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# BRITISH RAILWAYS

(WESTERN OPERATING AREA)

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## NOTICE OF ROYAL TRAINS

PADDINGTON TO NEWPORT (HIGH STREET)

HIRWAUN TO SWANSEA (HIGH STREET)  
AND LLANELLY

LLANELLY TO CAERNARVON  
(VIA SHREWSBURY AND L.M.R.)


RHYL TO WREXHAM  
(VIA L.M.R. AND SALTNEY JUNCTION)

LLANGOLLEN TO WINDSOR & ETON

ON

8th, 9th and 10th JULY, 1953.

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 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 40."

# 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 1½ p.m. Wednesday, 8th July, to work forward to Old Oak Common at the following times:—

Kensington (Olympia)	.. .. .	dep. 1½25 p.m.
Old Oak Common East	.. .. .	arr. 1½35 p.m.

The train to be stabled at Old Oak Common on No. 18 Shed Road and to leave Old Oak Common East Box at 9½35 p.m. To run via No. 1 Carriage Line to Paddington and arrive at No. 1 Platform at 9½55 p.m.

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.**

### WORKING OF TRAIN ENGINES.

The Engines (Nos. 7025 and 7024) to work the Royal Train from Paddington to Portskewett to leave Old Oak Common East Box at 10½0 p.m. for Paddington, arrive 10½20 p.m.

### FORMATION (FROM ENGINES) LEAVING PADDINGTON:—

L.M.R. Stock.	BRAKE FIRST	.. .. .	No. 31209	494 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) .. 738 feet 4 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 635 feet 7¾ 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 5¾ inches.

### ALTERED PLATFORM ARRANGEMENTS AT PADDINGTON.

9.50 p.m. Paddington to Penzance	.. To start from No. 3 Line <b>ML</b> .
10. 0 p.m. Paddington to Bourne End	.. To start from No. 4 Line <b>ML</b> .
10.45 p.m. Paddington to Hayes	} To leave West London coupled at 9.45 p.m. (as booked): To start from No. 4 Line <b>RL</b> .
11.15 p.m. Paddington to Slough	
11. 2 p.m. Paddington to Reading	.. To start at 11.5 p.m. from No. 5 Line <b>ML</b> .
11.50 p.m. Paddington to Penzance	.. To start from No. 3 Line <b>ML</b> .
11.55 p.m. Paddington to Maidenhead	.. To start from No. 6 Line <b>ML</b> .
12. 5 night Paddington to Birkenhead	.. To start from No. 5 Line <b>ML</b> .
12. 8 night Paddington to Slough	.. To start from No. 3 Line <b>RL</b> .
12.15 night Paddington to Penzance	.. To start from No. 4 Line <b>ML</b> as booked. Empty coaches to leave Old Oak Common East at 10.55 p.m.
1. 0 night Paddington to Swansea	.. To start from No. 2 Line <b>ML</b> as booked. Empty stock to leave Old Oak Common East at 9.25 p.m. (as booked) and pull in as usual to No. 2 Platform. All blinds to be drawn and doors to be locked before the train arrives at the platform and remain so until after the departure of the Royal Train.

### CLEARING STATION PLATFORM AND APPROACHES—PADDINGTON.

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

# TIME TABLE OF ROYAL TRAIN—PADDINGTON TO PORTSKEWETT—WEDNESDAY, 8th JULY, 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 Paddington.

The Train will run on the Main Line throughout the journey; via the Down Through Line at Swindon Junction and the Down Middle Line at Gloucester Central.

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

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
—	—	<b>PADDINGTON .. .. dep.</b> (No. 1 Platform)	<b>11. 0</b>	For detailed instructions for dealing with the Royal Train at Old Oak Common and Paddington, see London District Operating Superintendent's Notice. The 9.35 p.m. (Freight) Paddington to Carmarthen must work punctually. The 10.10 p.m. (Postal) Paddington to Penzance must work punctually. The 10.18 p.m. (Parcels) Paddington to Penzance must work punctually to Newbury. The 10.40 p.m. (Parcels) Paddington to Plymouth must work punctually to Slough West. The 10.40 p.m. (Freight) Paddington to Weymouth to start at 10.30 p.m. and run correspondingly earlier to Old Oak Common East Down Avoiding Line, and thence as booked. The 11.2 p.m. Paddington to Reading to start at 11.5 p.m. and run via the Main Line to West Drayton East.
2	65	Old Oak Common East pass	11. 8	The 8.30 p.m. (Freight) South Lambeth to Park Royal must work punctually. The 9.50 p.m. (Freight) South Lambeth to Acton must work punctually. The 10.30 p.m. (Freight) Chelsea Dock to Old Oak Common to be held at North Pole Junction until the Royal Train has cleared Old Oak Common West. The 11.10 p.m. (Freight) Old Oak Common to Bristol to be held at Old Oak Common West to follow the 11.2 p.m. Paddington. The 10.20 p.m. (Freight) Paddington to Cardiff must run via the Relief Line from Acton West Junction to Reading Main Line West and via the Main Line thence. To be held at Reading Main Line East until the Royal Train has cleared Reading Main Line West.
9	6	Southall Station .. ..	11.18	The 11.2 p.m. Paddington (starting at 11.5 p.m.) must run via the Relief Line from West Drayton East.
18	36	Slough .. ..	11.31	The 10.40 p.m. (Parcels) Paddington to Plymouth must run via the Relief Line from Slough West to Foxhall Junction.
24	19	M Maidenhead .. ..	11.39	
31	1	Twyford .. ..	11.48	
35	78	Reading General .. ..	11.55	The 10.40 p.m. (Parcels) Paddington to Plymouth to be dealt with at the Down Relief Line Platform at Reading General. The 9.30 p.m. (Freight) Newbury to Reading West Junction must work punctually. The 12.20 p.m. (Mk) Penzance to Kensington (Olympia) to be held at Oxford Road Junction until the Royal Train has cleared Reading Main Line West. The 11.20 p.m. (Coaches) Newbury to Reading to be held at Southcote Junction. The 9.45 p.m. (Stores and Parcels) Eastleigh to Crewe to run at amended times from Basingstoke to Didcot as shown in London District Operating Superintendent's Local Notice. The 11.25 p.m. (Freight) Scours Lane Junction to Cardiff must work punctually.

# **TIME TABLE OF ROYAL TRAIN—PADDINGTON TO PORTSKEWETT—** **THURSDAY MORNING, 9th JULY, 1953—continued.**

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
38	51	Tilehurst.. .. pass	—	
40	10	Purley Signals .. .. "	—	Intermediate Block signals—Down Distant and Down Home.
41	43	Pangbourne .. .. "	—	
43	16	Basildon Signals .. .. "	—	Intermediate Block Signals—Down Distant and Down Home.
43	32	Water Troughs .. .. "	—	No Up Main Line Train must be allowed to leave Goring and Streatley whilst the Train is passing through the Section from Pangbourne to Goring & Streatley.
53	10	Didcot Station. .. .. "	12.18	<b>Early Thursday morning, 9th July.</b> The 10.0 p.m. (Freight) Banbury to Hackney to be held at Didcot East Junction until the Royal Train has cleared Foxhall Junction. The 11.45 p.m. (Freight) Reading West Junction to Bristol will be diverted to run via the Berks and Hants Line, starting at 1.0 a.m.
56	42	Steventon .. .. "	12.23	The 8.40 p.m. (Parcels) Kensington (Olympia) to Bristol to be held at Marston Sidings until the Royal Train has cleared Swindon Goods Yard Signal Box.
77	24	Swindon Junction .. .. "	12.53	To run via the Down Through Line. The 9.50 p.m. <b>RR</b> (Fruit Special) Axbridge to Birmingham, if running, to be held at Rodbourne Lane until the Royal Train has cleared Loco. Yard Signal Box. The 11.50 p.m. (Parcels) Swindon to Swansea ( <b>SX</b> ) to run at amended times from Ninety as shewn in Notices issued by the District Operating Superintendents concerned.
77	66½	Swindon Loco. Yard Box ..	12.58	
90	40½	Kemble 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.)
91	0	Kemble Station .. { arr. dep.	1.17 1.29	<b>Engines take water.</b> See special instructions on page 24. Station Platforms to be kept clear.
94	50½	Sapperton (Short) Tunnel pass	—	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.)
94	69½	Sapperton (Long) Tunnel ..	—	
102	13	Stroud .. .. "	1.50	The 6.50 p.m. Neyland to Paddington to be held at Brimscombe (1.36 a.m. to 1.43 a.m.) as shewn in the Gloucester District Operating Superintendent's Notice.
114	9	Gloucester Central .. .. "	2.11	To run via the Down Middle Line.
121	45	Grange Court .. .. "	2.25	
125	8½	Newnham 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.)
128	26	Awre Junction .. .. "	—	
133	37	Lydney .. .. "	2.46	
139	71	Beachley Junction .. .. "	2.57	
141	35	Chepstow .. .. "	3. 0	
145	77	<b>PORTSKEWETT</b> .. arr. (Down Starting Signal)	<b>3.11</b>	The Train to be brought to a stand at the Down Starting Signal.
		(Down Line) .. .. dep.	3.25	
		(Down Refuge Siding) arr.	<b>3.35</b>	For detailed instructions for dealing with the Royal Train on arrival at Portskewett, see page 24.

# TIME TABLE OF ROYAL TRAIN—PORTSKEWETT TO NEWPORT—THURSDAY, 9th JULY, 1953.

The formation of the Royal Train leaving Portskewett Stabling Point will be similar and the order of the vehicles the same as from Paddington (see page 2).

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 Portskewett Stabling Point.

The Train will run on the Main Line after leaving the Down Refuge Siding at Portskewett.

## WORKING OF TRAIN ENGINES.

The engines (Nos. 7025 and 7024) to work the Royal Train from Portskewett Stabling Point to Newport (High Street) to leave Severn Tunnel Junction Shed, chimneys trailing, at 8||30 a.m., Stabling Point arrive 8||40 a.m.

