

PRIVATE—FOR USE OF THE STAFF CONCERNED ONLY.

Notice No. 47.W.

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA

NOTICE OF ROYAL TRAINS

**LONDON EUSTON to STYAL
STYAL to
MANCHESTER LONDON ROAD
MANCHESTER LONDON ROAD
to LONDON EUSTON**

**ON
MONDAY & TUESDAY,
16th & 17th November, 1953**

This Notice must be acknowledged immediately on receipt by telegram to
"Trains CFX Crewe" by use of the code word "DEEPEENE 47.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, 16th November, 1953.

Light Engine, Bletchley Shed to Wolverton Works.

Bletchley Shed	...	...	...	...	...	dep.	4 15 p.m.
Bletchley No. 2	...	...	...	...	...	arr.	4 18 p.m.
Bletchley No. 2	...	...	...	...	...	dep.	4 20 p.m. SL
Wolverton No. 1	...	...	...	...	...	arr.	4 30 p.m.
Wolverton No. 1	...	...	...	...	...	dep.	4 35 p.m.
Wolverton Works	...	...	...	...	...	arr.	4 45 p.m.

A—Empty Stock, Wolverton Works to Willesden Carriage Sidings.

Reporting No. W 699.

Wolverton Works	...	...	...	...	...	dep.	5 45 p.m.
Wolverton No. 1	...	...	...	...	...	pass	5 55 p.m. SL
Bletchley	...	...	...	...	...	pass	6 X 6 p.m. FL
Tring	...	...	...	...	...	pass	6 25 p.m.
Watford Junction	...	...	...	...	...	pass	6 41 p.m.
Sudbury Junction	...	...	...	...	...	pass	6 X 56 p.m. SL
Willesden Carriage Sidings	...	...	...	...	...	arr.	7 5 p.m.

4—153 tons. (Power Brake 5154 leading from Wolverton Works). To be attached front of 8.35 p.m. empty stock, Willesden Carriage Sidings to Euston.

10.45 p.m. Euston to Manchester London Road. Reporting No. 283—To convey in rear a special portion of four vehicles for Styal, as far as Crewe, and be marshalled:—

Engine	} Special portion (4) for Styal.
Main Train (10)	
Saloon 45000	
Saloon 45005	
Saloon 45006	
Power Brake 5154	

14—415 tons, Euston to Crewe.

Monday, 16th November, 1953—(continued)

The special portion to be gangwayed to the main train.

To run under DEEPDENE conditions from Euston to Crewe in ordinary booked timings as follows:—

Special Limit.

Miles									
—	Euston (No. 13 Platform)	...	...	...	...	...	dep.	10 45 p.m.	
5½	Willesden Junction	...	...	...	...	...	pass	10 55 p.m.	
17½	Watford Junction	...	...	...	...	...	pass	11 9 p.m.	
31½	Tring	...	...	...	...	...	pass	11 25 p.m.	
46½	Bletchley	...	...	...	...	...	pass	11 38 p.m.	
59½	Roade	...	...	...	...	...	pass	11 50 p.m.	
62½	Blisworth	...	...	...	...	...	pass	11 53 p.m.	
69½	Weedon	...	...	...	...	...	pass	12 0 night	
Tuesday morning									
82½	Rugby Midland (Down Through Line)	...	...	...	...	...	pass	12 13 a.m.	
97	Nuneaton T.V.	...	...	...	...	...	pass	12 28 a.m.	
110	Tamworth L.L.	...	...	...	...	...	pass	12 41 a.m.	
116½	Lichfield T.V.	...	...	...	...	...	pass	12 47 a.m.	
124½	Rugeley T.V.	...	...	...	...	...	pass	12 55 a.m.	
129½	Milford and Brocton	...	...	...	...	...	pass	1 0 a.m.	
133½	Stafford (Down Fast Line)	...	...	...	...	...	pass	1 5 a.m.	
138½	Norton Bridge	...	...	...	...	...	pass	1 12 a.m.	
147½	Whitmore	...	...	...	...	...	pass	1 21 a.m.	
158	Crewe (No. 1 Platform)	...	...	...	...	...	arr.	1 37 a.m.	

Forward under ordinary conditions

Tuesday, 17th November, 1953.

DEEPDENE Special Train, Crewe to Styal.

