



**EASTERN, NORTH EASTERN AND SCOTTISH  
OPERATING AREAS**

## **NOTICE OF ROYAL TRAIN**

**WOLFERTON TO LEADENHAM  
ON  
FRIDAY, 9th JANUARY, 1953**

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**LEADENHAM TO EDINBURGH WAVERLEY  
AND  
EDINBURGH WAVERLEY TO WOLFERTON  
ON  
SATURDAY, 10th/SUNDAY, 11th JANUARY, 1953**

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This notice must be acknowledged immediately on receipt by telegram in the Eastern and North Eastern Operating Areas to the District Operating Superintendent and in the Scottish Operating Area to "Operating Superintendent, T., Glasgow," by use of code word "GROVE" and Notice No. EG. 54.

# BRITISH RAILWAYS

## Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN CIRCULAR O/R.R. DATED DECEMBER, 1950, UNDER THE HEADING "INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD 'GROVE'" AND THE AMENDMENTS SHOWN IN SCOTTISH REGION SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLETS DATED 29TH MARCH, 1952, MUST BE APPLIED TO THE TRAINS IN THIS NOTICE WHICH ARE MARKED "GROVE."

### FRIDAY, 9th JANUARY, 1953

**Light Engine.** (To work 10.15 a.m. Empty Stock ex Peterborough East).

March to Peterborough East

Class	..	..	..	..	..	<b>G</b>
						am
March	..	..	..	..	..	9 5
Peterborough East	..	..	..	..	..	9 30

**Empty Stock**

Wolverton (L.M.R.) to Wolferton

Class	..	..	..	..	..	<b>A</b>
						am
Wolverton (L.M.R.)	..	..	..	..	..	7 40
Peterborough East	..	..	..	..	..	10 5
Peterborough East	..	..	..	..	..	10 15
March West Jc.	..	..	..	..	..	10 35
Wisbech East	..	..	..	..	..	10 47
Emneth	..	..	..	..	..	10 52
Middle Drove	..	..	..	..	..	10 58
Magdalen Road	..	..	..	..	..	11 6
King's Lynn	..	..	..	..	..	11 16
						<b>PM</b>
King's Lynn	..	..	..	..	..	8 30
Wolferton	..	..	..	..	..	8 42

Change  
Engines

**Two Light Engines.** (To work 10.0 p.m. "GROVE" Special Train Wolferton to King's Lynn.)

Class	..	..	..	..	..	<b>Two L.E.'s</b>
						<b>PM</b>
King's Lynn	..	..	..	..	..	8 15
Wolferton	..	..	..	..	..	8 27

**Two Light Engines.** (To work 10.17 p.m. "GROVE" Special Train King's Lynn to Peterborough North.)

Class	..	..	..	..	..	<b>Two L.E.'s</b>
						<b>PM</b>
Cambridge	..	..	..	..	..	6 30
Ely	..	..	..	..	..	6 55
Downham	..	..	..	..	..	7 20
Harbour Jc.	..	..	..	..	..	7 35
Harbour Jc.	..	..	..	..	..	7 37
South Lynn	..	..	..	..	..	7 40
South Lynn	..	..	..	..	..	9 0
King's Lynn	..	..	..	..	..	9 5

To  
Turn

**Guards**

Wolverton to Peterborough East—L.M. Region will arrange.

Peterborough East to Wolferton—Divisional Operating Supt. (E.), Liverpool Street, to arrange.

# FRIDAY, 9th JANUARY, 1953

## "GROVE" Special Train

### Wolferton to Leadenham

M. C.						PM
—	Wolferton	..	..	..	..	10 0
6 16	King's Lynn	..	..	..	..	10 10
—	King's Lynn	..	..	..	..	10 17
10 63	Downham	..	..	..	..	10 31
14 22	Ely North Jc.	..	..	..	..	10 49
1 0	Ely West Jc.	..	..	..	..	10 53
13 36	March	..	..	..	..	11 11
14 6	Peterborough East	..	..	..	..	11 30
0 68	Peterborough North	..	..	..	..	11 35
—	Peterborough North	..	..	..	..	11 41
						(10th)
29 7½	Grantham	..	..	..	..	12 16
4 18	Barkston South Jc.	..	..	..	..	12 21
2 14	Honington	..	..	..	..	12 25
6 4	Leadenham	..	..	..	..	12 33

Change  
Engines  
(10th)

Speed of "GROVE" Special Train must not exceed 30 miles per hour between March South Junction and March West Junction.