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

Distances from Port- skewett.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
—	—	<b>PORTSKEWETT</b> .. dep. (Down Refuge Siding)	<b>9.33</b>	For detailed instructions for dealing with the Royal Train on departure from Portskewett, see page 24. The 9.10 a.m. Chepstow to Severn Tunnel Junction to start at 9.0 a.m. and run ten minutes earlier.
2	64	Severn Tunnel Jct. .. pass	9.42	The 9.5 a.m. Bristol (T.M.) to Swansea (High Street) to be held at Severn Tunnel Junction (Down Tunnel Line) until the Royal Train has passed Undy Crossing.
4	11½	Water Troughs .. .. „	—	No Up Train must be allowed to leave Magor whilst the Royal Train is passing through the Section from Undy Crossing to Magor.
11	77	Maindee Jct. East .. .. „	9.56	
12	35	Newport East .. .. „	—	The 9.2 a.m. (Auto) Blaenavon to Newport to run to No. 8 Platform at Newport. The 9.5 a.m. Bristol (T.M.) to Swansea (High Street) to run to Nos. 6 and 7 Platforms.
12	48	<b>NEWPORT (High Street) arr.</b> (No. 1 Platform)	<b>10. 0</b>	For detailed instructions for dealing with the Royal Train at Newport (High Street), see page 25.

# WORKING OF EMPTY ROYAL TRAIN, THURSDAY, 9th JULY, 1953.

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

## NEWPORT TO CARDIFF.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
<b>NEWPORT (High Street) .. dep.</b>	<b>10<sup>+</sup>15</b>	<b>To carry Class "A" Head Code and to be signalled accordingly.</b> Engines Nos. 7025 and 7024. For detailed instructions for dealing with the Empty Royal Train at Newport, see Newport District Operating Superintendent's Notice.
<b>(No. 1 Platform)</b>		
St. Brides .. .. .	pass 10.22	
Cardiff (General) (No. 3 Platform) {	arr. 10 <sup>+</sup> 34	
	dep. 10 <sup>+</sup> 38	
Penarth Curve South Junction {	arr. 10 <sup>+</sup> 41	
	dep. 10 <sup>+</sup> 47	
Penarth Curve North Junction {	arr. 10 <sup>+</sup> 50	<b>Train Reverses.</b> Attach Engine No. 5946 on front to draw Train, with Train Engines Nos. 7025 and 7024 still attached on rear to assist, to Penarth Curve North Junction.
	dep. 10 <sup>+</sup> 56	
Penarth Curve East Junction .. pass	10.59	
Cardiff (General) (No. 6 Platform) {	arr. 11 <sup>+</sup> 2	<b>Train Reverses.</b> Detach Engines Nos. 7025 and 7024. Engine No. 5946 to draw Train into Canton Carriage Shed (No. 9 Road).
	dep. 11 <sup>+</sup> 8	
<b>CANTON CARRIAGE SHED .. arr.</b>	<b>11<sup>+</sup>13</b>	<b>For detailed instructions for dealing with the Empty Royal Train at Canton Carriage Shed, see Cardiff District Operating Superintendent's Notice.</b> Engines Nos. 7025 and 7024 to proceed "light" from Cardiff (General) (No. 6 Platform) at 11 <sup>+</sup> 12 a.m. via Penarth Curve South, Leckwith Junction and Ely Main Line to Landore Shed as shown in Notices of District Operating Superintendents concerned.
<b>(No. 9 Road)</b>		

## CARDIFF TO HIRWAUN.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
<b>CANTON CARRIAGE SHED .. dep.</b>	<b>p.m. 2<sup>+</sup> 0</b>	<b>To carry Class "A" Head Code and to be signalled accordingly.</b> <b>This train must run punctually.</b> Engines Nos. 5006 and 5080. For detailed instructions for dealing with the Empty Royal Train at Canton Carriage Shed, see Cardiff District Operating Superintendent's Notice.
<b>(No. 9 Road)</b>		
Cardiff (General) (No. 6 Platform) {	arr. 2 <sup>+</sup> 5	
	dep. 2 <sup>+</sup> 8	
Cardiff (Queen Street) South Jct... pass	2.10	
Cardiff (Queen Street) Station .. ..	2.11	To run via No. 4 Platform Road.
Cardiff (Queen Street) North .. ..	2.12	
Heath Junction .. .. .	2.18	
Caerphilly .. .. .	2.28	
Aber Junction .. .. .	2.30	
Ystrad Mynach South Junction .. ..	2.38 <sup>+</sup> <sub>2</sub>	
Ystrad Mynach .. .. .	2.39	
Penalltau Junction .. .. .	2.45	
Quaker's Yard (H.L.) .. {	arr. 3 <sup>+</sup> 0	<b>Engines take water.</b>
	dep. 3 <sup>+</sup> 10	
Quaker's Yard (West Tunnel) .. pass	3.15	
Lletty Shenkin .. .. .	—	
Aberdare (H.L.) .. .. .	3.35	The 1.55 p.m. Neath to Pontypool Road to be held at Aberdare and Lletty Shenkin until the Empty Royal Train has passed Middle Duffryn.
Gelli Tarw Junction .. .. .	—	
<b>HIRWAUN .. .. . arr.</b>	<b>3<sup>+</sup>50</b>	<b>For detailed instructions for dealing with the Empty Royal Train at Hirwaun, see Newport District Operating Superintendent's Notice.</b> The 3.25 p.m. (Workmen) Resolven to Merthyr not to call at Hirwaun. The 3.0 p.m. Swansea (High Street) to Pontypool Road not to call at Hirwaun. The 4.19 p.m. Rhigos Halt to Merthyr to start from Llwydcoed at 4.32 p.m.
<b>(Down Platform)</b>		

# TIME TABLE OF ROYAL TRAIN—HIRWAUN TO SWANSEA—THURSDAY, 9th JULY, 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 Hirwaun and Neath (General).

The Train will run on the Main Line.

## WORKING OF TRAIN ENGINES.

The engines (Nos. 5006 and 5080) working the Empty Royal Train from Cardiff (Canton Carriage Shed) to Hirwaun, will also work the Royal Train from Hirwaun to Neath (General).

The engines (Nos. 7025 and 7024) to work the Royal Train from Neath (General) to Swansea (High Street) to leave Landore Shed at 4|15 p.m., with chimneys trailing, and run tender first from Landore to Neath (General), arrive 4|30 p.m.

## FORMATION (FROM ENGINES) LEAVING HIRWAUN:—

L.M.R. Stock.	(BRAKE FIRST .. .. . No. 31209)	494 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) .. 738 feet 4 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 635 feet 7 $\frac{3}{4}$  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 5 $\frac{3}{4}$  inches.

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

Distances from Hirwaun.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
—	—	<b>HIRWAUN .. dep.</b> (Down Platform)	<b>p.m. 4.30</b>	For detailed instructions for dealing with the Royal Train at Hirwaun, see page 25. The 3.25 p.m. (Workmen) Resolven to Merthyr not to call at Hirwaun. The 3.0 p.m. Swansea (High Street) to Pontypool Road to be held at Glyn Neath Station until the Royal Train has passed Rhigos Colliery Signal Box. The 2.28 p.m. Pontypool Road to Carmarthen to terminate at Aberdare (H.L.). Coaches to be attached to the 3.50 p.m. Pontypool Road to Swansea (High Street).
1	76	Rhigos Halt .. .. pass	4.34	
2	68 $\frac{1}{2}$	Pencaedrain 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.)
6	34	Glyn Neath .. .. "	4.43	The 4.20 p.m. (Auto) Neath (Riverside) to Aberdare (H.L.) to be held at Aberpergwm Junction until the 3.0 p.m. Swansea (High Street) to Pontypool Road has cleared Glyn Neath.
9	31	Resolven West .. .. "	4.48 $\frac{1}{2}$	
13	57	Aberdylais .. .. "	4.56	



# **TIME TABLE OF ROYAL TRAIN—HIRWAUN TO SWANSEA—** **THURSDAY, 9th JULY, 1953—continued.**

Distances from Hirwaun.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
15	41	Neath (General).. { arr. dep.	p.m. 5. 2 5.12	<b>Change Engines. Train Reverses.</b> For detailed instructions for dealing with the Royal Train at Neath (General), see page 25. The 4.40 p.m. Swansea (High Street) to Gloucester to start at 4.50 p.m. and be held at Skewen East until accepted by Neath (General) West. To run at amended times shewn in District Operating Superintendents' Notices. The 4.50 p.m. Swansea (High Street) to Cadoxton not to run between Swansea (High Street) and Aberavon Town. To start from Aberavon Town at 5.32 p.m. as booked. The 2.25 p.m. Neyland to Paddington to run via Morriston West and Dynevor Junction, and call specially at Briton Ferry to pick up London passengers from Neath (General). For amended times see District Operating Superintendents' Notices. The 4.8 p.m. Cardiff (General) to Swansea (High Street) to be worked by a Diesel Car, run via Dynevor Junction and terminate at Morriston West. The 3.25 p.m. Cardiff (General) to Swansea (High Street) to be held at Margam for 4.8 p.m. (Diesel) Cardiff (General) to Morriston West to precede and leave Margam at 5.7 p.m., running thence in times of 5.7 p.m. Margam to Landore (H.L.). The 5.7 p.m. Margam to Swansea (High Street) to terminate at Landore (H.L.). The 5.11 p.m. (Workmen) Neath Engine Shed to Neath (General) <b>will not run.</b>
17	41	Skewen .. .. . pass	5.17	
22	3	Landore .. .. . „	5.25	
23	28	<b>SWANSEA (High Street) arr. (No. 4 Platform)</b>	<b>5.30</b>	For detailed instructions for dealing with the Royal Train at Swansea (High Street), see page 25. <b>Gas and water as required.</b> A train to leave Swansea (High Street) at 5.20 p.m. for Carmarthen in lieu of 2.28 p.m. Pontypool Road to Carmarthen, terminating at Aberdare (H.L.). The 4.10 p.m. Carmarthen to Pontypool Road must run punctually and be diverted from Swansea Loop West to Landore (H.L.). To call specially at Landore (H.L.) and leave there at 5.42 p.m., after connecting with the 5.35 p.m. Swansea (High Street) to Pontypool Road. The 5.35 p.m. Swansea (High Street) to Pontypool Road to start from No. 1 Platform as scheduled and connect at Landore (H.L.) with the 4.10 p.m. Carmarthen to Pontypool Road. The 4.55 p.m. (Auto) Kidwelly to Swansea (High Street) to run to Landore (H.L.) and form the 5.57 p.m. Swansea (High Street) to Port Talbot (General), starting from Landore (H.L.) and running via the Main Line. The 5.57 p.m. Swansea (High Street) to Port Talbot (General) to start from Landore (H.L.) at 6.10 p.m., running via the Main Line, call at Skewen and thence as booked. To be worked by the 4.55 p.m. (Auto) Kidwelly to Swansea (High Street) diverted to Landore (H.L.). The 4.43 p.m. Cardiff (General) to Swansea (High Street) to terminate at Landore (H.L.). The 5.5 p.m. Swansea (High Street) to Porthcawl not to run between Swansea (High Street) and Landore (H.L.). To start from Landore (H.L.) and run as booked.

