

PRIVATE—FOR USE OF THE STAFF / CONCERNED ONLY.

Notice No. 45.W.

BRITISH RAILWAYS  
LONDON MIDLAND OPERATING AREA

---

# NOTICE OF ROYAL TRAINS

---

**LONDON EUSTON to NEWPORT**  
**NEWPORT to RUGELEY T.V.**  
**STAFFORD to LONDON EUSTON**  
**ON**  
**MONDAY & TUESDAY,**  
**26th & 27th October, 1953**

---

This Notice must be acknowledged immediately on receipt by telegram to  
"Trains CFX Crewe" by use of the code word "DEEPDENE 45.W."

# BRITISH RAILWAYS

## Working Time Table Reprints

---

### **COPYRIGHT NOTICE**

This file has been produced from an original document, copyright of which lies with the BRB (Residuary) who gave the following permission for it to be reprinted:

*"The Board has no objection to copies of these documents being made so long as they are for private information or for non-commercial enthusiast or railway club purposes and are not sold or lent for any payment other than to cover copying or transmission costs."*

A list of available documents can be found at  
<http://wttreprints.uk>

The original document is one of a number in my collection that I have scanned. Normally, I produce quality printed documents from my scans but I have found that these smaller documents seem to attract little interest so I have decided to make them available as free downloads. You may download and print it out as you wish.

THE INSTRUCTIONS CONTAINED IN CIRCULAR O/RR DATED DECEMBER, 1950, UNDER THE HEADING "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD 'DEEPDENE'" MUST BE APPLIED TO THE TRAINS IN THIS NOTICE WHICH ARE MARKED "DEEPDENE."

**Monday, 26th October, 1953**

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

Bletchley Shed	...	...	...	...	...	dep.	6 5 p.m.
Bletchley No. 2	...	...	...	...	...	arr.	6 7 p.m.
Bletchley No. 2	...	...	...	...	...	dep.	6 10 p.m.
							SL
Wolverton No. 1	...	...	...	...	...	arr.	6 20 p.m.
Wolverton No. 1	...	...	...	...	...	dep.	6 25 p.m.
Wolverton Works	...	...	...	...	...	arr.	6 35 p.m.

**A—Empty Stock, Wolverton Works to London Euston**

**Reporting No. W 699**

Wolverton Works	...	...	...	...	...	dep.	7 20 p.m.
Wolverton No. 1	...	...	...	...	...	pass	7 30 p.m.
							SL
Bletchley	...	...	...	...	...	pass	7 40 p.m.
							FL
Tring	...	...	...	...	...	pass	8 1 p.m.
Watford Junction	...	...	...	...	...	pass	8 17 p.m.
Willesden Junction	...	...	...	...	...	pass	8 30 p.m.
Euston (No. 6 Platform)	...	...	...	...	...	arr.	8 40 p.m.

6—208 tons.

**9.25 p.m. Euston to Glasgow C.—To be divided—**

1st portion **W 171** in ordinary times, as amended in Notice No. 650.G

2nd portion, for Newport, Euston depart 9.50 p.m., marshalled as under:—

Engine	} Special portion (5) for Newport
Third Brake	
Saloon 45000	
Saloon 45005	
Saloon 45006	
Power Brake 5154	}
Regular Brake van Euston to Stoke.	

6—208 tons to Stafford, 5—183 tons forward.

To run under DEEPDENE conditions in the following timings:—

Miles							
—	Euston (No. 6 Platform)	...	...	...	...	dep.	9 50 p.m.
51½	Willesden Junction	...	...	...	...	pass	10 2 p.m.
17½	Watford Junction	...	...	...	...	pass	10 18 p.m.
31½	Tring	...	...	...	...	pass	10 37 p.m.
46½	Bletchley	...	...	...	...	pass	10 53 p.m.
59½	Roads	...	...	...	...	pass	11 9 p.m.
62½	Middleton	...	...	...	...	pass	11 14 p.m.
65½	Northampton Castle	...	...	...	...	pass	11 20 p.m.
75½	Long Buckby	...	...	...	...	pass	11 37 p.m.
85	Rugby Midland (Down Through Line)	...	...	...	...	pass	11 50 p.m.
							<b>Tuesday Morning</b>
99½	Nuneaton T.V.	...	...	...	...	pass	12 8 a.m.
112½	Tamworth L.L.	...	...	...	...	pass	12 24 a.m.
118½	Lichfield T.V.	...	...	...	...	pass	12 33 a.m.
126½	Rugeley T.V.	...	...	...	...	pass	12 44 a.m.
132	Milford and Brocton	...	...	...	...	pass	12 52 a.m.
136	Stafford (No. 2 Platform)	...	...	...	...	arr.	1 0 a.m.
—	Stafford (No. 2 Platform)	...	...	...	...	dep.	1 15 a.m.
147½	Newport (Down Main Line)	...	...	...	...	arr.	1 40 a.m.