## Light Engine (for heating train)

### Grantham to Leadenham

Class	..	..	..	..	..	G PM
Grantham	..	..	..	..	..	11 30
Barkston South Jc.	..	..	..	..	..	11 38
Honington	..	..	..	..	..	11 42
Leadenham	..	..	..	..	..	11 54

Light Engine. (Off "GROVE" Special arriving Leadenham 12.33 a.m. 10th)

### Leadenham to New England

Class	..	..	..	..	..	G am
Leadenham	..	..	..	..	..	12 50 (10th)
Honington	..	..	..	..	..	1 2
Barkston South Jc.	..	..	..	..	..	1 6
Barkston South Jc.	..	..	..	..	..	1 20
Grantham	..	..	..	..	..	1 35
New England Loco	..	..	..	..	..	2 20

## Working Notes

9.30 p.m. Ely to King's Lynn to be held at Magdalen Road until "Grove" special has left King's Lynn.

9.45 p.m. Leicester L.M.R. to Peterborough East to be kept clear at Westwood Junction.

7.25 p.m. Newcastle to King's Cross to be kept clear at Barkston South Junction.

## Formation Leaving Wolferton

Two Engines	
First Brake	5154
Dining Saloon	77
Saloon	806
Saloon	495
Saloon	807
Dining Saloon	76
Saloon	798
Saloon	799
Saloon	45005
First Brake	5155

## FRIDAY, 9th JANUARY, 1953

### Guards

Wolferton to Peterborough North — Divisional    Operating    SuperIntendent    (E)  
 Liverpool Street to arrange.

Peterborough North to Leadenham — Divisional    Operating    Superintendent    (W)  
 Liverpool Street to arrange.

### General Notes

#### Working of Automatic Brake.

At the undermentioned place when the engines have been coupled to the train and the brake tested by the Guard, the Driver of the leading engine must release the automatic brake and must keep the hand-brake hard on until he receives the Guard's signal to start :—

Wolferton.

**SATURDAY, 10th JANUARY, 1953****Light Engine.** (To work "GROVE" Special 7.3 a.m. ex Leadenham.)**New England to Leadenham**

Class	..	..	..	..	..	G am
New England	..	..	..	..	..	5 20
Grantham	..	..	..	..	..	6 2
Barkston South Jc.	..	..	..	..	..	6 8
Honington	..	..	..	..	..	6 12
Leadenham	..	..	..	..	..	6 24

**" GROVE " Special Train****Leadenham to Edinburgh Waverley**

M. C.		..	..	..	..	..	am	
—	Leadenham	..	..	..	..	..	7 3	
12 17	Lincoln Central	..	..	..	..	..	7 20	
7 44	Sykes Jc.	..	..	..	..	..	7 32	
8 5	Gainsborough Lea Road	..	..	..	..	..	7 43	} Engine to take water.
—	Gainsborough Lea Road	..	..	..	..	..	7 48	
21 13	Doncaster	..	..	..	..	..	8 14	
4 19	Shaftholme Jc.	..	..	..	..	..	8 19	
14 9	Selby	..	..	..	..	..	8 34	
13 66	York (No. 9 platform)	..	..	..	..	..	8 52	} Change Crews
—	York	..	..	..	..	..	8 57	
1 49	Skelton	..	..	..	..	..	9 1	
9 45	Alne	..	..	..	..	..	9 12	
11 2	Thirsk	..	..	..	..	..	9 24	
7 60	Northallerton	..	..	..	..	..	9 32	
8 79	Eryholme	..	..	..	..	..	9 40	
5 15	Darlington	..	..	..	..	..	9 45	
12 68	Ferryhill	..	..	..	..	..	9 59	
9 15	Durham	..	..	..	..	..	10 9	
13 35	King Edward Bridge	..	..	..	..	..	10 27	
0 48	Newcastle (No. 8 platform)	..	..	..	..	..	10 30	} Change Engines
—	Newcastle	..	..	..	..	..	10 42	
16 50	Morpeth	..	..	..	..	..	11 5	
18 19	Alnmouth	..	..	..	..	..	11 23	
16 63	Belford	..	..	..	..	..	11 41	
15 28	Berwick	..	..	..	..	..	11 58	
1 2	Marshall Meadows	..	..	..	..	..	12 0	
10 20	Reston Jc.	..	..	..	..	..	12 20	
5 0	Granthouse	..	..	..	..	..	12 30	
12 0	Dunbar	..	..	..	..	..	12 49	
11 40	Drem Jc.	..	..	..	..	..	1 7	
4 40	Longniddry Jc.	..	..	..	..	..	1 15	
7 8	Monktonhall Jc.	..	..	..	..	..	1 29	
3 12	Portobello	..	..	..	..	..	1 37	
3 0	Edinburgh Waverley	..	..	..	..	..	1 45	

(Nos. 10 and 11 platforms).