# TIME TABLE OF ROYAL TRAIN—SWANSEA TO LLANELLY—THURSDAY, 9th JULY, 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 Swansea (High Street).

The Train will run on the Main Line.

## WORKING OF TRAIN ENGINES.

The engines (Nos. 5006 and 5080) to work the Royal Train from Swansea (High Street) to Llanelly to leave Neath (General), chimneys trailing, at 5|20 p.m., and arrive Swansea (High Street) at 5|40 p.m.

## FORMATION (FROM ENGINES) LEAVING SWANSEA (HIGH STREET):—

L.M.R. Stock.	BRAKE FIRST	.. .. .	No. 31209	494 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)				738 feet 4 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 635 feet 7 $\frac{3}{4}$  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 5 $\frac{3}{4}$  inches.

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

Distances from Swansea (High St.)		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
—	—	<b>SWANSEA (High Street) dep.</b> (No. 4 Platform)	<b>6.30</b>	For detailed instructions for dealing with the Royal Train at Swansea (High Street), see page 26. The 5.20 p.m. Carmarthen to Swansea (High Street) to be held at Gowerton North until the Royal Train has cleared Cockett Station. The 3.50 p.m. Pontypool Road to Swansea (High Street) to be held at Hafod Junction until the Royal Train has cleared Swansea (High Street) Station. The 6.0 p.m. Swansea (High Street) to Ferryside. <b>Will not run.</b>
1	18	Swansea Loop West .. pass	6.34	
1	59	Cwmbwrla Siding .. "	—	
2	31 $\frac{3}{4}$	Cockett 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.)
2	74	Cockett .. .. .	6.40	
5	49	Gowerton North .. .. "	6.44 $\frac{1}{2}$	
7	53	Loughor .. .. .	6.47 $\frac{1}{2}$	
9	53	Llandilo Junction East ..	6.50 $\frac{1}{2}$	
10	69	St. David's Dock Crossing ..	—	
11	23	<b>LLANELLY</b> .. .. . (Down Main Platform)	<b>6.55</b>	For detailed instructions for dealing with the Royal Train at Llanelly, see page 26. For detailed instructions for dealing with the Empty Royal Train after arrival and before departure from Llanelly, see Swansea District Operating Superintendent's Notice. The 4.25 p.m. Neyland to Cardiff (General) to run punctually and leave Llanelly at 6.45 p.m. The 5.20 p.m. (RR) (Fish) Milford Haven to Paddington to be held at Kidwelly. For amended times, see District Operating Superintendents' Notices.

# TIME TABLE OF ROYAL TRAIN—LLANELLY TO CAERNARVON (VIA SHREWSBURY AND LONDON MIDLAND REGION), THURSDAY NIGHT, 9th JULY, 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 Llanelly.

The Train will run via the Swansea District Line to Court Sart Junction and the Main Line thence; via the Up Middle Line at Newport (High Street), and the Up Platform Line at Pontypool Road.

## WORKING OF TRAIN ENGINES.

The engines (Nos. 7025 and 7024) to work the Royal Train from Llanelly to Shrewsbury to leave Swansea (High Street) at 5||55 p.m., and arrive Llanelly (Old Castle Crossing) Down Goods Running Loop Line at 6||18 p.m.

## FORMATION (FROM ENGINES) LEAVING LLANELLY:—

L.M.R. Stock.	BRAKE FIRST .. .. .	No. 5155	494 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 .. .. .	31209	
Length of Train (excluding Engines) .. .. .		738 feet 4 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 9 $\frac{3}{4}$  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. 31209) is approximately 546 feet 3 $\frac{3}{4}$  inches.

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

Distances from Llanelly.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
—	—	<b>LLANELLY</b> .. .. . dep. (Up Main Platform)	p.m. <b>7.40</b>	For detailed instructions for dealing with the Royal Train at Llanelly, see page 26. The 6.45 p.m. (Milk) Carmarthen to Kensington to be held at Pembrey & Burry Port. For amended times see District Operating Superintendents' Notices. The 4.35 p.m. (Parcels) Neyland to Paddington to be held at Ferryside. For amended times see District Operating Superintendents' Notices. The 7.30 p.m. (Auto) Ferryside to Swansea (High Street). <b>Will not run.</b> The 1.55 p.m. Paddington to Neyland to be held at Llandilo Junction East Down Home Signal until the Royal Train has left Llanelly. The 2.50 p.m. (RR) (Milk Empties) Swindon to Whitland to be held at Genwen Junction to follow the 1.55 p.m. Paddington to Neyland.
1	50	Llandilo Junction East.. pass	7.46	
5	18 $\frac{3}{4}$	Morlais Junction .. ..	7.53	
9	26 $\frac{3}{4}$	Penllergaer Tunnel .. ..	—	
10	72	Llangyfelach Tunnel .. ..	—	
13	74 $\frac{1}{2}$	Felin Fran ... ..	8. 8	} 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—LLANELLY TO CAERNARVON (via  
SHREWSBURY AND LONDON MIDLAND REGION)—THURSDAY NIGHT,  
9th JULY, 1953—continued.**

Distances from Llanelly.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
14	34 $\frac{3}{4}$	Lonlas Tunnel .. .. pass	—	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.)
14	77	Lonlas Junction .. .. "	8.10	
16	21	Jersey Marine Jct. North .. "	8.13	
16	69	Dynevor Junction .. .. "	8.15	
18	8	Court Sart Junction .. .. "	8.18	The 4.25 p.m. Neyland to Cardiff (General) to be held at Neath (General) until 8.20 p.m. or until the Royal Train has cleared Court Sart Junction. For amended times see District Operating Superintendents' Notices. The 6.0 p.m. Cardiff (Bute Road) to Neath (General) to be held at Aberavon Town until the Royal Train has cleared Port Talbot (General) Middle.
22	0 $\frac{3}{4}$	Port Talbot (General) .. .. "	8.24	
28	2 $\frac{3}{4}$	Pyle West Junction .. .. "	8.34	
30	3 $\frac{3}{4}$	Stormy .. .. "	8.38	
34	11 $\frac{3}{4}$	Bridgend .. .. "	8.46	
37	76 $\frac{3}{4}$	Pencoed .. .. "	—	
39	45 $\frac{3}{4}$	Brynygwynon .. .. "	—	
43	17 $\frac{3}{4}$	Llantrisant .. .. "	9. 1	
47	44 $\frac{3}{4}$	Peterston .. .. "	—	
50	26 $\frac{3}{4}$	St. Fagans .. .. "	—	
54	5 $\frac{3}{4}$	Cardiff (West) .. .. "	—	
54	28 $\frac{3}{4}$	Cardiff (General) (No. 2 Platform) { arr. 9.25 dep. 9.40		Engines take water. Gas and water as required. See special instructions on page 26. The 9.30 p.m. Cardiff to Chepstow to start from No. 6 Platform at 9.50 p.m. and run at amended times shown in District Operating Superintendents' Notices. The 9.48 p.m. (Parcels) Cardiff to Pontypool Road to be berthed in No. 1 Platform at Cardiff not later than 9.5 p.m. and leave at 9.55 p.m. To run at amended times shown in District Operating Superintendents' Notices.
54	64 $\frac{3}{4}$	Newtown West .. .. pass	—	
55	52 $\frac{3}{4}$	Roath .. .. "	—	
62	52 $\frac{3}{4}$	St. Brides .. .. "	9.54	The 6.55 p.m. Swansea (High Street) to Bristol must run punctually.
65	22 $\frac{3}{4}$	Gaer Junction .. .. "	—	
65	29 $\frac{3}{4}$	Newport Old 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.)
66	9 $\frac{3}{4}$	Newport (High Street) .. .. "	10. 0	To run via the Up Middle Line. Nos. 4, 6 and 8 Platforms at Newport (High Street) to be kept clear from 9.40 p.m. until the Royal Train has passed Maindee Junction North. The 6.55 p.m. Paddington to Fishguard to be held at Newport (High Street), Nos. 1 and 2 Platforms, until the Royal Train has passed Newport West. The 7.48 p.m. Cheltenham to Cardiff to be held at Newport East until the Royal Train has passed Newport West. The 9.40 p.m. Newport to Blaenavon to be retimed to start at 9.35 p.m. and run five minutes earlier to Cwmbran. The 9.40 p.m. Newport to Brynmawr to start from No. 7 Platform.
66	27 $\frac{3}{4}$	Newport East .. .. "	—	
66	70 $\frac{3}{4}$	Maindee Jct. North .. .. "	10. 3	

**TIME TABLE OF ROYAL TRAIN—LLANELLY TO CAERNARVON (via  
SHREWSBURY AND LONDON MIDLAND REGION)—THURSDAY NIGHT,  
9th JULY, 1953—continued.**