Miles									
—	Crewe (No. 1 Platform)	...	...	...	...	...	dep.	1 55 a.m.	
4½	Sandbach	...	...	...	...	...	pass	2 5 a.m.	
18½	Wilmslow	...	...	...	...	...	pass	2 25 a.m.	
20½	Styal (Down Main Line)	...	...	...	...	...	arr.	2 30 a.m.	

5—183 tons.

Light Engine, Longsight Shed to Styal.

	Longsight Shed	...	...	...	...	...	dep.	1 25 a.m.	
								SL	
	Slade Lane Junction	...	...	...	...	...	pass	1 28 a.m.	
	Mauldeth Road	...	...	...	...	...	pass	1 33 a.m.	
	Styal	...	...	...	...	...	arr.	1 50 a.m.	

Class 4 M.T. Tank. To arrive Styal chimney first.

To work DEEPDENE Special Train from Down Main Line to No. 1 Siding at Styal.

Light Engine, Styal to Crewe North Shed.

	Styal	...	...	...	...	...	dep.	2 50 a.m.	
	Wilmslow	...	...	...	...	...	arr.	2W56 a.m.	
	Wilmslow	...	...	...	...	...	dep.	3W*16 a.m.	
	Sandbach	...	...	...	...	...	pass	3 48 a.m.	
	Crewe North Shed	...	...	...	...	...	arr.	4 5 a.m.	

Class 4 M.T. Tank. After working DEEPDENE Special Train Crewe to Styal,

Tuesday, 17th November, 1953—(continued).

Light Engine, Longsight Shed to Styal.

Longsight Shed	...	...	...	...	...	...	dep.	8 55 a.m.
								SL
Slade Lane Junction	...	...	...	...	...	...	pass	8 58 a.m.
Mauldeth Road	...	...	...	...	...	...	pass	9 3 a.m.
Styal	...	...	...	...	...	...	arr.	9 20 a.m.

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

To work DEEPDENE Special Train Styal to Manchester London Road.

DEEPDENE Special Train, Styal to Manchester London Road.

Miles

—	Styal	...	...	...	...	...	...	dep.	10 10 a.m.
6	Mauldeth Road	...	...	...	...	...	...	pass	10 24 a.m.
7½	Slade Lane Junction	...	...	...	...	...	...	pass	10 27 a.m.
									FL
8	Longsight	...	...	...	...	...	...	pass	10 29 a.m.
9½	Manchester London Road (No. 5 Platform)	...	...	...	...	...	...	arr.	10 35 a.m.

5—183 tons.

Light Engine, Styal to Longsight Shed.

Styal	...	...	...	...	...	...	...	dep.	10 30 a.m.
Mauldeth Road	...	...	...	...	...	...	...	pass	10 47 a.m.
Slade Lane Junction	...	...	...	...	...	...	...	pass	10 50 a.m.
Longsight Shed	...	...	...	...	...	...	...	arr.	10 55 a.m.

Class 4 M.T. Tank. After standing on DEEPDENE Special Train in No. 1 Siding.

A—Empty Stock, Manchester London Road to Longsight Carriage Shed.

Reporting No. W 699.

Manchester London Road (No. 5 Platform)	dep.	10 55 a.m.
Manchester London Road No. 1.	...	...	...	...	...	...	pass	10 57 a.m.
								SL
Longsight No. 1	...	...	...	...	...	...	arr.	11 2 a.m.
Longsight No. 1	...	...	...	...	...	...	dep.	11 5 a.m.
Longsight Carriage Shed	...	...	...	...	...	...	arr.	11 10 a.m.

5—183 tons.

A—Empty Stock, Longsight Carriage Shed to Manchester London Road.

Reporting No. W 699.

Longsight Carriage Shed	...	...	...	...	...	...	dep.	3 5 p.m.
Longsight No. 4	...	...	...	...	...	...	pass	3 10 p.m.
Manchester London Road (No. 5 Platform)	...	...	...	...	...	...	arr.	3 15 p.m.

4—153 tons. Train engine for 4.5 p.m. Manchester to Euston coupled in rear.

Tuesday, 17th November 1953—(continued).

4.5 p.m. Manchester London Road to Euston, Reporting No. 118—To convey in front a special portion of four vehicles for Euston and be marshalled:—

Engine

Power Brake 5154

Saloon 45006

Saloon 45005

Saloon 45000

Main Train for Euston (10)

Special portion (4)
for Euston

14—477 tons.

The special portion will be drawn from No. 5 Platform at 4.0 p.m.

The special portion to be gangwayed to the main train.

