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BRITISH RAILWAYS
(WESTERN OPERATING AREA)

NOTICE
OF
SPECIAL TRAIN
ARRANGEMENTS

PADDINGTON to OXFORD
AND
RETURN

THURSDAY, 3rd JUNE, 1954.

 THIS NOTICE, WHICH WILL BE DISTRIBUTED BY THE DISTRICT OPERATING SUPERINTENDENT CONCERNED TO ALL STAFF AFFECTED, MUST BE ACKNOWLEDGED TO THE DISTRICT OPERATING SUPERINTENDENT, PADDINGTON, IMMEDIATELY ON RECEIPT BY TELEGRAM AS FOLLOWS:—" ARNO FORTY."



Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN RAILWAY EXECUTIVE CIRCULAR O/RR, DATED DECEMBER, 1950, UNDER THE HEADING " SPECIAL 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. "

THURSDAY, 3rd JUNE, 1954.

THE 11.45 a.m. PADDINGTON TO HEREFORD—TO RUN UNDER "DEEPDENE." INSTRUCTIONS FROM PADDINGTON TO OXFORD.

WORKING OF EMPTY TRAIN.

Old Oak Common East Box	..	..	dep. 10 ⁺ 35 a.m.
Paddington (No. 1 Platform)	..	..	arr. 10 ⁺ 55 a.m.

To run via No. 1 Carriage Line from Subway Junction to Paddington.

All points which will become facing points, and which are not provided with facing point locks and bars, or track circuits in place of bars, must be clipped and padlocked for the passing of the Empty Train. **Empty Train to be worked under Absolute Block Regulations between Old Oak Common East Box and Paddington.**

WORKING OF TRAIN ENGINE.

The engine (No. 5090) to work the "Deepdene" train from Paddington will work the 6.35 a.m. Passenger train from Worcester to Paddington (due 10.0 a.m.). After turning at Ranelagh Bridge, the engine to back on to the "Deepdene" train on No. 1 Platform at 11.25 a.m.

FORMATION (FROM ENGINE) LEAVING PADDINGTON :—

Regular Coaches for Ordinary Passengers.	{	VAN THIRD (Brake End Leading)	} Paddington to Hereford.
		THIRD	..	..
		COMPO	..	..
		THIRD	..	..
		70' VAN THIRD	..	..
		DINING CAR	..	..		} Paddington to Worcester.
THIRD	..	..	
BRAKE COMPO (Brake End Trailing) "G"	..	..	

For Royal Party.	{	"H" SALOON (Kitchen End Trailing)	..	No. 9002	} Paddington to Oxford.
		‡ BRAKE COMPO (Brake End Trailing)	..	No. 7377	

"H"—To be gangwayed to Main Train, but corridor doors to be kept locked.

‡—Tables to be fitted in all compartments.

"G"—Blank door to be placed in brake compartment for fitting on the rear of this coach from Oxford.

Load 10 = approximately 345 tons (not to be exceeded).

Total Length of Train (excluding Engine) = 683½ feet.

The distance from the centre of the footplate of the Engine to the centre of the principal door of Saloon No. 9002 is approximately 581 feet. The distance from the centre of the principal door of Saloon No. 9002 to the buffer face of the rear coach (Brake Compo 7377) is approximately 127 feet.

ALTERED PLATFORM ARRANGEMENTS AT PADDINGTON.

11.15 a.m. Paddington to Weston-super-Mare—To start from No. 4 Line **ML**.

FOR ALTERATIONS TO THE ORDINARY TRAIN SERVICE, SEE DISTRICT OPERATING SUPERINTENDENT'S LOCAL NOTICE.

**TIME TABLE OF 11.45 a.m. PADDINGTON TO HEREFORD—TO RUN
UNDER “ DEEPDENE ” INSTRUCTIONS—PADDINGTON TO OXFORD—
THURSDAY, 3rd JUNE, 1954.**

The Engine to carry EXPRESS PASSENGER TRAIN HEAD CODE.

The Train will carry TWO TAIL LAMPS from Paddington to Oxford. (Important—see paragraph 2 of R.E. Circular O/RR, dated December, 1950.) The Engine Head Lamps and the Tail Lamps must be lighted before leaving Paddington.

The Train will run on the Main Line throughout the journey.

**THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE
STRICTLY OBSERVED.**

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.			
—	—	PADDINGTON dep. (No. 1 Platform)	a.m. 11.45	For detailed instructions for dealing with the “ Deepdene ” Train at Old Oak Common and Paddington, see London District Operating Superintendent's Notice.
—	75	Subway Junction pass	—	The 11.22 a.m. (Freight) Smithfield to Acton to run via the Down Goods Line to Portobello Junction and be held at that point until the “ Deepdene ” Train has cleared Ladbroke Grove Junction.
1	20	Westbourne Park „	11.48	
2	65	Old Oak Common East „	—	
7	28	Hanwell „	—	Between Hanwell and Hayes Absolute Block Working by Bell must be applied to the signalling of the train preceding the “ Deepdene ” Train and for the “ Deepdene ” Train itself in accordance with Regulation 15 of the Regulations for Train Working on double lines where Block Apparatus is not provided in Multiple Aspect Signalling Areas—Notice L.K.245.
9	6	Southall Station „	11.58	
17	35	Dolphin Junction „	—	The 11.20 a.m. Paddington to Oxford to run via the Relief Line from Dolphin Junction.
18	36	Slough „	p.m. 12. 7	The 11.53 a.m. Slough to High Wycombe to start from the Down Relief Line Platform.
24	19	Maidenhead „	12.13	
31	1	Twyford „	12.20	
35	78	Reading General „	12.25	The 9.0 a.m. Weymouth to Paddington to be held at Oxford Road Junction until the “ Deepdene ” Train has cleared Reading Main Line West.
36	78	Reading West Junction „	—	The 9.20 a.m. Bournemouth West to Birkenhead to run at amended times from Reading West Junction to Cement Sidings as shewn in London District Operating Superintendent's Notice, and thence as booked.
38	51	Tilehurst „	—	
40	10	Purley Signals „	—	Intermediate Block Signals—Down Distant and Down Home.
41	43	Pangbourne „	—	
43	16	Basildon Signals „	—	Intermediate Block Signals—Down Distant and Down Home.
43	32	Water Troughs „	—	No Train must be allowed to leave Goring & Streatley on the Up Main Line whilst the “ Deepdene ” Train is passing through the Section from Pangbourne to Goring & Streatley.
44	60	Goring & Streatley „	—	

**TIME TABLE OF 11.45 a.m. PADDINGTON TO HEREFORD—TO RUN
UNDER “ DEEPDENE ” INSTRUCTIONS—PADDINGTON TO OXFORD—
THURSDAY, 3rd JUNE, 1954—continued.**

Distances from Paddington		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
46	41	South Stoke Signals . . pass	—	Intermediate Block Signals (colour light)—Down Distant and Down Home.
48	37	Cholsey & Moulsoford . . „	—	
50	0	Aston Tirrold Signals . . „	—	Intermediate Block Signals (colour light)—Down Distant and Down Home.
51	38	Moreton Cutting „	—	The 10.25 a.m. (Freight) Acton to Stoke Gifford to be held at Moreton Cutting until the “Deepdene” Train has cleared Didcot East Junction.
52	68	Didcot East Junction . . „	12.43	The 12.5 p.m. Didcot to Oxford will not run . Road service to be provided in lieu. The 12.37 p.m. Didcot to Paddington to start at 12.32 p.m. and be held at Cholsey & Moulsoford until 12.49 p.m., thence as booked. The 12.0 noon (Parcels) Oxford to Paddington, on arrival at Didcot, to be shunted promptly to West End Sidings and brought back to No. 5 Bay Platform after the “Deepdene” Train has cleared Didcot North Junction. The 2.25 a.m. (Freight) Tavistock to Banbury to be held at Didcot East Junction Branch Outer Home Signal until the “Deepdene” Train has cleared Didcot North Junction.
53	74	Didcot North Junction . . „	12.44½	
56	17	Culham „	—	
57	32	Nuneham Signals . . „	—	Intermediate Block Signals (colour light)—Down Distant and Down Home.
58	36	Radley „	—	
63	40	OXFORD arr. (Down Platform)	12.57	The 9.20 a.m. Paddington (Suburban) to Oxford to be cleared as quickly as possible to No. 1 Carriage Siding. The 9.20 a.m. Bournemouth West to Birkenhead re-timed to arrive Oxford at 12.40 p.m. Engine to work through to Banbury and train to leave Oxford at 12.45 p.m. A white Post with a White Light to be provided on the driver's side of the Down Platform Line at Oxford Station. The “Deepdene” Train to come to a stand with the centre of the footplate of the engine opposite the white post. For detailed instructions for dealing with the “Deepdene” Train at Oxford, see London District Operating Superintendent's Notice. Saloon No. 9002 and Brake Compo No. 7377 to be detached at Oxford. To be propelled by Pilot engine from the Down Platform Line to No. 2 Carriage Siding, Oxford Station North, for re-servicing in readiness for the return journey.