Distances from Llanelly.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
68	63 $\frac{3}{4}$	Caerleon .. .. pass	—	
70	26 $\frac{3}{4}$	Ponthir .. .. "	—	
72	0 $\frac{3}{4}$	Llantarnam Junction .. "	10.12	The 9.0 p.m. Blaenavon to Newport to be held at Cwmbran until the Royal Train has passed Llantarnam Junction.
76	5 $\frac{3}{4}$	Pontypool Road .. "	10.19	To run via the Up Platform Line. The 10.16 p.m. Panteg & Griffithstown to Abergavenny to be held at Panteg & Griffithstown until the Royal Train has passed Pontypool Road Station South. The 10.5 p.m. Pontypool Road to Cefn Crib to start from Pontypool (Clarence Street) at 10.13 p.m. as booked.
85	41 $\frac{3}{4}$	Abergavenny (Monmouth Road) .. .. "	10.34	
89	42 $\frac{3}{4}$	Llanvihangel .. .. "	10.45	
97	0 $\frac{3}{4}$	Pontrilas .. .. "	11. 0	
105	7 $\frac{1}{4}$	Red 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.)
106	13 $\frac{3}{4}$	Red Hill Junction .. "	11.17	
108	16 $\frac{3}{4}$	Rotherwas Junction .. "	11.20 $\frac{1}{2}$	
109	39 $\frac{3}{4}$	Hereford (Barr's Court) .. "	11.23	To run via the Up Main Line. The 9.30 p.m. Gloucester to Hereford must run punctually and be shunted promptly to the Down Side at Hereford.
110	20 $\frac{3}{4}$	Barr's Court Junction .. "	11.25	
111	16 $\frac{3}{4}$	Shelwick Junction .. "	11.27	
117	7	Dinmore 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.)
119	58 $\frac{3}{4}$	Ford Bridge .. .. "	—	
122	6 $\frac{3}{4}$	Leominster .. .. "	11.43	
122	40 $\frac{3}{4}$	Kington Junction .. "	—	
125	22 $\frac{3}{4}$	Berrington & Eye .. "	—	
128	31 $\frac{1}{2}$	Woofferton .. .. "	11.53	
132	70 $\frac{3}{4}$	Ludlow 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.)
132	79 $\frac{3}{4}$	Ludlow .. .. "	a.m. 12. 1	<b>Early Friday morning, 10th July.</b>
133	74 $\frac{3}{4}$	Water Troughs .. .. "	—	No Down Train must be in the Section from Bromfield to Ludlow whilst the Royal Train is passing through the Section from Ludlow to Bromfield.
135	18 $\frac{3}{4}$	Bromfield. .. .. "	—	
137	50 $\frac{3}{4}$	Onibury .. .. "	—	
140	46 $\frac{3}{4}$	Craven Arms & Stokesay .. "	12.13	
145	9 $\frac{3}{4}$	Marsh Brook .. .. "	—	

**TIME TABLE OF ROYAL TRAIN—LLANELLY TO CAERNARVON (via  
SHREWSBURY AND LONDON MIDLAND REGION)—THURSDAY NIGHT,  
9th JULY, 1953—continued.**

Distances from Llanelly.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		a.m.	
147	59 $\frac{1}{4}$	Church Stretton .. pass	12.28	
151	19 $\frac{3}{4}$	Leebotwood .. .. "	—	
154	8 $\frac{3}{4}$	Dorrington .. .. "	—	
156	16 $\frac{3}{4}$	Condover .. .. "	—	
159	49 $\frac{3}{4}$	Sutton Bridge Junction ..	—	
159	70 $\frac{1}{4}$	Coleham .. .. . "	12.50	
160	42 $\frac{3}{4}$	<b>SHREWSBURY (Up and Down Platform) {</b> arr. <b>12.55</b> dep. <b>1.15</b>		<b>Change Engines and Guards.</b> Detach W.R. Engines Nos. 7025 and 7024. Attach L.M.R. Engine No. 46151. For detailed instructions for dealing with the Royal Train at Shrewsbury, see page 26.
160	49 $\frac{3}{4}$	Crewe Junction .. .. pass	—	
162	52 $\frac{3}{4}$	Harlescott Crossing .. .. "	1.20	<b>To London Midland Region.</b>

# TIME TABLE OF ROYAL TRAIN—RHYL TO WREXHAM (VIA LONDON MIDLAND REGION AND SALTNEY JUNCTION)—FRIDAY, 10th JULY, 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 Saltney Junction.  
The Train will run on the Main Line.

## WORKING OF TRAIN ENGINES.

The Engines (Nos. 7827 and 7800) to work the Royal Train from Saltney Junction to Wrexham to leave Chester, chimneys leading, at 2||0 p.m., and arrive Saltney Junction 2||10 p.m.

## FORMATION (FROM ENGINES) LEAVING SALTNEY JUNCTION :—

L.M.R. Stock.	{ BRAKE FIRST .. .. .						No. 5155	494 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 .. .. .						„ 31209	

Length of Train (excluding Engines) .. .. 738 feet 4 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 276 feet 5 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. 31209) is approximately 546 feet 3½ inches.

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

Distances from Saltney Junction.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.		TIMES.	REMARKS.
Mls.	Chs.	SALTNEY JUNCTION {		p.m. 2.45 3. 0	<b>From London Midland Region.</b> <b>Change Engines and Guards. Train Reverses.</b> Attach W.R. Engines Nos. 7827 and 7800. Detach L.M.R. Engine No. 46151. For detailed instructions for dealing with the Royal Train at Saltney Junction, see page 27. The 2.55 p.m. Chester to Pwllheli not to run as between Chester and Ruabon.
—	—	{ arr. dep.			
2	65½	Balderton .. ..	pass	—	
3	5½	Balderton Tunnel .. ..	„	—	
6	8½	Rossett .. ..	„	—	
7	58½	Gresford .. ..	„	—	
8	79½	United Colliery Siding ..	„	—	
9	37½	Wheatsheaf Junction .. ..	„	—	
10	69½	WREXHAM .. ..	arr.	3.25	
		(Up Platform)			

For detailed instructions for dealing with the Royal Train at Wrexham, see page 27.

# WORKING OF EMPTY TRAIN, FRIDAY, 10th JULY, 1953.

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

## WREXHAM TO LLANGOLLEN.

PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
<b>WREXHAM</b> .. .. . dep. (Up Platform)	p.m. <b>3+40</b>	<p><b>To carry Class "A" Head Code and to be signalled accordingly.</b>  <b>This Train must work punctually.</b>  Engines Nos. 7827 and 7800.  For detailed instructions for dealing with the Empty Royal Train at Wrexham see Chester District Operating Superintendent's Notice.  The 2.40 p.m. Birkenhead to Paddington to be held at Wrexham North Up Home Signal until the Empty Royal Train has proceeded to North Fork (Up Loop) and the "Train out of Section" Signal has been received for the Empty Royal Train by Wrexham North from Wrexham South.  The 3.45 p.m. Wrexham to Bala to start at 4.10 p.m. and run at amended times shown in the Chester District Operating Superintendent's Notice.</p>
North Fork (Up Loop) .. { arr.	<b>3+45</b>	<p><b>Gas and Water as required.</b>  For detailed instructions for dealing with the Empty Royal Train at North Fork (Up Loop), see Chester District Operating Superintendent's Notice.</p>
.. { dep.	<b>4+0</b>	
Ruabon .. .. . pass	<b>4. 9</b>	<p>The 11.10 a.m. Paddington to Birkenhead must work punctually.  The 3.45 p.m. Ruabon to Pwllheli must work punctually.  The 1.10 p.m. Barmouth to Wrexham must work punctually and terminate at Ruabon.</p>
Llangollen .. .. . "	<b>4.25</b>	
Llangollen (Goods Junction) { arr.	<b>4+30</b>	<p><b>Change Engines. Train Reverses.</b>  Detach Engines Nos. 7827 and 7800. Attach Engines Nos. 7821 and 7823. To leave Croes Newydd Shed, at 3+20 p.m., both Engines' tenders leading from Wrexham, and arrive Llangollen (Goods Junction) at 3+50 p.m.  For detailed instructions for dealing with the Empty Royal Train at Llangollen (Goods Junction), see Chester District Operating Superintendent's Notice.  The 3.25 p.m. (Auto) Bala to Wrexham must work punctually.</p>
.. { dep.	<b>4+40</b>	
<b>LLANGOLLEN</b> .. .. . arr.	<b>4+45</b>	<p>For detailed instructions for dealing with the Empty Royal Train at Llangollen, see Chester District Operating Superintendent's Notice.</p>



# TIME TABLE OF ROYAL TRAIN—LLANGOLLEN TO WINDSOR & ETON CENTRAL—FRIDAY, 10th JULY, 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 Llangollen and Ruabon.

The Train will run on the Main Line from Ruabon to Slough West; via the Up Through Line at Wellington, and the Up Middle Line at Birmingham (Snow Hill), Leamington Spa and Oxford, via the Up Northern Loop Line between Didcot North Junction and Didcot East Junction, via the Up Middle Line at Reading, and via the West Curve from Slough West.

## WORKING OF TRAIN ENGINES.

The engines (Nos. 7821 and 7823) working the Empty Royal Train from Llangollen (Goods Junction) to Llangollen will also work the Royal Train from Llangollen to Ruabon.

The engines (Nos. 7025 and 7024) to work the Royal Train from Ruabon to Windsor & Eton Central to leave Coleham Shed at 2|25 p.m. for Ruabon, arrive 3|23 p.m. To be turned on turntable at Ruabon and then proceed to Ruabon North Up Refuge Siding.

## FORMATION (FROM ENGINES) LEAVING LLANGOLLEN :—

L.M.R. Stock.	BRAKE FIRST .. .. .	No. 31209	494 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) ..		738 feet 4 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 632 feet 3 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.

## FORMATION (FROM ENGINES) LEAVING RUABON :—

L.M.R. Stock.	BRAKE FIRST .. .. .	No. 5155	494 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 .. .. .	31209	
Length of Train (excluding Engines) ..		738 feet 4 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 9½ 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. 31209) is approximately 546 feet 3¾ inches.