To leave at 4.10 p.m. and run under DEEPDENE conditions, throughout in the following timings—

Limited Load.

Miles

—	Manchester London Road (No. 1 Platform)	...	...	dep.	4 10 p.m.
1½	Longsight ...	...	...	pass	4 14 p.m.
5¼	Heaton Norris ...	...	...	pass	4 18 p.m.
5¾	Stockport Edgeley ...	...	...	arr.	4 20 p.m.
—	Stockport Edgeley ...	...	...	dep.	4 23 p.m.
6½	Edgeley Junction ...	...	...	pass	4 25 p.m.
8½	Cheadle Hulme ...	...	...	pass	4 27 p.m.
17½	Macclesfield Hibel Road ...	...	...	arr.	4 41 p.m.
—	Macclesfield Hibel Road ...	...	...	dep.	4 44 p.m.
22½	North Rodé ...	...	...	pass	4 52 p.m.
31½	Kidsgrove Central ...	...	...	pass	5 2 p.m.
36½	Etruria ...	...	...	pass	5 8 p.m.
37	Newcastle Junction ...	...	...	pass	5 10 p.m.
37½	Stoke-on-Trent ...	...	...	arr.	5 11 p.m.
—	Stoke-on-Trent ...	...	...	dep.	5 16 p.m.
38	Stoke Junction ...	...	...	pass	5 17 p.m.
44½	Stone ...	...	...	pass	5 25 p.m.
56½	Colwich ...	...	...	pass	5 38 p.m.
59½	Rugeley T.V. ...	...	...	pass	5 42 p.m.
67½	Lichfield T.V. ...	...	...	pass	5 50 p.m.
73½	Tamworth L.L. ...	...	...	pass	5 56 p.m.
86½	Nuneaton T.V. ...	...	...	pass	6 10 p.m.
101	Rugby Midland (Up Through Line) ...	...	...	pass	6 26 p.m.
113¾	Weedon ...	...	...	pass	6 40 p.m.
120¾	Blisworth ...	...	...	pass	6 48 p.m.
123¾	Roadé ...	...	...	pass	6 51 p.m.
137	Bletchley ...	...	...	pass	7 4 p.m.
152	Tring ...	...	...	pass	7 21 p.m.
166	Watford Junction ...	...	...	arr.	7D36 p.m.
—	Watford Junction ...	...	...	dep.	7D39 p.m.
178	Willesden Junction ...	...	...	pass	7 51 p.m.
183½	Euston (No. 1 Platform) ...	...	...	arr.	8 0 p.m.

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

JOURNEY—EUSTON TO STYAL—16th November, 1953.

EUSTON—The Train will start from No. 13 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 Train must not be allowed into Nos. 8, 10, 11 or 15 Platform Lines.

CREWE—The 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 Crewe Station shunting engine will be coupled in rear. When this has been done, the special portion will be detached and the main train will then be drawn forward to the North End of No. 1 Platform.

A Class 4 M.T. Tank engine and brake third 26287 (brake end next engine) which have been standing on No. 1 Down Through Line will be attached in front of the special portion. The Crewe Station shunting engine will then be detached from the rear and must remain stationary until the Special Train has left for Styal.

STYAL—Before any movement is made at Styal in connection with the Special Train, the trailing points in the Up Main Line leading from No. 1 Siding at the Station end of the Siding must be set Up Main to Up Main and padlocked in that position. They must remain so as long as the Special Train is standing in No. 1 Siding.

The Special Train must be brought to a stand on the Down 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 Styal Station signal box must not give permission for the Special Train to approach from the signal box in rear until the Special "Is Line Clear" signal (4—4—4) has been forwarded to, and acknowledged by repetition by, the signalman at Heald Green Station signal box.

A Class 4 M.T. Tank engine from Longsight Shed will arrive Styal (chimney first) at 1.50 a.m. and on arrival must stand in No. 1 Siding. 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 Longsight Shed will then work the Special Train from the Down Main Line into No. 1 Siding and remain attached until the engine working the 10.10 a.m. Special Train to Manchester London Road is coupled.

The Special Train must be brought to a stand in No. 1 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 into and out of No. 1 Siding must be securely clipped before any movement is made.

Immediately the Special Train has come to a stand in No. 1 Siding and during the time the Special Train is standing there, the points leading from the cross-over road into No. 1 Siding must be set Down 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 Crewe will be crossed from the Down Main Line to the Up Main Line and the "Cancelling" signal forwarded to Heald Green signal box. This engine will return light to Crewe North Shed at 2.50 a.m.