**Tuesday, 27th October, 1953**

**Light Engine, Stafford Shed to Newport**

Stafford Shed	...	...	...	...	...	...	dep.	12 35 a.m.
Newport	...	...	...	...	...	...	arr.	1 0 a.m.

Class 4 M.T. Tank. To arrive Newport bunker first.

To work DEEPDENE Special Train from Down Main Line to Up Main Line at Newport.

**Light Engine, Newport to Stafford Shed**

Newport	...	...	...	...	...	...	dep.	2 10 a.m.
Stafford Shed	...	...	...	...	...	...	arr.	2 35 a.m.

Class 4 M.T. Tank. After working DEEPDENE Special Train from Down Main Line to Up Main Line at Newport.

**Light Engine, Stafford Shed to Newport**

Stafford Shed	...	...	...	...	...	...	dep.	8 15 a.m.
Newport	...	...	...	...	...	...	arr.	8 40 a.m.

Class 4 M.T. Tank. To arrive Newport bunker first.

To work DEEPDENE Special Train from Newport to Rugeley T.V.

**DEEPDENE Special Train, Newport to Rugeley T.V.**

Miles

—	Newport	...	...	...	...	...	...	dep.	9 25 a.m.
11½	Stafford (Up Fast Line)	...	...	...	...	...	...	pass	9 53 a.m.
15½	Milford and Brocton...	...	...	...	...	...	...	pass	10 1 a.m.
20½	Rugeley T.V. (Up Slow Line Platform)	...	...	...	...	...	...	arr.	10 10 a.m.

5—183 tons.

**Light Engine, Newport to Stafford Shed**

Newport	...	...	...	...	...	...	...	dep.	9 45 a.m.
Stafford Shed	...	...	...	...	...	...	...	arr.	10 10 a.m.

Class 4 M.T. Tank. After standing on DEEPDENE Special Train in Field Siding.

**A—Empty Stock, Rugeley T.V. to Crewe**

Reporting No. W 699

Rugeley T.V.	...	...	...	...	...	...	...	dep.	10 35 a.m.
Milford and Brocton...	...	...	...	...	...	...	...	pass	10 43 a.m.
Stafford (Down Fast Line)	...	...	...	...	...	...	...	pass	10 49 a.m.
Norton Bridge	...	...	...	...	...	...	...	pass	10 57 a.m.
Whitmore	...	...	...	...	...	...	...	pass	11 12 a.m.
Crewe (No. 3 Platform)	...	...	...	...	...	...	...	arr.	11 32 a.m.

5—183 tons. To be worked to Carriage Shed by Transferring Stock engine.

Tuesday, 27th October, 1953—(Continued).

10.50 a.m., Workington to Preston, Reporting No. 254—To be Workington—Euston (6), Barrow—Euston (1) and be extended to Euston, attaching in front at Crewe a special portion of four vehicles for Euston. Train to be marshalled from Crewe:—

Engine	} Special portion— Euston (4)
Power Brake 5154	
Saloon 45006	
Saloon 45005	
Saloon 45000	
Main Train for Euston (7).	

11—371 tons from Crewe.

The special portion to be gangwayed to the main train.

To run in the following timings and run under DEEPDENE conditions from Stafford to Euston :—