TIME TABLE OF 12.30 p.m. WOLVERHAMPTON (L.L.) TO PADDINGTON TO RUN AT AMENDED TIMES UNDER " DEEPDENE " INSTRUCTIONS— OXFORD TO PADDINGTON—THURSDAY, 3rd JUNE, 1954.

The Engine to carry EXPRESS PASSENGER TRAIN HEAD CODE.

The Train will carry TWO ORDINARY TAIL LAMPS from Oxford to Paddington. (Important—see paragraph 2 of R.E. Circular O/RR, dated December, 1950.) The Engine Head Lamps and the Tail Lamps must be lighted before leaving Oxford.

The Train will run on the Main Line throughout the journey.

WORKING OF TRAIN ENGINE.

Engine (No. 5066) to work the train from Oxford to Paddington to leave Oxford Shed at 3||0 p.m., run to No. 2 Carriage Siding, and be attached to Brake Compo No. 7377 and Saloon No. 9002 for working thence at 3.40 p.m. to the up Goods Loop at Oxford Station South in readiness for attaching on front of the 12.30 p.m. Wolverhampton to Paddington. For detailed instructions for dealing with these movements, see London District Operating Superintendent's Notice.

FORMATION (FROM ENGINE) LEAVING OXFORD :—

For Royal Party joining at Oxford	{	‡ BRAKE COMPO (Brake End Leading)	No. 7377	{ To be attached at Oxford
		"H" SALOON (Kitchen End Leading)	„ 9002	for Paddington.
Regular Vehicles for Ordinary Passengers.	{	VAN THIRD (Brake End Leading)	.. ..	} Wolverhampton (L.L.) to Paddington.
		THIRD	.. ..
		COMPO	.. ..
		COMPO	.. ..
		THIRD	.. ..	}
		VAN THIRD (Brake End Trailing)	.. ..

"H"—To be gangwayed to Main Train, but corridor doors to be kept locked.

‡—Tables to be fitted in all compartments.

Load 8 Coaches = approximately 270 tons (not to be exceeded).

The distance from the centre of the footplate of the engine to the centre of the principal door of Saloon No. 9002 is approximately 151 feet.

THE PERMANENT AND TEMPORARY SPEED RESTRICTIONS MUST BE STRICTLY OBSERVED.

Distances from Oxford.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
—	—	OXFORD dep.	4.30	The 3.37 p.m. (Freight) Oxford Exchange to Hinksey to start at 3.15 p.m. and run correspondingly earlier to Hinksey Yard.
		(Up Platform)		The 10.23 a.m. York to Bournemouth
				The 12.0 noon Wolverhampton to Paddington
				The 4.8 p.m. Oxford to Reading
				The 12.30 p.m. Wolverhampton to Oxford
				The 2.0 p.m. Hereford to Oxford
				For detailed instructions for dealing with the "Deepdene" Train at Oxford, see London District Operating Superintendent's Notice.
				A White Post with a White Light to be provided on the driver's side of the Up Platform Line at Oxford.
				The 12.30 p.m. Wolverhampton to Paddington to come to a stand with the centre of the footplate of the engine opposite the white post.
				The 9.30 a.m. (Freight) Oxley Sidings to Moreton Cutting to be held in Hinksey Yard until the " Deepdene " Train has cleared Kennington Junction.
5	4	Radley	—	
6	8	Nuneham Signals	—	Intermediate Block Signals (colour light)—Up Distant and Up Home.
7	23	Culham	—	

TIME TABLE OF 12.30 p.m. WOLVERHAMPTON (L.L.) TO PADDINGTON (AMENDED TIMES)—THURSDAY, 3rd JUNE, 1954—continued.