In the event of the "GROVE" Special Train having to run via No. 7 or No. 8 platform Line at Lincoln Central Station the opposite Line must be kept clear.

No train must pass the "Grove" Special Train on the immediate adjoining line at Dunbar Station in the event of the "Grove" train having to be run via the platform line.

**Light Engine.** (To work "GROVE" Special 10.42 a.m. ex Newcastle.)**Gateshead Shed to Newcastle**

Class	..	..	..	..	..	G am
Gateshead Shed	..	..	..	..	..	10 12
High Level Bridge	..	..	..	..	..	10 15
Newcastle	..	..	..	..	..	10 18

## SATURDAY, 10th JANUARY, 1953

### Two Light Engines

Haymarket Loco. Sheds to Edinburgh (Waverley)

Class	..	..	..	..	..	Two L.E.'s
						<b>PM</b>
Haymarket Loco. Sheds	..	..	..	..	..	18
Edinburgh Waverley No. 8 Mid Road	..	..	..	..	..	14

Leading Engine (tender leading) will uncouple at Edinburgh Waverley on arrival and proceed direct to Craightinny Carriage Sidings to steam heat the "GROVE" Special Train Carriages, and will work the "Grove" Special Train Empty Carriages from Craightinny Carriage Sidings to Edinburgh Waverley.

Second Engine (chimney leading) to work Empty Carriages of "GROVE" Special Train, Edinburgh Waverley to Craightinny Carriage Sidings, and couple to and assist "GROVE" Special Train Empty Carriages from Craightinny Carriage Sidings to Edinburgh Waverley.

**Light Engine.** (Off "GROVE" Special arriving Edinburgh Waverley 1.45 p.m.)

Edinburgh Waverley to Haymarket Shed

Class	..	..	..	..	..	<b>G</b>
						<b>PM</b>
Edinburgh Waverley	..	..	..	..	..	1 55
Haymarket Loco. Shed	..	..	..	..	..	2 1

### Empty Stock

Edinburgh Waverley to Craightinny Carriage Sidings

Class	..	..	..	..	..	<b>A</b>
						<b>PM</b>
Edinburgh Waverley (Platforms 10 and 11)	..	..	..	..	..	2 5
Craightinny Carriage Sidings	..	..	..	..	..	2 15

**Stock to be steam heated on journey from Edinburgh to Craightinny and whilst at Craightinny also from Craightinny to Edinburgh (see page 7).**

The undernoted speed restrictions must be observed in the working of the "GROVE" Special Train through bridges detailed hereunder :—

Bridge No.	Location	Speed Restrictions	
		Miles	per hour
144	Reston Jc.—Ayton ..	..	20
121	Grants house ..	..	10
79	East Linton—Dunbar ..	..	20
34	Wallyford Tunnel ..	..	20

### Working Notes

7.28 a.m. Leeds Central to King's Cross to be kept clear at Doncaster.

8.15 a.m. Doncaster to York to depart Doncaster at 8.25 a.m. and run forward 10 minutes later than booked.

8.23 a.m. Harrogate to York to be held at Poppleton until "Grove" special clears Skelton.

8. 8 a.m. Leeds City to York and 6.58 a.m. Sheffield Mid. to York to follow from Chalonsers Whin.

9. 5 a.m. Leeds City to Glasgow to pass Northallerton 10/12½ a.m., Eryholme 10/20 a.m., thence as booked to Newcastle depart 11.20 a.m. then B2 to Morpeth 11/43 a.m., B3, Alnmouth 12/3 p.m. Belford 12/20 p.m., B2, Berwick 12/36 p.m., Marshall Meadows 12/38 p.m., Reston Jc. 12/55, Grants house 1/4, Dunbar 1/18, Drum 1/29, Monktonhall Jc. 1/43, Portobello 1/49, Edinburgh Waverley arr. 1.55, dep. 2.5, Haymarket dep. 2.9, thence 15 minutes later to Cowlairst West Jc. pass 3/5, call Cowlairst 3.6—3.12 (change engines) and arrive Glasgow, Queen Street, 3.18 p.m.