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

Distances from Llangollen.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
—	—	LLANGOLLEN .. .. dep.	5.15	For detailed instructions for dealing with the Royal Train at Llangollen, see page 27. The 2.36 p.m. Barmouth to Birkenhead to be held at Llangollen (Goods Junction) Up Home Signal until the "Train out of Section" signal for the Royal Train has been received by Llangollen (Goods Junction) from Llangollen Station Signal Box.
3	56	Trevor .. .. pass	—	

# **TIME TABLE OF ROYAL TRAIN—LLANGOLLEN TO WINDSOR & ETON** **CENTRAL—FRIDAY, 10th JULY, 1953—continued.**

Distances from Llangollen.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
4	54½	Acrefair .. .. . pass	—	
5	40	Llangollen Line Junction ..	—	
6	14	Ruabon (Down Main Line) { arr. dep.	5.31 5.41	<b>Change Engines. Train Reverses.</b> For detailed instructions for dealing with the Royal Train at Ruabon, see page 27. The 8.56 a.m. Ramsgate to Birkenhead, if punctual, to be held at Gobowen and regulated thence by District-Operating Superintendent's Inspector. The 3.13 p.m. Birkenhead to Llangollen must work punctually. The 4.30 p.m. Birkenhead to Paddington to be held at Johnstown & Hatod until the "Obstruction Removed" signal for the Royal Train has been received.
6	68	Llangollen Line Junction pass	—	
7	78	Cefn .. .. . "	—	
9	8¾	Whitehurst (Llangollen Road Tunnel) ..	—	
10	61	Chirk Tunnel .. .. "	—	R.E. Circular O/RK (clause 16) in regard to the examination and protection of Tunnels must be observed. (See Local Notice issued by District Engineer.)
13	48	Gobowen .. .. . "	5.52	
15	35	Whittington (L.L.) .. .. "	—	
18	35	Rednal & West Felton .. .. "	—	
19	74½	Haughton Signal Box .. .. "	—	
24	7	Baschurch .. .. . "	—	
27	70	Leaton .. .. . "	—	
31	52	Shrewsbury (Up Platform Line) ..	6.16	The 5.25 p.m. Crewe to Shrewsbury to be held at Crewe Bank until the "Train out of Section" signal for the Royal Train has been received by Crewe Junction from Shrewsbury Central Signal Box. The 5.10 p.m. Shrewsbury to Birmingham must work punctually. The 2.10 p.m. Paddington to Birkenhead must work punctually. The 5.50 p.m. Shrewsbury to Stafford to start from No. 4 Platform and be held to follow the Royal Train. The 7.40 a.m. Penzance to Crewe must work punctually. The 5.30 p.m. Shrewsbury to Swansea (Victoria) must start punctually. The 12.25 p.m. Swansea (Victoria) to Shrewsbury must work punctually. The 5.45 p.m. Shrewsbury to Crewe must start punctually. The 4.23 p.m. Kidderminster to Shrewsbury to be dealt with at No. 8 Platform at Shrewsbury. The 6.26 p.m. Shrewsbury to Hereford to start from No. 3 Platform. Engine to work train to be held at Coleham until the "Train out of Section" signal for the Royal Train has been received by Severn Bridge Junction from Abbey Foregate.
31	72	Severn Bridge Junction ..	—	
32	15	Abbey Foregate .. .. "	—	
—	—	Belvidere Signals .. .. "	—	
41	37¼	Market Drayton Junction ..	—	
				Intermediate Block Signals—Up Distant and Up Home.

# **TIME TABLE OF ROYAL TRAIN—LLANGOLLEN TO WINDSOR & ETON** **CENTRAL—FRIDAY, 10th JULY, 1953—continued.**

Distances from Llan-gollen.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
41	75	Wellington .. .. pass	p.m. 6.30	To run via Up Through Line. The 5.10 p.m. Crewe to Wellington to be held at Crudgington until the "Train out of Section" signal for the Royal Train has been received by Wellington No. 4 from Wellington No. 3 Signal Box. The 5.33 p.m. Wolverhampton to Shrewsbury to be held at Hollinswood until the Royal Train has passed Hollinswood. The 5.55 p.m. Wolverhampton to Wellington to be held at Shifnal to follow the 5.33 p.m. Wolverhampton to Shrewsbury.
42	28½	Stafford Junction .. ..	—	
45	4¾	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.)
59	5	Oxley Sidings North Jct. ..	6.55	
—	—	Oxley Sidings .. ..	—	
60	17	Stafford Road Junction ..	—	No Up or Down Train must be in the section between Stafford Road Junction and Victoria Basin Signal Boxes.
60	34	Dunstall Park .. ..	—	
61	37	Wolverhampton (L.L.) .. ..	6.58½	To run via Up Platform Line. The 5.10 p.m. Shrewsbury to Birmingham (S.H.) to be shunted at Wolverhampton on arrival at 6.25 p.m. To leave Wolverhampton following the Royal Train at 7.5 p.m. and run twenty minutes later as shewn in the Birmingham District Operating Superintendent's Notice. The 7.45 p.m. (Empty Train) Cannock Road to Birmingham (S.H.) for 8.0 p.m. Birmingham (S.H.) to Paddington to start at 6.40 p.m., and run at amended times shewn in Birmingham District Operating Superintendent's Notice.
61	51	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.)
62	76	Priestfield Junction .. ..	—	
64	9	Bilston Central .. ..	—	
66	36	Wednesbury Central .. ..	—	
67	25	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.)
68	4	Swan Village .. ..	—	The 6.45 p.m. (Diesel) Dudley to Birmingham (S.H.) to leave Dudley at 7.0 p.m., run fifteen minutes later to Swan Village, and leave thence after the Royal Train has cleared Handsworth Junction.
70	51	Handsworth Junction .. ..	7.12	To run via Up Main Line. The 6.20 p.m. Kidderminster to Birmingham (S.H.) to be held at Handsworth Junction until the Royal Train has left Hockley South. Then to run via the Relief Line.
72	76	Hockley South Signal Box { arr. dep.	7.17 7.23	Leading Engine to take Water. See special instructions on page 27.
73	14¾	Hockley No. 2 Tunnel .. pass	—	} 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.)
73	25½	Hockley No. 1 Tunnel .. ..	—	

# **TIME TABLE OF ROYAL TRAIN—LLANGOLLEN TO WINDSOR & ETON** **CENTRAL—FRIDAY, 10th JULY, 1953—continued.**

Distances from Llangollen.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
73	67	Birmingham (Snow Hill) pass	7.26	To run via Up Middle Line. The 6.45 p.m. Birmingham (S.H.) to Leamington Spa must work punctually.
73	79	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.)
74	28	Birmingham (Moor St.) .. "	—	To run via Up Main Line.
75	12	Bordesley .. .. "	—	
77	13	Tyseley .. .. "	7.31	The 7.7 p.m. Birmingham (S.H.) to Leamington Spa to run <b>RL</b> from Moor Street and be held at Lapworth to follow the Royal Train. To leave Lapworth seven minutes later than booked and run correspondingly later to Leamington Spa, as shewn in the Birmingham District Operating Superintendent's Notice.
79	7	Olton .. .. "	—	Intermediate Block Signals—Up Distant and Up Home.
86	67	Lapworth .. .. "	—	
88	36	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.
88	46	Water Troughs .. .. "	—	
91	4	Hatton .. .. "	7.49	
97	12	Leamington Spa .. "	7.58	To run via the Up Middle Line. The 7.50 p.m. Leamington Spa to Oxford to leave Leamington Spa at 8.5 p.m. and run at amended times shewn in District Operating Superintendents' Notices.
102	46	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.)
110	74	Claydon Crossing .. "	8.17	
117	2	Banbury General .. "	8.27	The 7.45 p.m. (Freight) Banbury to West Drayton to be held at Banbury to follow the 7.50 p.m. Leamington Spa to Oxford. The 8.12 p.m. Woodford Halse to Banbury to be held at Chalcombe until the Royal Train has cleared Banbury Junction. The 1.10 p.m. (Fish) Hull to Swindon to be shunted at Banbury and follow the Royal Train at amended times shewn in District Operating Superintendents' Notices.
120	47	King's Sutton Junction .. "	—	
121	45	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.
122	7	Aynho Junction .. .. "	8.34	
127	77	Heyford .. .. "	—	
132	51	Cement Sidings .. .. "	8.51	
136	66	Wolvercot Junction .. "	8.57	The 6.20 p.m. (Freight) Fairford to Hinksey Yard to be held at Yarnton until the Royal Train has cleared Wolvercot Junction. The 7.20 p.m. (Freight) Banbury to Stoke Gifford will not run.

# TIME TABLE OF ROYAL TRAIN—LLANGOLLEN TO WINDSOR & ETON

CENTRAL—FRIDAY, 10th JULY, 1953—continued.

Distances from Llangollen.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
139	58	Oxford .. .. pass	p.m. 9. 2	To run via the Up Middle Line. The 1.5 p.m. (Fish) Grimsby to Swindon to run to and be dealt with at the South End Yard at Oxford. To leave Oxford punctually at 8.20 p.m. as booked. The 8.30 p.m. Oxford to Didcot must work punctually. The 4.55 p.m. (Perishable) Worcester to Eastleigh must work punctually to Oxford, run to No. 1 Siding, and be dealt with at the South End Yard. To leave Oxford at 9.8 p.m. and run at amended times as shewn in London District Operating Superintendent's Local Notice. The 9.0 p.m. (Parcels) Oxford to Swindon to leave Oxford at 9.25 p.m. and run at amended times as shewn in notices issued by the District Operating Superintendents concerned. The 8.17 p.m. Princes Risborough to Oxford to be held at Morris Cowley until the Royal Train has cleared Kennington Junction.
142	6	Kennington Junction .. ..	—	
144	62	Radley .. ..	—	
149	24	Didcot North Junction .. ..	9.16	The 2.45 p.m. (Freight) Severn Tunnel Junction to Didcot to be held at Foxhall Junction until the Royal Train has cleared Didcot East Junction.
150	20	Didcot East Junction .. ..	M9.18L	The 8.30 p.m. Oxford to Didcot to be cleared promptly at Didcot. The 8.10 p.m. Swindon to Paddington to be held at Didcot West End until the Royal Train has cleared Didcot East Junction. The 8.30 p.m. (Freight Empties) Reading West Junction to Banbury to be held at Moreton Cutting until the Royal Train has cleared Aston Tirrold Box.
158	28	Goring & Streatley .. ..	—	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.
159	28	Water Troughs .. ..	—	
159	71	Basildon Signals .. ..	—	Intermediate Block Signals—Up Distant and Up Home.
161	45	Pangbourne .. ..	—	
162	78	Purley Signals .. ..	—	Intermediate Block Signals—Up Distant and Up Home.
164	37	Tilehurst .. ..	—	
167	10	Reading General .. ..	9.38½	To run via the Up Middle Line. The 8.27 p.m. Didcot to Reading must work punctually and be cleared promptly at Reading.
172	7	Twyford .. ..	9.45½	
178	69	Maidenhead .. ..	9.54½	
184	19	Slough (West Curve Jct.) ..	10. 5	The 8.45 p.m. (Parcels) Greenford to Reading General to run via the Relief Line from Slough West. The 9.5 p.m. (Diesel Parcels Car) Paddington to Windsor & Eton Central to terminate at Slough. The 9.25 p.m. Paddington to Neyland to run via the Relief Line from Dolphin Junction, preceding the 9.15 p.m. Paddington to Reading, and via the Main Line from Reading Main Line East. The 9.40 p.m. (Freight) Windsor & Eton Central to Slough to start at 10.45 p.m. If required the 9.40 p.m. (RR) (FO) Paddington to Bristol to run via the Relief Line from Dolphin Junction, preceding the 9.5 p.m. (Diesel Parcels Car) Paddington to Slough, and via the Main Line from Taplow.
184	38	Slough (Bath Road Jct.) ..	—	The 9.55 p.m. (Diesel) Slough to Windsor & Eton Central will not run. The 10.5 p.m. (Diesel) Windsor & Eton Central to Slough will not run. The 10.20 p.m. (Empty Diesel Parcels Car) Windsor & Eton Central to Acton to start from Slough at 10.32 p.m. and run as shewn in London District Operating Superintendent's Local Notice.
186	71	WINDSOR & ETON CENTRAL (No. 4 Platform)	arr. 10.15	For detailed instructions for dealing with the Royal Train at Windsor & Eton Central, see page 27. 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 leading engine opposite the Red Hand Signal.

