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Notice No. 41.W.

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA

NOTICE OF ROYAL TRAIN

SCOTLAND
To
LONDON EUSTON
ON
Saturday, 4th July, 1953

This Notice must be acknowledged immediately on receipt by telegram to
"Trains CFX Crewe" by use of the code word "GROVE 41.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."

Saturday, 4th July, 1953.

GROVE Special Train—Scotland to London Euston.

Miles			
—	Gretna Junction	pass	2 41 a.m.
8½	Carlisle (No. 4 Platform)	arr.	2 55 a.m.
—	Carlisle (No. 4 Platform)	dep.	3 10 a.m.
21½	Plumpton	pass	3 34 a.m.
26¼	Penrith	pass	3 41 a.m.
39¾	Shap Summit	pass	4 6 a.m.
45½	Tebay	pass	4 13 a.m.
58½	Oxenholme	pass	4 28 a.m.
71½	Carnforth	pass	4 42 a.m.
77½	Lancaster Castle	pass	4 50 a.m.
89	Garstang and Catterall	pass	5 4 a.m.
97¼	Oxheys	pass	5 13 a.m.
98½	Preston (No. 7 Platform Line)	pass	5 16 a.m.
104	Euxton Junction	pass	5 25 a.m.
110½	Standish Junction	pass	5 34 a.m.
113¾	Wigan N.W.	pass	5 41 a.m.
115	Springs Branch	pass	5 44 a.m.
122	Winwick Junction	pass	5 54 a.m.
125½	Warrington	pass	5 59 a.m.
127¼	Acton Grange Junction	pass	6 2 a.m.
133¼	Weaver Junction	pass	6 9 a.m.
140½	Winsford Junction	pass	6 18 a.m.
146½	Coppenhall Junction	pass	6 25 a.m.
149½	Crewe (Up Through Line)	pass	6 31 a.m.
160	Whitmore	pass	6 47 a.m.
168¾	Norton Bridge	pass	6 56 a.m.
174	Stafford (Up Fast Line)	pass	7 2 a.m.
178	Milford and Brocton	pass	7 8 a.m.
183¼	Rugeley T.V.	pass	7 15 a.m.
191¼	Lichfield T.V.	pass	7 25 a.m.
197½	Tamworth L.L.	pass	7 32 a.m.
210½	Nuneaton T.V.	pass	7 47 a.m.
225	Rugby Midland (Up Through Line)	pass	8 5 a.m.
237¼	Weedon	pass	8 21 a.m.
244¼	Blisworth	pass	8 31 a.m.
247¼	Roade	pass	8 35 a.m.
260¾	Bletchley	pass	8 53 a.m.
275¼	Tring	pass	9 13 a.m.
290	Watford Junction	pass	9 32 a.m.
302	Willesden Junction	pass	9 48 a.m.
307¼	Euston (No. 1 Platform)	arr.	10 0 a.m.

Saturday, 4th July, 1953—(Continued).

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

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

STAFFORD—Should it be necessary for the Special Train to travel over the Up Slow Line from No. 5 signal box, the slip road from No. 3 platform to the Down Fast Line at the North End of the station must be kept clear during the passage of the Special Train.

EUSTON—The Special Train will arrive at No. 1 platform and must be brought to a stand with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. 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 taking the vehicles out receives instructions from the Station Master or Officer in charge of the train to recreate the brake.

THE SPECIAL TRAIN MUST NOT BE ALLOWED INTO Nos. 3 or 8 PLATFORM LINES.

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 with the Special Train will run, and before obtaining permission for the Special Train to proceed to the signal box in advance.

Rugby Midland No. 7

Willesden No. 7

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 :—

Mossband
Penrith No. 3 North
Penrith No. 2
Harrison's Sidings
Mosedale Hall Crossing

Bashall's Siding
Darlington's Siding
Victoria Colliery Siding
Preston Brook Goods
Winsford Goods Yard

Basford Wood
Marshall's Siding
Weedon No. 1
Lamb's Siding

Saturday, 4th July, 1953—(Continued).

Train Reporting

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

The following trains to be altered :—

- 6.55 p.m. (Friday) fish, Aberdeen to Manchester Victoria will follow the Special Train into and from Carlisle.
 - 7.37 p.m. (Friday) Euston to Perth must not leave Mossband until the Special Train has passed Gretna Junction.
 - 11.35 p.m. (Friday) Glasgow Central to Liverpool Lime Street; special attention to be paid to the working of this train which must not leave Preston until the Special Train has passed.
 - 5.30 a.m. parcels, Wigan to Colne, must not leave Wigan until the Special Train has passed.
 - 5.40 a.m. Wigan to Manchester Exchange to follow the Special Train.
 - 5.18 a.m. rail motor, St. Helens to Warrington must not leave Vulcan Bank Siding until the Special Train has passed Winwick Junction.
 - 6. 0 a.m. empty stock, Warrington to Acton Bridge to follow the Special Train.
 - 7.38 a.m. Nuneaton to Leicester to be kept clear.
 - 7.15 a.m. Birmingham to Euston to follow the Special Train from Rugby.
 - 6.40 a.m. Wolverhampton to Euston to follow the Special Train from Rugby.
 - 8. 5 a.m. Rugby to Northampton must not leave until the Special Train has passed.
 - 8. 0 a.m. Northampton to Euston to travel slow line from Roade.
 - 6.40 a.m. Euston to Windermere; special attention to be paid to the working of this train which, if running punctually, may precede the Special Train across the junction at Blisworth.
 - 8.15 a.m. rail motor, Northampton to Blisworth to be kept clear.
 - 8.42 a.m. empty stock, Wolverton to Bletchley to travel Slow Line Wolverton to Bletchley.
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S. G. HEARN,

Operating Superintendent

Issued at Crewe Station L.M.R. 13
1st July, 1953.