## SATURDAY, 10th JANUARY, 1953

- 8.35 a.m. York to Newcastle to run slow line Thirsk to Northallerton arrive 9.37 a.m., depart 9.41 a.m. and 15 minutes later forward.
- 7.24 a.m. Leeds City to West Hartlepool to depart Northallerton 9.43 a.m. and run 15 minutes later forward.
- 8.50 a.m. Newcastle to Liverpool Lime Street to arrive Darlington 9.50 a.m., depart 9.53 a.m. and run 4 minutes later forward.
- 8.30 a.m. Saltburn to Darlington to be held at Geneva Box until "Grove" special has cleared.
- 10.35 a.m. Newcastle to Newcastle via Wallsend to run 10 minutes later throughout.
- 10.35 a.m. Newbiggin to Manors to depart Backworth 11.23 a.m., Manors arrive 11.38 a.m.
- 9.45 a.m. Newcastle to Newcastle via Benton to run as booked to Heaton arrive 10.32 a.m., depart 10.40 a.m., Manors 10.43 a.m., Newcastle 10.46 a.m.
10. 0 a.m. Sunderland to Newcastle to run as booked to Gateshead arrive 10.32 a.m., depart 10.42 a.m., Newcastle 10.45 a.m.
- 10.45 a.m. Newcastle to Sunderland to depart 10.50 a.m. and run 5 minutes later forward.
- 9.47 a.m. South Shields to Newcastle to terminate at Gateshead East at 10.14 a.m.
- 10.30 a.m. Newcastle to South Shields to start from Gateshead East at 10.32 a.m. and run forward as booked.
1. 8 p.m. North Berwick to Edinburgh Waverley to leave at 1.26 p.m. and run forward 18 minutes later than booked.
- 1.18 p.m. Edinburgh Waverley to Galashiels to leave at 1.27 p.m. and remain at Portobello Station until the "Grove" special has passed Portobello West Junction.

### Formation leaving Leadenhams

Engine	
First Brake	5155
Saloon	45005
Saloon	799
Saloon	798
Dining Saloon	76
Saloon	807
Saloon	495
Saloon	806
Dining Saloon	77
First Brake	5154

### Guards

Leadenhams to York—Divisional Operating Supt. (W.), Liverpool Street, to arrange.  
York to Edinburgh Waverley—Divisional Operating Supt., York, to arrange.

### General Notes. (Outward Train)

#### Stopping Points.

At the undermentioned place the "GROVE" train must be brought to a stand with the centre of the engine rear cab window opposite a point at which a Hand Signalman will be stationed to indicate the place at which the train must stop. In cases where the train is double-headed the train should come to a stand with the centre of the leading engine rear cab window opposite to the Hand Signalman:—

Edinburgh Waverley.

### Light Engine. (To work "GROVE" Special 4.30 p.m. ex Edinburgh Waverley.) Haymarket Shed to Edinburgh Waverley

Class	..	..	..	..	..	<b>G</b>
						<b>PM</b>
Haymarket Loco. Shed	..	..	..	..	..	3 35
Edinburgh Waverley No. 8 Mid. Road	..	..	..	..	..	3 43

### Empty Stock

#### Craigentinny to Edinburgh Waverley

Class	..	..	..	..	..	<b>A</b>
						<b>PM</b>
Craigentinny Carriage Sidings	..	..	..	..	..	3 40
Edinburgh Waverley (Platforms 10 and 11)	..	..	..	..	..	3 50