# WORKING OF EMPTY ROYAL TRAIN, FRIDAY, 10th JULY, 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)	p.m. 10†35	For detailed instructions for dealing with the Empty Royal Train at Windsor & Eton Central, see London District Operating Superintendent's Notice.
Slough Station .. .. { arr.	10†41	The 10.28 p.m. (Diesel) Windsor & Eton Central to Slough must work punctually.
.. .. { dep.	10†43	To precede the 2†55 p.m. (Vans) Swansea to Old Oak Common from Slough Middle.
West Drayton .. .. { pass	—	To set down.
Southall .. .. .. .	10.55	The 10†45 p.m. (Empty Auto) West Drayton to Southall to follow the Empty Royal Train on the Main Line from West Drayton East.
Westbourne Park .. .. .. .	11. 3	
PADDINGTON (No. 8 Platform) .. arr.	11† 8	
PADDINGTON (No. 8 Platform) .. dep.	11†35	To run via the Down Carriage Line to Subway Junction. Absolute Block Working to be maintained for the passage of this train.
Subway Junction .. .. .. . pass	RL	
Old Oak Common East .. .. { arr.	11†45	To be dealt with on Down Relief Line at Old Oak Common East. Shunter to be provided.
.. .. { dep.	12† 0 night	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 Line to Old Oak Common East. Empty train to work direct from Old Oak Common East to Kensington (Olympia).
North Pole Junction .. .. .. . pass	a.m. 12. 5	The 11.45 p.m. (Freight) Paddington to Worcester to be held at Ladbroke Grove until the Empty Royal Train has left Old Oak Common East.
KENSINGTON (OLYMPIA) .. arr.	12†15	Early Saturday morning, 11th July.

**L.M.R. take forward from Kensington (Olympia) at 12.45 a.m. 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
<b>Wednesday night/Thursday morning, 8th/9th July, 1953.</b>		
Old Oak Common .. .. .	9. 0 p.m.	12. 0 night
Reading .. .. .	11. 0 p.m.	1. 0 a.m.
Didcot .. .. .	11.30 p.m.	1. 0 a.m.
Swindon .. .. .	11. 0 p.m.	3. 0 a.m.
Gloucester .. .. .	1. 0 a.m.	3. 0 a.m.
Severn Tunnel Junction .. ..	1. 0 a.m.	4. 0 a.m.
<b>Thursday, 9th July, 1953.</b>		
Severn Tunnel Junction .. ..	7.30 a.m.	10. 0 a.m.
Ebbw Junction .. .. .	9. 0 a.m.	10.30 a.m.
Cardiff (Canton) .. .. .	9. 0 a.m.	11.30 a.m.
Cardiff (Canton) .. .. .	1. 0 p.m.	2.30 p.m.
Aberdare .. .. .	2. 0 p.m.	4.45 p.m.
Neath .. .. .	4. 0 p.m.	9. 0 p.m.
Landore .. .. .	4. 0 p.m.	7. 0 p.m.
Llanelly .. .. .	6. 0 p.m.	8. 0 p.m.
Tondu .. .. .	7.30 p.m.	9. 0 p.m.
Cardiff (Canton) .. .. .	8. 0 p.m.	10. 0 p.m.
Ebbw Junction Shed .. .. .	9. 0 p.m.	10. 0 p.m.
Pontypool Road .. .. .	9. 0 p.m.	10.30 p.m.
Abergavenny Junction .. ..	9.15 p.m.	11. 0 p.m.
Hereford .. .. .	10. 0 p.m.	12.30 a.m. (10th July)
Shrewsbury .. .. .	11. 0 p.m.	2. 0 a.m. (10th July)

# **BREAKDOWN VANS AND GANGS—continued.**

Depot.	To be in readiness :—	
	From	To
<b>Friday, 10th July, 1953.</b>		
Chester .. .. .	1.30 p.m.	3.30 p.m.
Croes Newydd .. .. .	2.30 p.m.	6.30 p.m.
Ruabon (Steam Crane in steam) ..	2.30 p.m.	6.30 p.m.
Shrewsbury .. .. .	5. 0 p.m.	7. 0 p.m.
Stafford Road .. .. .	5. 0 p.m.	8. 0 p.m.
Tyseley .. .. .	6. 0 p.m.	8. 0 p.m.
Banbury .. .. .	7.30 p.m.	9.30 p.m.
Oxford .. .. .	8.30 p.m.	10. 0 p.m.
Didcot .. .. .	9. 0 p.m.	10.30 p.m.
Swindon (Steam Crane in steam)	8.30 p.m.	10.30 p.m.
Reading .. .. .	9. 0 p.m.	10.30 p.m.
Slough .. .. .	9. 0 p.m.	1. 0 a.m. (11th July)

## **STAND-BY ENGINES.**

Suitable engines to be held in readiness as under :—

### **Wednesday night/Thursday morning, 8th/9th July, 1953.**

At Old Oak Common, Reading, Swindon, Gloucester and Severn Tunnel Junction.

### **Morning of Thursday, 9th July, 1953.**

At Severn Tunnel Junction and Cardiff (Canton).

### **Afternoon of Thursday, 9th July, 1953.**

At Cardiff (Canton), Aberdare, Neath, Landore and Llanelly.

### **Thursday night, 9th July, 1953.**

At Briton Ferry, Cardiff (Canton), Hereford and Shrewsbury.

### **Friday, 10th July, 1953.**

At Chester, Croes Newydd, Ruabon, Shrewsbury, Stafford Road, Tyseley, Banbury, Oxford and Reading.

## **SPECIAL OPENING OF SIGNAL BOXES.**

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The following Signal Boxes will be open specially for the passage of the Royal Train and will remain open until "Train out of Section" is received for the Royal Train unless otherwise shewn in local instructions :—

### **JOURNEY—PADDINGTON TO PORTSKEWETT— WEDNESDAY, 8th JULY—THURSDAY, 9th JULY, 1953.**

Shottesbrook  
Woodley Bridge  
Kennet Bridge  
South Stoke  
Aston Tirrold  
Bremell Sidings  
Purton

Coates  
Frampton Crossing  
Chalford  
Brimscombe West  
Oakle Street  
Newnham  
Wye Valley Junction

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### **JOURNEY—HIRWAUN TO LLANELLY via NEATH GENERAL and SWANSEA (HIGH STREET)—THURSDAY, 9th JULY, 1953.**

Aberpergwm Junction  
Cwmfelin & Cwmbwrla Sidings

Gowerton West  
Loughor

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### **JOURNEY—LLANELLY TO L.M.R. LINE via NEWPORT and SHREWSBURY —THURSDAY, 9th JULY—FRIDAY, 10th JULY, 1953.**

Llangennech Sidings  
Llangennech Station  
Graig Merthyr Colliery  
Llanharan Colliery Sidings  
Ponthir

Lower Pontnewydd  
St. Devereux  
Rotherwas Junction  
Leominster Station  
Craven Arms Station

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### **JOURNEY—LLANGOLLEN TO WINDSOR & ETON CENTRAL via RUABON and OXFORD—FRIDAY, 10th JULY, 1953.**

Deeside  
Llangollen Station  
Acrefair  
Chirk  
Rednal & West Felton  
Walcot  
Albrighton  
Dunstall Park  
Widney Manor

Rowington  
Warwick North  
Warwick (Avon Bridge)  
Knightcote  
Bletchington (Cement Sidings)  
Nuneham  
Aston Tirrold  
South Stoke  
Bath Road



# 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 requiring to be made with the Train.

## JOURNEY—PADDINGTON TO PORTSKEWETT—WEDNESDAY, 8th JULY and THURSDAY, 9th JULY, 1953.

### MINETY & ASHTON KEYNES.

As soon as the Royal Train has passed three detonators must be placed on the Down Main Line by the Signalman at Minety & Ashton Keynes, and they must be maintained there until the "Train out of Section" signal is received for the Royal Train.

### KEMBLE.

1. The Royal Train, drawn by Engines Nos. 7025 and 7024, will call at Kemble for the engines to take water, and fifteen minutes before it is due to arrive Points No. 52 must be clipped and padlocked in the normal position.
2. A white post with white light affixed will be provided on the Driver's side, ninety yards to the rear of the Down Main Inner Home Signal. The Royal Train must be brought to a stand with the centre of the footplate gangway of the leading engine opposite the post. The Guards must apply the hand brakes.
3. After the Guards have applied the hand brakes the engines must be detached from the train by the Fireman of Engine No. 7024 and proceed to the water column. A Shunter must be in attendance, and after water has been taken he must hand signal the engines back to the Train, to which they must be attached by the Fireman of Engine No. 7024.

