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Notice No. 40.W.

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA

NOTICE OF ROYAL TRAIN

LONDON EUSTON
To
LIVERPOOL RIVERSIDE
ON
Wednesday, 1st July, 1953

This Notice must be acknowledged immediately on receipt by telegram to
"Trains CFX Crewe" by use of the code word "GROVE 40.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."

Wednesday, 1st July, 1953

GROVE Special Train, London Euston to Liverpool Riverside.

Miles									
—	Euston (No. 6 Platform)	..	..	..	..	..	dep.	12 40 p.m.	
5½	Willesden Junction	..	..	..	..	..	pass	12 54 p.m.	
17½	Watford Junction	..	..	..	..	..	pass	1 10 p.m.	
31¾	Tring	..	..	..	..	..	pass	1 29 p.m.	
46¾	Bletchley	..	..	..	..	..	pass	1 49 p.m.	
59¾	Roade	..	..	..	..	..	pass	2 6 p.m.	
62¾	Blisworth	..	..	..	..	..	pass	2 11 p.m.	
69¾	Weedon	..	..	..	..	..	pass	2 19 p.m.	
82½	Rugby Midland (Down Through Line)	..	..	..	..	..	pass	2 34 p.m.	
97	Nuneaton T.V.	..	..	..	..	..	pass	2 51 p.m.	
110	Tamworth L.L.	..	..	..	..	..	pass	3 5 p.m.	
116½	Lichfield T.V.	..	..	..	..	..	pass	3 13 p.m.	
124½	Rugeley T.V.	..	..	..	..	..	pass	3 22 p.m.	
129½	Milford and Brocton	..	..	..	..	..	pass	3 28 p.m.	
133½	Stafford (Down Fast Line)	..	..	..	..	..	pass	3 33 p.m.	
138¾	Norton Bridge	..	..	..	..	..	pass	3 40 p.m.	
147½	Whitmore	..	..	..	..	..	pass	3 52 p.m.	
158	Crewe (No. 2 Down Through Line)	..	..	..	..	..	pass	4 4 p.m.	
161	Coppenhall Junction	..	..	..	..	..	pass	4 9 p.m.	
167	Winsford Junction	..	..	..	..	..	pass	4 16 p.m.	
174½	Weaver Junction	..	..	..	..	..	pass	4 26 p.m.	
179½	Halton Junction	..	..	..	..	..	pass	4 34 p.m.	
183	Ditton Junction	..	..	..	..	..	pass	4 40 p.m.	
187½	Speke Junction	..	..	..	..	..	pass	4 46 p.m.	
192	Edge Hill	..	..	..	..	..	arr.	4 53 p.m.	
—	Edge Hill	..	..	..	..	..	dep.	5 0 p.m.	
194½	Liverpool Riverside	..	..	..	..	..	arr.	5 25 p.m.	

"A"—Empty Stock, Liverpool Riverside to Edge Hill Carriage Shed.

Reporting No. W 700.

Liverpool Riverside	..	..	..	..	..	dep.	6 20 p.m.
Edge Hill (Up Slow Line)	..	..	..	..	..	pass	6 45 p.m.
Edge Hill No. 2	..	..	..	..	..	pass	6 47 p.m.
							GL
Edge Hill No. 12	..	..	..	..	..	pass	6 49 p.m.
Edge Hill No. 4	..	..	..	..	..	arr.	6 51 p.m.
Edge Hill No. 4	..	..	..	..	..	dep.	6 55 p.m.
Edge Hill Carriage Shed	..	..	..	..	..	arr.	7 5 p.m.

11 vehicles—482 tons.

Wednesday, 1st July, 1953—(continued)

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

Journey—Euston to Liverpool Riverside.

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.

EDGE HILL—The Special Train must be brought to a stand on the Down Waterloo Line at Waterloo Tunnel Mouth signal box down home No. 1 Signal, and a Class 5 M.T. engine which has been standing on the Down Circular Line will be attached in front.

WATERLOO—The pilotman, after making arrangements for the passage of the Special Train between Waterloo Goods signal box and Dock Road, must be at Waterloo Goods signal box with the keys at 4.50 p.m.

In addition to the instructions laid down in the Sectional Appendix and the local instructions for working trains through Waterloo Goods Station to Riverside Station, the following additional instructions must be observed :—

The "Is Line Clear" signal for the Special Train must not be acknowledged by the signalman at Waterloo Goods until the whole of the points over which the Special Train will pass have been set for the Passenger line. The Goods Agent will be responsible for seeing that the Down Turntable Line between the Weighing machine and B.I. turntable inclusive, is kept clear of vehicles; that all vehicles on the inside warehouse line are turned parallel to the Passenger line, and that all vehicles on the lines running into the inside warehouse line are secured; that no vehicle is standing on the turntable at the bottom end of No. 5 line, and that during the passage of the Special Train no movement is made on No. 3 line.

SPECIAL NOTE:—The Special Train must not pass any other train in Waterloo Tunnel.

LIVERPOOL RIVERSIDE—The Special Train will arrive at No. 1 Platform, and must be brought to a stand with the centre of the cab of the leading engine opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. After the train has come to a stand, the automatic brake must be entirely destroyed and the brake held on the train until the driver receives instructions from the Station Master or Officer in charge of the train to recreate the brake.

Empty Stock—Liverpool Riverside to Edge Hill Carriage Shed.

SPECIAL NOTE:—The empty stock must not pass any other train in Waterloo Tunnel.

EDGE HILL—The empty stock will travel via the Up Slow Line, No. 2 and No. 12 signal boxes and will be propelled into No. 1 road in Edge Hill Carriage Shed where the train 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.

Block Signalling at particular places.

Referring to Clause 4 (c) 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

Wednesday, 1st July, 1953—(continued).

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

Weedon No. 1

Train Reporting.

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

The following trains to be altered:—

- 12.30 p.m. Euston to Liverpool; special attention to be paid to the working of this train which will precede the Special Train.
 - 12.50 p.m. Euston to Wolverhampton to follow the Special Train.
 - 1.27 p.m. Bletchley to Rugby Midland must be held on the Slow Line at Roade until the Special Train has passed.
 - 2.35 p.m. motor, Rugby Midland to Leamington Spa Milverton must not leave until the Special Train has passed.
 - 12.0 noon Euston to Crewe must not leave Tamworth L.L. until the Special Train has passed.
 - 3.34 p.m. Stafford to Manchester to travel Slow Line Stafford to Norton Bridge.
 - 9.45 a.m. Bournemouth to Manchester; special attention to be paid to the working of this train which, if running punctually, may leave Crewe in advance of the Special Train.
 - 3.54 p.m. Crewe to Liverpool to follow the Special Train.
 - 1.40 p.m. Llandudno to Derby Midland must not leave Crewe Steel Works until the Special Train has passed Crewe North Junction.
 - 4. 5 p.m. Manchester Exchange to Liverpool must not leave Edge Hill No. 4 until the Special Train has passed Edge Hill No. 3.
 - 4.40 p.m. Liverpool to Manchester London Road must not leave Edge Hill until the Special Train has passed Edge Hill No. 2.
 - 4.45 p.m. empty stock, Liverpool to Edge Hill Downhill Sidings to be kept clear.
 - 4.50 p.m. Liverpool to Earlestown must not leave Edge Hill until the Special Train has passed Edge Hill No. 2.
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S. G. HEARN,
Operating Superintendent

Issued at Crewe Station L.M.R. 13.
26th June, 1953.