# **SATURDAY, 10th JANUARY, 1953**

## **" GROVE " Special Train**

Edinburgh Waverley to Wolferton

M. C.		PM	
—	Edinburgh Waverley (Nos. 10 and 11 Plat- forms) .. .. .	<b>4 30</b>	
3 0	Portobello .. .. .	4 39	
3 12	Monktonhall Jc. .. .. .	4 48	
7 8	Longniddry Jc. .. .. .	5 0	
4 40	Drem Jc... .. .	5 7	
11 40	Dunbar .. .. .	5 23	
12 0	Grantshouse .. .. .	5 45	
5 0	Reston Jc. .. .. .	5 54	
10 20	Marshall Meadows .. .. .	6 12	
1 2	Berwick .. .. .	6 14	
15 28	Belford .. .. .	6 33	
16 63	Alnmouth .. .. .	6 51	
18 19	Morpeth .. .. .	7 12	
16 50	Newcastle (No. 10 Platform) .. .. .	<b>7 38</b>	} Change Engines.
—	Newcastle .. .. .	<b>7 50</b>	
0 48	King Edward Bridge .. .. .	7 53	
13 35	Durham .. .. .	8 12	
9 15	Ferryhill .. .. .	8 26	
12 68	Darlington .. .. .	8 42	
5 15	Eryholme .. .. .	8 49	
8 79	Northallerton .. .. .	9 0	
7 60	Thirsk .. .. .	9 9	
11 2	Alne .. .. .	9 19	
9 45	Skelton .. .. .	9 27	
1 49	York (No. 8 Platform) .. .. .	<b>9 31</b>	} Change Crews
—	York .. .. .	<b>9 34</b>	
13 66	Selby .. .. .	9 51	
14 9	Shaftholme Jc. .. .. .	10 7	
4 19	Doncaster .. .. .	10 12	
17 27 $\frac{3}{4}$	Retford .. .. .	10 30	
18 41	Newark North Gate .. .. .	10 50	
10 33 $\frac{3}{4}$	Barkston South Jc. .. .. .	11 2	
4 18	Grantham .. .. .	11 7	
29 7 $\frac{1}{2}$	Peterborough North .. .. .	<b>11 42</b>	} Change Engines
—	Peterborough North .. .. .	<b>11 48</b>	
0 68	Peterborough East .. .. .	11 53	
14 6	March .. .. .	12 12 (11th)	
13 36	Ely West Jc. .. .. .	12 29	
1 0	Ely North Jc. .. .. .	12 33	
14 22	Downham .. .. .	12 51	
10 63	King's Lynn .. .. .	<b>1 4</b>	
—	King's Lynn .. .. .	<b>1 11</b>	
6 16	Wolferton .. .. .	<b>1 22</b>	

**No train must pass the " Grove " Special Train on the immediate adjoining line at Dunbar Station in the event of the " Grove " train having to be run via the platform line.**

**Speed of " Grove " Special Train must not exceed 30 miles per hour between March West Junction and March South Junction.**

**Light Engine.** (To work " GROVE " Special 7.50 p.m. ex Newcastle.)

Class .. .. .	G PM
Gateshead Shed.. .. .	7 20
King Edward Bridge .. .. .	7 23
Newcastle .. .. .	7 26

## SATURDAY, 10th JANUARY, 1953

**Two Light Engines.** (To work 11.48 p.m. " GROVE " Special Train, Peterborough North to King's Lynn.)

### Cambridge to Peterborough North

Class	..	..	..	..	..	Two L.E.'s PM
Cambridge	..	..	..	..	..	9 5
St. Ives	..	..	..	..	..	9 30
March	..	..	..	..	..	9 57
Peterborough East	..	..	..	..	..	10 25
Peterborough North	..	..	..	..	..	10 30

The undernoted speed restrictions must be observed in the working of the " GROVE " Special Train through bridges detailed hereunder :—

Bridge No.	Location	Speed Restriction Miles per hour
7	St. Margarets Tunnel	20
134	Grantshouse—Reston Jc.	20
144	Reston Jc.—Ayton	20