### PORTSKEWETT.

1. The Royal Train will be stabled in the Down Refuge Siding and the footpath from the Down Platform to the Public Overbridge at the end of the Down Refuge Siding must be closed and the gates padlocked after the last stopping passenger train has left Portskeewett on the evening of 8th July, and remain closed until the Royal Train has left on the morning of 9th July. The gate from the Down Platform to the Refuge Siding and the gate from the footbridge to the Down Platform must also be kept locked during this period.
2. One hour before the Royal Train is due to arrive at Portskeewett, Engine No. 5948 must be placed in the Down Refuge Siding, chimney towards Gloucester. All points which become facing for the movements of this engine, and which are not provided with facing point locks and bars, or track circuits in lieu of bars, must be clipped and padlocked.
3. No train must be held on the Up Main Line or Up Goods Loop at Portskeewett waiting the arrival of the Royal Train. During the period when the Royal Train is at Portskeewett arrangements must be made to ensure that no train is allowed to be brought to a stand at that point waiting "Line Clear," neither must any Freight Train be permitted to do work at Portskeewett during this period.
4. Thirty minutes before the arrival of the Royal Train the Ground Frame points in the Down Main must be clipped and padlocked in the normal position, and so remain until the Royal Train has left Portskeewett. A man must be stationed at the ground frame. Points No. 18 leading from the Down Refuge Siding to the Up Main Line must be clipped and padlocked in the normal position and so remain whilst the Refuge Siding is occupied by the Royal Train.
5. A Handsignalman must be appointed at Points No. 14 in the Down Main Line. The Royal Train, drawn by Engines Nos. 7025 and 7024, must be brought to a stand at the Down Main Starting signal and the Guards must apply the hand brakes. Points No. 14 must then be set, clipped, and padlocked at both ends for Engine No. 5948 to be piloted by the District Operating Inspector from the Down Refuge Siding to the rear of the Royal Train, to which it must be attached by the Fireman. Engines Nos. 7025 and 7024 must then be detached by the Fireman of Engine No. 7024 and must remain at a stand until instructed to move by the District Operating Inspector.
6. The Royal Train must be drawn to the Down Refuge Siding by Engine No. 5948, and 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 eighteen yards from the Stop Block. A red light will be provided on the Stop Block. The Guards must apply the hand brakes. Engine No. 5948 must remain attached to the Train.
7. As soon as the Train has been brought to a stand Points No. 14 must be unclipped and restored to normal and be clipped and padlocked in that position. The keys of all padlocked points must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the Train while it is at Portskeewett.

## JOURNEY—PORTSKEWETT TO NEWPORT (HIGH STREET)—THURSDAY, 9th JULY, 1953.

### PORTSKEWETT.

1. Thirty minutes before the Royal Train is due to leave Portskeewett a man must be stationed at the ground frame.
2. The "Blocking Back outside Home Signal" must be sent to, and acknowledgment received from, Chepstow Station Box, after which Engines Nos. 7025 and 7024 to work the Royal Train to Newport must be crossed from the Up Main to Down Main and be brought to a stand in advance of Points No. 14. A Handsignalman must be provided at Points No. 14, and after the engines have been brought to a stand Points No. 14 must be unclipped, set for the Down Refuge Siding, and be clipped and padlocked at both ends, and so remain until the Royal Train has left for Newport. Engines Nos. 7025 and 7024 must then be piloted to the Royal Train by the District Operating Inspector and be attached by the Fireman of Engine No. 7024. Engine No. 5948 must then be detached by the Fireman and remain at a stand until instructed to move by the District Operating Inspector.

## **JOURNEY—PORTSKEWETT TO NEWPORT (HIGH STREET)—THURSDAY,**

**9th JULY—continued.**

### **NEWPORT (HIGH STREET).**

1. Fifteen minutes before the Royal Train is due to arrive Points No. 12 at Newport East Box must be set for the Down Platform Line and be clipped and padlocked at both ends. Points Nos. 8, 9, 10, 11, 18 and 19 must be clipped and padlocked in the normal position. At Newport West Box, after Points No. 12 have been set, Down Platform to Down Main, they must be clipped and padlocked in that position. Points Nos. 11, 20, 22 and 23 must be clipped and padlocked in the normal position.

2. The Royal Train must run to the Down Platform (Nos. 1 and 2) and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post situated on the Driver's side eighty yards to the rear of Newport West Box Down Platform Line Home signal. The Guards must apply the hand brakes.

3. As soon as the Train has been brought to a stand Points No. 12 at Newport East Box must be set for the Down Main Line and be clipped and padlocked in that position.

## **JOURNEY—HIRWAUN TO SWANSEA (HIGH STREET)—THURSDAY,**

**9th JULY, 1953.**

### **GELLI TARW JUNCTION.**

As soon as the empty Royal Train from Cardiff to Hirwaun has passed Gelli Tarw the Signalman at Gelli Tarw Junction Box must place three detonators on the Down Main Line, and they must be maintained there until "Train out of Section" for the Royal Train is received from Hirwaun Box.

### **HIRWAUN.**

1. Fifteen minutes before the Empty Royal Train is due to arrive Points Nos. 17, 19, 33, 44 and 47 in the Down Main, and Siding Points Nos. 30 and 32 at Hirwaun, must be clipped and padlocked in the normal position. The Public Level Crossing Gates on the Down and Up sides must be closed and secured against vehicular and pedestrian traffic and so remain until the Royal Train has left Hirwaun. The keys of the padlocks must be handed to the Operating Superintendent's Chief Inspector accompanying the Royal Train.

2. The empty Royal Train, worked by Engines Nos. 5006 and 5080, will arrive at the Down Platform, and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post situated on the Driver's side one hundred and eighteen yards in advance of the Down Main Inner Home signal. The Guards must apply the hand brakes.

### **NEATH (GENERAL).**

1. Fifteen minutes before the Royal Train is due to arrive at Neath (General) the "Blocking Back outside Home Signal" must be sent by the Signalman at Neath (General) West Box to, and acknowledgment received from, Neath (General) East Box, after which Engines Nos. 7025 and 7024 must be placed on the Down Main Line at Neath (General) West in advance of Points No. 41. All points which become facing for the movement 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. 23 and 74 at Neath (General) West Box must be clipped and padlocked in the normal position. The Royal Train will run to the Up Main Platform, and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post situated on the Driver's side forty yards to the rear of the Neath (General) West Box Up Main Advanced Starting signal. In addition, a Handsignalman exhibiting a red hand signal will be stationed at the white post. The Guards must apply the hand brakes. As soon as the Train has been brought to a stand the Sand Drag Points No. 65 at Neath (General) West must be restored to normal and be clipped and padlocked in that position, and Crossover Road Points No. 39, and the connection in the Down Main Line, Points No. 41, must be set, clipped and padlocked for Engines Nos. 7025 and 7024 to be piloted by the Assistant Station Master from the Down Main Line to the Royal Train, to which they must be attached by the Fireman of Engine No. 7024. Engines Nos. 5006 and 5080 must then be detached from the Train by the Fireman of Engine No. 5080 and remain at a stand until instructed to move by the Station Master.

3. The keys of all padlocks must be handed to and held by the Operating Superintendent's Chief Inspector accompanying the Train while it is at Neath.

4. The Royal Train will leave for Swansea (High Street) via Points Nos. 39 and 41, Up Main to Down Main, at Neath (General) West Box.

### **SWANSEA (HIGH STREET).**

1. Fifteen minutes before the Royal Train is due to arrive at Swansea (High Street), Points Nos. 33, 48, 41, 42, 34, 77 and 85 must be clipped and padlocked in the normal position, and Points No. 29 set for No. 4 Platform Line and be clipped and padlocked.

2. The Royal Train must run to No. 4 Platform Line and be brought to a stand with the centre of the footplate gangway of the leading engine opposite a Handsignalman exhibiting a red hand signal on the Driver's side twenty-seven yards from the Stop Blocks. The Guards must apply the hand brakes.

3. The keys of the padlocks must be handed to the Operating Superintendent's Chief Inspector accompanying the train.

4. All points which become facing and which are not provided with facing point locks and bars, or track circuits in lieu of bars, must be clipped and padlocked in connection with the movements of the empty Royal Train and Engines.

## **JOURNEY—SWANSEA (HIGH STREET) TO LLANELLY—THURSDAY, 9th JULY, 1953.**

### **SWANSEA (HIGH STREET).**

1. The Royal Train will start from No. 4 Platform, and before the empty train is placed in position at the platform, Points Nos. 33, 48, 41, 42, 34, 77 and 85 must be clipped and padlocked in the normal position, and Points No. 29 set for No. 4 Platform Line and be clipped and padlocked. As soon as the empty Royal Train has been brought to a stand in No. 4 Platform Line, Points No. 40 must be restored to normal and be clipped and padlocked, and ten minutes before the Royal Train is due to leave Swansea (High Street) Points No. 34 must be unclipped.

2. The keys of the padlocks must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the train while it is at Swansea (High Street).

### **LLANELLY.**

1. As soon as the Royal Train has passed, the Signaller at Llanelly Dock Junction must place three detonators on the Down Main Line opposite the Signal Box, and these Detonators must be so maintained until "Train out of Section" is received for the Royal Train.

2. Fifteen minutes before the Royal Train is due to arrive, Points Nos. 15, 17 and 24 at Llanelly East Box, and Points Nos. 25, 28 and 30 at Llanelly West Box, must be clipped and padlocked in the normal position. The Level Crossing Gates at the Llanelly East and West Boxes must be maintained closed across the roadway and be secured in that position. The Royal Train will run to the Down Main Platform and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post situated on the Driver's side sixty yards in advance of the Llanelly West Down Box Main Inner Home signal. In addition, a Handsignalman exhibiting a red handsignal will be stationed at the white post. The Guards must apply the hand brakes.

