

Referring to Clause 4 (b) of the General Instructions; the signalman at the undermentioned signal boxes 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:—

Wolverton No. 1

Weedon No. 1

Carnforth No. 1

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**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:—

Lamb's Siding

Wolverton No. 1

Weedon No. 1

Marshall's Siding

Basford Wood

Winsford Goods Yard

Preston Brook Goods

Victoria Colliery Siding

Bashall's Siding

Mosedale Hall Crossing

Harrison's Siding

Penrith No. 2

Penrith No. 3 North

Mossband

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**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.

**Monday, 22nd June, 1953—(continued).**

The following trains to be altered:—

- 9 25 p.m., Euston to Glasgow—special attention to be paid to the working of this train, which will precede the Special Train throughout.
- 9 35 p.m., Euston to Birmingham—special attention to be paid to the working of this train, which, if running punctually, may leave Rugby in advance of the Special Train.
- 9 55 p.m., Euston to Bletchley, to travel slow line, Euston to Tring.
- 10 0 p.m., parcels, Euston to Manchester to leave at 10 5 p.m. and follow the Special Train to Willesden.
- 9 55 p.m., parcels, Willesden to Carlisle to leave at 10 20 p.m. and follow the Special Train.
- 10 48 p.m., parcels, Birmingham to Euston—special attention to be paid to the working of this train, which, if running punctually, may precede the Special Train across the junction at Rugby No. 7.
- 10 20 p.m., parcels, Leicester to Stafford, must not leave Nuneaton until the Special Train has passed.
- 12 5 a.m., Tuesday, parcels, Crewe to Birmingham, must not leave Stafford until the Special Train has passed.
- 12 55 a.m., Tuesday, Stafford to Stoke, must not leave Stafford until the Special Train has passed.
- 1 25 a.m., Tuesday, Crewe to Cardiff, must not leave Crewe until the Special Train has passed.
- 12 15 a.m. Tuesday, parcels, Crewe to Preston—special attention to be paid to the working of this train; must not leave Warrington until the Special Train has passed.
- 1 35 a.m., Tuesday, parcels, Manchester (Victoria) to Preston, must not leave Euxton No. 1 until the Special Train has passed Euxton Junction.
- 12 45 a.m., Tuesday, Liverpool to Glasgow, special attention to be paid to the working of this train; to be kept clear and must not leave Preston until the Special Train has passed.
- 9 5 p.m., St. Pancras to Edinburgh Waverley must not leave Petteril Bridge Junction until the Special Train has left Carlisle.

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**S. G. HEARN,**  
*Operating Superintendent.*

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

17th June, 1953.