### Working Notes

4. 0 p.m. Glasgow to Leeds City is retimed to depart Dunbar 5.53 p.m., Grantshouse 6/9, Reston Jc. 6/15, Marshall Meadows 6/25 p.m., Berwick arrive 6.28, depart 6.32, B3, Belford 6/51, B3, Alnmouth 7/10, B3, Morpeth 7/30, B4, Newcastle 7.53—8.3 p.m., King Edward Bridge 8/6, Durham 8/25, Ferryhill 8/39, Darlington 8.54—8.57, Eryholme 9/2, Northallerton 9/11, Thirsk 9/18, Alne 9/28, Skelton 9/36, York 9.40—9.46, Church Fenton 9/59, Micklefield 10/5, Cross Gates 10/12, Leeds City arrive 10.20 p.m.
- 5.31 p.m. Parcels, Monkseaton to Newcastle via Wallsend to run as booked to Tynemouth, arrive 5.38 p.m., depart 7.20 p.m. North Shields 7.26 p.m. and 20 minutes later forward.
- 6.45 p.m. Newcastle to Newcastle via Benton to run as booked to Walkergate arrive 7.30 p.m., depart 7.36 p.m., Heaton 7.38, Manors 7.41, Newcastle arrive 7.44 p.m.
- 7.35 p.m. Newcastle to Newcastle via Wallsend to depart 7.40 p.m. and run forward 5 minutes later than booked.
7. 0 p.m. Sunderland to Newcastle to run as booked to Gateshead arrive 7.34 p.m., depart 7.39 p.m., Newcastle arrive 7.42 p.m.
- 7.45 p.m. Newcastle to Sunderland to run 5 minutes later throughout.
- 7.30 p.m. Newcastle to South Shields to run 10 minutes later throughout.
- 8.38 p.m. Harrogate to York to be held at Poppleton until " GROVE " Special has cleared Skelton.
- 8.42 p.m. Northallerton to Leeds City to depart 9.2 p.m. and run 20 minutes later forward.
- 7.25 p.m. Newcastle to King's Cross to run as booked to Darlington arrive 8.22 p.m., depart 8.50 p.m., Eryholme 8/57, Cowton, 9/8, Northallerton arrive 9.16, depart 9.20. Thirsk arrive 9.32, depart 9.35, Alne 9/48, Skelton 9/58, York arrive 10.2, depart 10.15 and 15 minutes later forward.
- 9.50 p.m. York to Swansea to pass Micklefield 10/12, Cross Gates 10/19, Leeds City arrive 10.25 p.m.
- 9.45 p.m. Leicester L.M.R. to Peterborough East to be kept clear at Westwood Junction.
- 7.30 p.m. Parcels, Wakefield to King's Cross to be shunted at Peterborough North.
- 10.15 p.m. King's Cross to Edinburgh to be kept clear at Peterborough North.
10. 5 p.m. Liverpool St. to Norwich Thorpe to be kept clear at Ely.
- 11.15 p.m. Peterborough East to Ely to be retimed to depart March 11.50 p.m. and arrive Ely 12.13 night.

**SATURDAY, 10th JANUARY, 1953****Formation leaving Edinburgh Waverley**

Engine	
First Brake	5154
Dining Saloon	77
Saloon	806
Saloon	495
Saloon	807
Dining Saloon	76
Saloon	798
Saloon	799
Saloon	45005
First Brake	5155

**Guards**

Edinburgh Waverley to York—Divisional Operating Supt., York, to arrange.

York to Peterborough North—Divisional Operating Supt. (W.), Liverpool Street, to arrange.

Peterborough North to Wolferton—Divisional Operating Supt. (E.), Liverpool Street, to arrange.

**General Notes. (Return Train).****(i) Stopping points.**

At the undermentioned place the " GROVE " train must be brought to a stand with the centre of the engine cab opposite a point at which a Hand Signalman will be stationed to indicate the place at which the train must stop. In cases where the train is double-headed the train should come to a stand with the centre of the cab of the leading engine opposite to the Hand Signalman :—

Wolferton

**(ii) Working of Automatic Brake.**

(a) At the undermentioned place 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 the hand-brake hard on until he receives the signal to start :—

Edinburgh Waverley.

(b) At the undermentioned place, after the train has come to a stand at the Up Platform, the vacuum 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 re-create the brake :—

Wolferton

**SUNDAY, 11th JANUARY, 1953****Special Passenger Train****Wolferton to Wolverton (L.M.R.)**

Class	..	..	..	..	..	<b>A</b> am
Wolferton	..	..	..	..	..	<b>10 30</b>
King's Lynn	..	..	..	..	..	<b>10 41</b>
King's Lynn	..	..	..	..	..	<b>10 46</b>
Downham	..	..	..	..	..	<b>11 1</b>
Ely	..	..	..	..	..	<b>11 24</b>
Cambridge	..	..	..	..	..	<b>11 43</b>
Cambridge	..	..	..	..	..	<b>11 53</b>
Wolverton (L.M.R.)	..	..	..	..	..	<b>2 25</b>

**Guards**

Wolferton to Cambridge—Divisional Operating Supt. (E) Liverpool Street to arrange.  
Cambridge to Wolverton (L.M.R.)—L.M. Region will arrange.

**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 Headquarters.

**E. W. ROSTERN,**  
Operating Superintendent,  
Eastern and North Eastern  
Operating Areas.

**J. McCREADIE,**  
Operating Superintendent,  
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