## **JOURNEY—LLANELLY TO L.M.R. LINE via NEWPORT and SHREWSBURY —THURSDAY/FRIDAY, 9th/10th JULY, 1953.**

### **LLANELLY.**

1. Before the Empty Royal Train is drawn by Engines Nos. 7025 and 7024 from the Down Main at Llanelly Old Castle Crossing Box to the Up Platform at Llanelly, the "Blocking Back outside Home Signal" must be sent by the Signaller at Llanelly Old Castle Crossing to Pembrey Box, and acknowledgment received. After the Empty Royal Train has proceeded to Llanelly Station the Signaller at Llanelly Old Castle Crossing must place three detonators on the Up Main Line opposite his Box, and they must be maintained in that position until "Train out of Section" is received for the Royal Train. Points Nos. 27 and 38 at Llanelly Old Castle Crossing must be clipped and padlocked in the normal position. The "Obstruction Removed" signal must not be sent by the Signaller at Llanelly Old Castle Crossing to Pembrey Box until "Train out of Section" has been received for the Royal Train.

2. Before the Empty Royal Train is placed at the Up Main Platform at Llanelly, Points No. 14 at Llanelly West Box must be clipped and padlocked in the normal position. Points Nos. 28 and 30 at Llanelly West Box must be maintained, clipped and padlocked in the normal position, and Points Nos. 10, 15, 17 and 20 at Llanelly East Box must be clipped and padlocked in the normal position.

3. The keys of the padlocks must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the train.

### **CARDIFF.**

1. The Royal Train, drawn by Engines Nos. 7025 and 7024, will call at Cardiff (General) Station for the engines to take water, and fifteen minutes before the train is due to arrive, Points No. 95 at Cardiff West Box must be set for No. 1 Platform Line and be clipped and padlocked in that position. As soon as the Royal Train has been brought to a stand, Points No. 84 at Cardiff West Box must be restored to normal and be clipped and padlocked in that position. The Royal Train will run to No. 2 Platform 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 forty yards to the rear of Cardiff East Up Home signal. The Guards must apply the hand brakes.

2. As soon as the train has been brought to a stand the engines must be detached by the Fireman of Engine No. 7024 and proceed to the water column. A Shunter must be in attendance, and as soon as water has been taken he must handsignal the engines back to the train, to which they must be attached by the Fireman of Engine No. 7024.

### **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 ex-L.M.R. Loop at Crewe Junction clear of Points No. 64. A Handsignalman must be provided at Points No. 64 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 this engine, 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 Up and Down Platform Line, Points Nos. 8 and 24 at Central Box must be clipped and padlocked in the normal position. Points No. 73 at Crewe Junction must remain in the normal position and Points No. 36 must be set and locked for Engines Nos. 7025 and 7024 to proceed to Coton Hill South Box. A Handsignalman must be stationed at the Up Main Home signals (Chester Line) at Crewe Junction, and he must place and maintain three detonators on the Up Main Line until the Royal Train has left the Station. Points No. 46 at Abbey Foregate Box must be maintained for the Up Main Line and be clipped and padlocked in that position.

3. The Royal Train, drawn by Engines Nos. 7025 and 7024, must run to the Up and Down Platform 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 twenty yards on the Station side of the Crewe Junction Banner Repeating signal. The Guards must apply the hand brakes.

4. As soon as the Royal Train has been brought to a stand the Signaller at Severn Bridge Junction Box must set Points Nos. 96 and 97 for the Bay Lines, and they must be clipped and padlocked in that position. Points Nos. 70 and 74 at Severn Bridge Junction must be clipped and padlocked in the normal position.

5. Engines Nos. 7025 and 7024 must be detached from the Royal Train by the Fireman of Engine No. 7024 and proceed to Coton Hill South Box, after which Points No. 36 at Crewe Junction Box must be restored to normal and be clipped and padlocked in that position. Points No. 73 must be set for the Crewe Line and Points Nos. 67, 71 and 64 must be set, clipped and padlocked for the L.M.R. Engine to be piloted by the District Operating Inspector to the Royal Train, to which it must be attached by the Fireman. Points No. 64 must then be restored to normal. As soon as the L.M.R. Engine has been attached to the train the vacuum 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 keys of the padlocks must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the train while it is at Shrewsbury.

## **JOURNEY—L.M.R. LINE TO WREXHAM GENERAL—FRIDAY, 10th JULY, 1953.**

### **SALTNEY JUNCTION (L.M.R.).**

1. Engines Nos. 7827 and 7800, to work the Royal Train from Saltney Junction to Wrexham, will, on arrival from Chester, be brought to a stand on the Up Western Region Main Line on the Wrexham side of Points No. 37A (opposite Saltney Junction Box). 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 scotched. Fifteen minutes before the Royal Train is due to arrive, Points No. 41 (slip connection in the crossover road) will be clipped and scotched in the normal position. Points No. 37A will be clipped and scotched in the normal position.

2. The Royal Train will arrive on the Up L.M.R. Slow Line and be brought to a stand clear of crossover road Points No. 43.

3. As soon as the Royal Train has been brought to a stand the crossover road will be set from Up to Down Slow Line, and the points at both ends clipped and scotched. Points No. 35 will be set for the Up W.R. Main Line.

4. Engines Nos. 7827 and 7800 to work the Royal Train from Saltney Junction to Wrexham will then be piloted from the Up W.R. Main Line to the L.M.R. Up Slow Line, and be attached to the Royal Train by the Fireman of Engine No. 7800, after which the L.M.R. Engines will be detached.

5. The Royal Train will proceed to Wrexham via the crossover road and Points No. 35 in the Down Slow Line.

### **WHEATSHEAF JUNCTION BOX.**

As soon as the Royal Train has passed Wheatsheaf Junction Box the Signalman must place three detonators on the Up Main Line, and they must be so maintained until "Train out of Section" is received for the Royal Train.

### **WREXHAM (GENERAL).**

1. Fifteen minutes before the Royal Train is due to arrive, Points Nos. 16, 22, 24 and 38 at Wrexham North Box, and Points Nos. 12, 36, 37, 47 and 53 at Wrexham South Box must be clipped and padlocked in the normal position.

2. The Royal Train drawn by Engines Nos. 7827 and 7800, will run to the Up Main Platform at Wrexham, and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post situated on the Driver's side fifty-seven yards to the rear of the Wrexham South Box Up Main Starting Signal. The Guards must apply the hand brakes.

3. The keys of the padlocks must be handed to, and be held by, the Operating Superintendent's Chief Inspector accompanying the Train, while it is at Wrexham.

## **JOURNEY—LLANGOLLEN TO WINDSOR & ETON CENTRAL via RUABON STATION and SLOUGH WEST CURVE, FRIDAY, 10th JULY, 1953.**

### **LLANGOLLEN.**

1. Before the Empty Royal Train is drawn to the Up Main Platform from Llangollen Goods Junction by Engines Nos. 7821 and 7823, Points Nos. 9, 12 and 15 at Llangollen Station Box must be clipped and padlocked in the normal position. As soon as the Empty Royal Train has left Llangollen Goods Junction, Points Nos. 14 at that Box must be clipped and padlocked in the normal position, and Points No. 17 set for the Up Siding and be clipped and padlocked.

2. The keys of the padlocks must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the Train while it is at Llangollen.

### **RUABON.**

1. Fifteen minutes before the Royal Train is due to arrive at Ruabon, Points Nos. 21, 23, 34, 40 and 49 at Ruabon Middle Box must be clipped and padlocked in the normal position. The "Blocking Back outside Home Signal" must be sent by the Signalman at Ruabon Middle Box to Ruabon North Box, and be repeated through to Johnstown & Hafod Box, and acknowledgment received, after which Engines Nos. 7025 and 7024, to work the Royal Train from Ruabon to Windsor & Eton Central, must be placed on the Up Main Line in advance of crossover road Points No. 42. A Handsignalman must be provided at these points. 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. The Royal Train will run to the Down Main Platform and must be brought to a stand with the centre of the footplate gangway of the leading engine opposite a white post, situated on the Driver's side twenty yards to the rear of Ruabon Middle Box Down Main Starting Signal. The Guards must apply the hand brakes.

3. As soon as the Train has been brought to a stand, Points No. 25 must be set for the Bay Line and be clipped and padlocked in that position. Points No. 42 and 43 must be set for the movement of the Royal Train from Down to Up Main and be clipped and padlocked at both ends, and so remain until the Royal Train has left Ruabon. Engines Nos. 7025 and 7024 must then be piloted to the Royal Train by the District Operating Inspector and must be attached by the Fireman of Engine No. 7024. Engines Nos. 7821 and 7823 must then be detached by the Fireman of Engine No. 7823 and remain at a stand until instructed to move by the District Operating Inspector.

4. The keys of the padlocks must be handed to, and held by, the Operating Superintendent's Chief Inspector accompanying the train while it is at Ruabon.

5. The Royal Train will leave for Windsor & Eton via crossover road Points Nos. 43 and 42 at Ruabon Middle Box.

### **SOHO & WINSON GREEN.**

As soon as the Royal Train has passed Soho & Winsion Green Box Points No. 26, Up Main to Up Relief Line, must be set for the Up Relief Line and be clipped and padlocked in that position, and so remain until "Train out of Section" is received for the Royal Train.

### **HOCKLEY.**

1. The Royal Train, drawn by Engines Nos. 7025 and 7024, will call at Hockley Station for the leading engine to take water, and fifteen minutes before it is due to arrive Points Nos. 29 and 31 at Hockley North Box, and Nos. 52, 49 and 26 at Hockley South Box must be clipped and padlocked in the normal position.

2. The Royal Train will arrive on the Up Main Line at Hockley and be brought to a stand in suitable position for the leading engine to take water at the water column. The Hockley South Box Up Main Home Signal will be in the "off" position. The Guards must apply the hand brakes.

### **WINDSOR & ETON CENTRAL.**

1. No engine or vehicle must be allowed to stand in Platforms Nos. 2 and 3 at Windsor & Eton Central 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 Central, set for the Royal Train to run from the Down Main 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 hand signal on the Driver's side must be stationed twenty-two yards from the stop blocks, and the train must be brought to a stand with the centre of the footplate gangway of the leading engine opposite the hand signal.

## **POLICE ARRANGEMENTS.**

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

London Area .. ..	Colonel N. McK. Jesper.
South Western Area .. ..	Mr. W. W. Wood.
Midland Area .. ..	Mr. W. E. N. Growdon.

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

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**GILBERT MATTHEWS,**

*Operating Superintendent,*

**PADDINGTON STATION,**

6th July, 1953.

(T.38,500.G)

(L.K.1/11781/G.R.)