Miles from Stafford		Limited Load							
	Preston	...	...	...	...	...	...	dep.	2 49 p.m.
	Euxton Junction	...	...	...	...	...	...	pass	2 57 p.m.
	Standish Junction	...	...	...	...	...	...	pass	3 5 p.m.
	Wigan N.W.	...	...	...	...	...	...	pass	3 12 p.m.
	Springs Branch	...	...	...	...	...	...	pass	3 14 p.m.
	Winwick Junction	...	...	...	...	...	...	pass	3 23 p.m.
	Warrington	...	...	...	...	...	...	pass	3 27 p.m.
	Acton Grange Junction	...	...	...	...	...	...	pass	3 29 p.m.
	Weaver Junction	...	...	...	...	...	...	pass	3 38 p.m.
	Winsford Junction	...	...	...	...	...	...	pass	3 49 p.m.
	Coppenhall Junction	...	...	...	...	...	...	pass	3 55 p.m.
	Crewe (No. 4 Platform)	...	...	...	...	...	...	arr.	4 6 p.m.
	Crewe (No. 4 Platform)	...	...	...	...	...	...	dep.	4 18 p.m.
	Whitmore	...	...	...	...	...	...	pass	4 35 p.m.
	Norton Bridge	...	...	...	...	...	...	pass	4 44 p.m.
	Stafford (No. 1 Platform)	...	...	...	...	...	...	arr.	4 53 p.m.
—	Stafford (No. 1 Platform)	...	...	...	...	...	...	dep.	5 0 p.m.
4	Milford and Brocton...	...	...	...	...	...	...	pass	5 6 p.m.
9½	Rugeley T.V.	...	...	...	...	...	...	pass	5 12 p.m.
17½	Lichfield T.V.	...	...	...	...	...	...	pass	5 20 p.m.
23½	Tamworth L.L.	...	...	...	...	...	...	pass	5 27 p.m.
36½	Nuneaton T.V.	...	...	...	...	...	...	pass	5 41 p.m.
51	Rugby Midland (No. 2 Platform)	...	...	...	...	...	...	arr.	5 58 p.m.
—	Rugby Midland (No. 2 Platform)	...	...	...	...	...	...	dep.	6 2 p.m.
60½	Long Buckby	...	...	...	...	...	...	pass	6 16 p.m.
70½	Northampton Castle (Up Main Line)	...	...	...	...	...	...	pass	6 27 p.m.
73½	Middleton	...	...	...	...	...	...	pass	6 32 p.m.
76½	Roads	...	...	...	...	...	...	pass	6 38 p.m.
89½	Bletchley	...	...	...	...	...	...	pass	6 51 p.m.
104½	Tring	...	...	...	...	...	...	pass	7 8 p.m.
118½	Watford Junction	...	...	...	...	...	...	pass	7 22 p.m.
130½	Willesden Junction	...	...	...	...	...	...	pass	7 34 p.m.
136	Euston (No. 1 Platform)	...	...	...	...	...	...	arr.	7 45 p.m.

The trains will run on the main or fast line (where more than one line exists) unless otherwise shown:—

#### **JOURNEY—EUSTON TO NEWPORT—26th October, 1953.**

**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. 8, 10, 11 or 15 Platform Lines.**

**STAFFORD**—The Special Train must be brought to a stand in No. 2 Platform at Stafford No. 5 box No. 2 Down Platform home signal. When the train has come to a stand, the Stafford station shunting engine will be coupled in rear and the train engine will then be detached and afterwards run coupled to the 1.48 a.m. parcels, Stafford to Crewe. After the engine working the train forward to Newport has been attached, the Stoke van in the rear of the train must be uncoupled from the special portion.

**NEWPORT**—The Special Train must be brought to a stand on the Down Main Line at the banner repeater for the Down starting signal.

A Class 4 M.T. Tank engine will arrive Newport (bunker first) at 1.0 a.m., and on arrival must stand on the Up Main Line. After the Special Train has come to a stand, this engine will be attached in rear and the train engine detached. The Class 4 M.T. Tank engine from Stafford Shed will then draw the Special Train from the Down Main Line to the Up Main Line through the crossover road nearer Stafford, and the train must be brought to a stand on the Up Main Line with the centre of the engine cab opposite to a point at which a hand signalman will be stationed to indicate the place at which the train must stop. The Signalman at Newport Station signal box must not give permission for the Special Train to cross from the Down Main Line to the Up Main Line until the Special "Is Liné Clear" signal (4—4—4) has been forwarded to, and acknowledged by repetition by, the Signalman at Gnosall Station signal box.

The engine which has worked the Special Train from Stafford will follow the Special Train through the crossover road from the Down Main Line to the Up Main Line where it will be again attached to the Special Train.

The Class 4 M.T. Tank engine which has worked the Special Train from the Down Main Line to the Up Main Line will then be detached, and the engine which has worked the Special Train from Stafford will work the Special Train into the Field Siding and remain attached until the engine working the Special Train to Rugeley T.V. is coupled.

The Special Train must be brought to a stand in the Field Siding 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.

All facing points over which the Special Train will travel when being worked from the Down Main Line to the Up Main Line and into and out of the Field Siding must be securely clipped before any movement is made.

Immediately the Special Train has come to a stand in the Field Siding and during the time the Special Train is standing there, the trailing points in the Up Main Line leading from the Field Siding must be set Up Main to Up Main and padlocked in that position. When this has been done, the Class 4 M.T. Tank engine which has worked the Special Train from the Down Main Line to the Up Main Line, must be set back within the Up Main Line starting signal and the "Cancelling" signal forwarded to Gnosall Station signal box. This engine will then return light to Stafford Shed at 2.10 a.m.