JOURNEY—STYAL TO MANCHESTER LONDON ROAD—17th November, 1953.

STYAL—A Class 4 M.T. Tank engine from Longsight Shed will arrive Styal (bunker first) at 9.20 a.m. to work the Special Train to Manchester London Road. 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 Manchester London Road.

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

MANCHESTER LONDON ROAD—The Special Train will arrive at No. 5 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.

The Special Train must not be allowed into No. 7 Platform Line.

JOURNEY—MANCHESTER LONDON ROAD TO EUSTON—17th November, 1953

MANCHESTER LONDON ROAD—The empty stock of the special portion from Longsight Carriage Shed will be set in No. 5 Platform at 3.15 p.m. and after this 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.

On instructions from the Station Master or Officer in charge of the train the special portion will be drawn from No. 5 Platform and set to the front of the vehicles forming the main portion of the 4.5 p.m. Manchester to Euston standing in No. 1 Platform. When the vehicles have been coupled up 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.

STOCKPORT EDGELEY—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.

MACCLESFIELD HIBEL ROAD—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.

STOKE-ON-TRENT—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.

WATFORD JUNCTION—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.

EUSTON—The 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 Train must not be allowed into No. 8 Platform Line.

Special opening of Signal Boxes.

Tuesday, 17th November, 1953.

Styal Station signal box to be open from 1.0 a.m. until 10.45 a.m.

Heald Green Station signal box to be open from 1.0 a.m. until 1.35 p.m., then normal hours.

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 Styal—16th November, 1953.

- 10.20 p.m. parcels, Leicester to Stafford to be held at Tamworth L.L. and follow No. 283 from there.
- 12.55 a.m. (Tuesday) Stafford to Stoke to follow No. 283 from Stafford.
- 12. 5 a.m. (Tuesday) parcels, Crewe to Birmingham must not leave Stafford until No. 283 has passed Stafford No. 1.
- 1.25 a.m. (Tuesday) Crewe to Cardiff—special attention to be paid to the working of this train which, if ready to leave to time, may precede No. 283 across Crewe South Junction.
- 1. 0 a.m. (Tuesday) parcels, Liverpool to Crewe to be kept clear.

Journey—Styal to Manchester London Road—17th November, 1953.

- 9.13 a.m. Crewe to Manchester London Road to be held at Levenshulme and follow the Special Train from Slade Lane Junction.
- 9.52 a.m. Crewe to Manchester London Road to follow the Special Train.
- 9.50 a.m. Manchester London Road to Wilmslow to be kept clear.

Journey—Manchester London Road to Euston—17th November, 1953.

- 1.45 p.m. Stoke to Manchester London Road to run to Mayfield.
 - 3.45 p.m. empty stock, Longsight Carriage Shed to Manchester London Road to be kept clear.
 - 2.53 p.m. Crewe to Manchester London Road to be kept clear.
 - 2.20 p.m. Stafford to Manchester London Road to be kept clear.
 - 4. 0 p.m. Manchester London Road to Buxton to start from Mayfield and follow No. 118.
 - 4. 0 p.m. empty stock, Longsight Carriage Shed to Manchester London Road must not leave Longsight Carriage Shed until No. 118 has passed Longsight No. 4.
 - 4.30 p.m. Macclesfield Central to Manchester to be kept clear.
 - 4. 7 p.m. empty stock, Newcastle Jn. to Barlaston and T. to be kept clear at Barlaston.
 - 3.52 p.m. Macclesfield to Uttoxeter—special attention to be paid to the working of this train. If running punctually, may precede No. 118 from Stoke.
 - 4.20 p.m. Crewe to Stoke—special attention to be paid to the working of this train. If running punctually, may precede No. 118 from Kidsgrove Central and must be shunted promptly after arrival Stoke at 4.57 p.m.
 - 4.55 p.m. Radway Green and B. to Uttoxeter to be kept clear.
 - 4.12 p.m. Uttoxeter to Congleton must not leave Etruria until No. 118 has passed.
 - 5. 6 p.m. Stoke to Leek must not leave Stoke until after departure of No. 118.
 - 6. 0 p.m. Coventry to Blisworth to be kept clear.
-

Issued at Crewe Station, LMR. 13.
12th November, 1953.

S. G. HEARN,
Operating Superintendent.