Distances from Oxford.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
9	46	Didcot North Junction .. pass	4.43½	
10	52	Didcot East Junction .. "	4.45	The 3.0 p.m. (Freight) Slough to Washwood Heath must work punctually or be held at Moreton Cutting until the "Deepdene" Train has cleared Didcot East Junction. The 3.30 a.m. (Freight) Pantyffynnon to Old Oak Common to be held at Foxhall Junction until the "Deepdene" Train has cleared Didcot East Junction. The 12.0 noon Minehead to Paddington must work punctually to Reading Main Line West. The 4.8 p.m. Oxford to Reading must leave Didcot at the advertised time of 4.36 p.m. and run via the Relief Line as booked.
12	2	Moreton Cutting "	—	
13	40	Aston Tirrold Signals .. "	—	Intermediate Block Signals (colour light)—Up Distant and Up Home.
15	3	Cholsey & Moulsoford .. "	—	
16	79	South Stoke Signals .. "	—	Intermediate Block Signals (colour light)—Up Distant and Up Home.
18	60	Goring & Streatley .. "	—	No Down Train must be in the section from Pangbourne to Goring & Streatley whilst the "Deepdene" Train is passing through the section from Goring & Streatley to Pangbourne.
19	60	Water Troughs "	—	
20	24	Basildon Signals "	—	Intermediate Block Signals—Up Distant and Up Home.
21	77	Pangbourne "	—	
23	30	Purley Signals "	—	Intermediate Block Signals—Up Distant and Up Home.
24	69	Tilehurst "	—	
26	42	Reading West Junction .. "	—	
—	—	Reading Main Line West .. "	—	The 3.33 p.m. Paddington to Wolverhampton to run via the Relief Line from Maidenhead East to Didcot. The 12.0 noon Minehead to Paddington to run via the Relief Line from Reading Main Line West to West Drayton East at amended times shewn in London District Operating Superintendent's Notice. The 4.46 p.m. Aldermaston to Paddington to start at 4.55 p.m. and run via the Relief Line from Reading Main Line West (preceding the 4.8 p.m. Oxford) to Paddington at amended times shewn in London District Operating Superintendent's Notice.
27	42	Reading General {arr. (Up Main Line Platform) {dep.	5. 5 5.10	A White Post with a White Light to be provided on the driver's side of the Up Main Platform Line at Reading General Station. The "Deepdene" Train to come to a stand with the centre of the footplate of the engine opposite the white post.
32	39	Twyford pass	5.18	
39	21	Maidenhead "	5.25	The 5.27 p.m. Maidenhead to Slough to start at 5.31 p.m. and run 4 minutes later to Slough. The 11.10 a.m. Milford Haven to Paddington to run at amended times from Maidenhead shewn in London District Operating Superintendent's Notice.
45	4	Slough "	5.31	
49	69	West Drayton East .. "	—	The 12.0 noon Minehead to Paddington to run via the Main Line from West Drayton East (following the "Deepdene" Train) at amended times shewn in London District Operating Superintendent's Notice.
54	34	Southall "	5.41	Between Southall West Junction and Hanwell Absolute Block Working by Bell must be applied to the signalling of the train preceding the "Deepdene" Train and for the "Deepdene" Train itself in accordance with Regulation 15 of the Regulations for Train Working on double lines where Block Apparatus is not provided in Multiple Aspect Signalling Areas—Notice L.K.245.

**TIME TABLE OF 12.30 p.m. WOLVERHAMPTON (L.L.) TO PADDINGTON
(AMENDED TIMES)—THURSDAY, 3rd JUNE, 1954—continued.**

Distances from Oxford.		PRINCIPAL STATIONS AND INTERMEDIATE SIGNAL BOXES.	TIMES.	REMARKS.
Mls.	Chs.		p.m.	
57	64	Ealing Broadway . . pass	—	The 5.50 p.m. (Diesel Parcels Car) Greenford to Paddington must not start before time but must run at the times shewn in the Working Time Table on this date.
60	18	Old Oak Common West „	—	
60	55	Old Oak Common East . . „	—	
62	20	Westbourne Park . . „	5.49	For detailed instructions for dealing with the “Deepdene” Train at Paddington, see London District Operating Superintendent’s Notice. A Hand Signalman exhibiting a Red Hand Signal to be provided on the driver’s side of the No. 8 Platform Line at Paddington. The “Deepdene” Train to come to a stand with the centre of the footplate of the engine opposite the Hand Signalman.
63	40	PADDINGTON arr. (No. 8 Platform)	5.55	

TRAIN REPORTING.

The Trains shewn in this Notice must be reported from the usual reporting points to the District Operating Superintendent, who, in turn, must ensure that the information is passed forward to the Operating Superintendent’s Office, Paddington.

GILBERT MATTHEWS,
Operating Superintendent,
PADDINGTON STATION.

1st June, 1954.
(T.40,170.G.)