### **JOURNEY—NEWPORT TO RUGELEY T.V.—27th October, 1953**

**NEWPORT**—A Class 4 M.T. Tank engine will arrive Newport (bunker first) at 8.40 a.m. to work the Special Train forward to Rugeley T.V. The Class 4 M.T. Tank engine which has been standing on the train during the night must be detached after the train engine has been coupled up, and remain stationary until after the Special Train has left for Rugeley T.V.

The Special "Is Line Clear" signal (4—4—4) for the Special Train must be forwarded from Newport Station signal box to Gnosall Station signal box and acknowledged by repetition by the latter before the Special Train is moved.

**RUGELEY T.V.**—The Special Train will arrive at the Up Slow Line 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 Special 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.

### **JOURNEY—STAFFORD TO EUSTON—27th October, 1953**

**CREWE**—The 10.50 a.m. from Workington will arrive at the North end of No. 4 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 train engine will be detached and released to the shed, and the Class 7P engine with the four empty vehicles forming the special portion, which have been standing in the South end of No. 4 Platform, will be attached in front of the 10.50 a.m. from Workington.

**STAFFORD**—The 10.50 a.m. from Workington 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 receives instructions from the Station Master or Officer in charge of the train to recreate the brake.

**RUGBY MIDLAND**—The Special Train will arrive at No. 2 Platform and must be brought to a stand at Rugby No. 1 Up home signal.

**NORTHAMPTON CASTLE**—The Special Train must not travel over the Up Platform Line.

**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 No. 8 Platform Line.

---

**Special Opening of signal boxes.**

**Tuesday 27th October, 1953.**

Haughton signal box to be open from 9.0 a.m. until 11.30 a.m.

## **Train Reporting.**

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

---

The following trains to be altered:—

### **Journey—Euston to Newport—26th October, 1953**

- 9.35 p.m. Euston to Birmingham—special attention to be paid to the working of this train.
- 9.55 p.m. Parcels, Willesden to Carlisle to leave at 10.10 p.m. and follow the Special Train.
- 10.20 p.m. Parcels, Leicester to Stafford to follow the Special Train from Nuneaton T.V.
- 12. 2 a.m. Tuesday, Parcels, Birmingham to Carlisle to be kept clear.
- 12.55 a.m. Tuesday, Stafford to Stoke must not leave until after departure of the Special Train.
- 12. 5 a.m. Tuesday, Parcels, Crewe to Birmingham must not leave Stafford No. 1 until the Special Train has passed.

### **Journey—Newport to Rugeley T.V.—27th October, 1953**

- 8.58 a.m. Crewe to Nuneaton T.V. (7.40 a.m. from Liverpool) if running—special attention to be paid to the working of this train.
- 8.10 a.m. Liverpool to Euston—special attention to be paid to the working of this train.
- 9.13 a.m. Crewe to Nuneaton T.V. (7.40 a.m. from Liverpool) if running, to travel Slow Line from Crewe and must not leave Tillington Intermediate Block Signal until the Special Train has passed Stafford.
- 8.30 a.m. Manchester to Birmingham must not leave Tillington Intermediate Block Signal until the Special Train has passed Stafford.
- 9. 7 a.m. Wolverhampton to Stoke—special attention to be paid to the working of this train.

### **Journey—Stafford to Euston—27th October, 1953**

- 9. 0 a.m. Perth to Euston to follow the Special Train throughout.
  - 3. 5 p.m. Manchester to Birmingham—special attention to be paid to the working of this train.
  - 3. 0 p.m. Liverpool to Cardiff—special attention to be paid to the working of this train.
  - 2.45 p.m. Euston to Manchester to be kept clear.
  - 4.35 p.m. Stafford to Nuneaton T.V. to be held at Lichfield T.V. and follow the Special Train from there.
  - 5.42 p.m. Nuneaton T.V. to Leicester to be kept clear.
  - 5.48 p.m. Rugby Midland to Leicester must not leave until the Special Train has arrived Rugby.
  - 5.33 p.m. Rugby Midland to Northampton C.—special attention to be paid to the working of this train.
  - 5. 0 p.m. Birmingham to Euston—special attention to be paid to the working of this train which must be held at Northampton C. and follow the Special Train from there.
  - 6.20 p.m. Northampton C. to Nottingham to be kept clear.
  - 6.37 p.m. Euston to Bletchley—special attention to be paid to the working of this train.
  - 7.12 p.m. Euston to Northampton C. must run punctually and travel Slow Line from Queens Park North.
- 

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

Issued at Crewe Station, L.M.R. 13.  
22nd October, 1953.