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**Notice  
No. EG. 58**



**EASTERN OPERATING AREA**

# **NOTICE OF ROYAL TRAIN**

**WOLFERTON TO KING'S CROSS**

**ON**

**TUESDAY, 9th FEBRUARY, 1954**

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This notice must be acknowledged immediately on receipt by telegram to the District Operating Superintendent by use of code word "DEEPDENE" and Notice No. EG. 58.

# 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 CODEWORD "**GROVE**" OR "**DEEPDENE**" MUST BE APPLIED TO THE TRAINS IN THIS NOTICE WHICH ARE MARKED "**DEEPDENE**."

## MONDAY, 8th FEBRUARY, 1954

### Special Passenger Train

#### Bounds Green Sidings to King's Lynn

Class	..	..	..	..	..	<b>A</b>
						<b>noon</b>
Bounds Green	..	..	..	..	dep	<b>12 0</b>
Wood Green No. 4	..	..	..	..	dep	<b>12 5</b>
Wood Green Station	..	..	..	..	dep	<b>12 40</b>
Greenwood	..	..	..	..	..	12 52
Hatfield	..	..	..	..	..	1 7
Hitchin	..	..	..	..	..	1 22
Shepreth Branch Jn.	..	..	..	..	..	1 52
Cambridge	..	..	..	..	arr	<b>1 57</b>
					dep	<b>2 10</b>
Ely (Centre Line)	..	..	..	..	..	2 35
Downham	..	..	..	..	..	3 0
King's Lynn	..	..	..	..	arr	<b>3 20</b>

} Change Engines.

### Working Notes

12.21 p.m. King's Cross to Hitchin to run slow and **goods** lines Woolmer Green to Hitchin.

### Formation (leaving Wood Green)

Engine	
Brake Van	109
Saloon	41280
Restaurant Car	9171
Saloon	395
Saloon	43100
Brake Van	135

## TUESDAY, 9th FEBRUARY, 1954

### Light Engine

To work 12.30 p.m. "DEEPDENE" train King's Lynn to King's Cross.

Class	..	..	..	..	..	<b>G</b>
						<b>am</b>
Cambridge	..	..	..	..	dep	<b>9 25</b>
Ely	..	..	..	..	..	9 45
Downham	..	..	..	..	..	10 15
Harbour Jn.	..	..	..	..	arr	<b>10 35</b>
					dep	<b>10 37</b>
South Lynn	..	..	..	..	arr	<b>10 40</b>
					dep	<b>11 30</b>
King's Lynn	..	..	..	..	arr	<b>11 35</b>

} To turn

### Special Passenger Train

#### King's Lynn to Wolferton

Class	..	..	..	..	..	<b>A</b>
						<b>am</b>
King's Lynn	..	..	..	..	dep	<b>11 0</b>
Wolferton	..	..	..	..	arr	<b>11 12</b>

**TUESDAY, 9th FEBRUARY, 1954****“DEEPDENE ” Special Train****Wolferton to King's Cross**

M. C.							PM
—	Wolferton	..	..	..	..	dep	12 15
6 16	King's Lynn	..	..	..	..	arr	12 25
—						dep	12 30
10 63	Downham	..	..	..	..	..	12 44
15 57	Ely	..	..	..	..	..	1 4
14 58	Cambridge (Through Line)	..	..	..	..	..	1 22
2 36	Shepreth Branch Jn.	..	..	..	..	..	1 27
23 45	Hitchin	..	..	..	..	..	2 5
6 71	Knebworth	..	..	..	..	..	2 13
7 29	Hatfield	..	..	..	..	..	2 21
4 77	Potters Bar	..	..	..	..	..	2 29
12 57	King's Cross (No. 1 Platform)	..	..	..	..	arr	2 45

**Empty Stock****King's Cross to Bounds Green**

Class							C PM
King's Cross (No. 1 Platform)	..	..	..	..	..	dep	3 10
Bounds Green	..	..	..	..	..	arr	3 40

**Working Notes**

12.16 p.m. Rail Motor, South Lynn to King's Lynn to be kept clear at South Lynn.

10.15 a.m. Cambridge to King's Lynn (via March) to be held at Magdalen Road and to be kept clear.

9.35 a.m. Saxby to King's Lynn to be kept clear at Harbour Junction.

12.43 p.m. Ely to Liverpool Street to be kept clear at Cambridge.

12.50 p.m. Cambridge to King's Cross to run slow line Hitchin to Knebworth and follow (Knebworth dep. 2.16 p.m.).

**Formation leaving Wolferton**

Engine	
Brake Van	109
Saloon	41280
Restaurant Car	9171
Saloon	395
Saloon	43100
Brake Van	135

**Guards**

To be nominated by Divisional Operating Superintendent (Eastern) and Divisional Operating Superintendent (Western).

**TUESDAY, 9th FEBRUARY, 1954**

## **General Notes**

### **(i) Stopping points.**

At the undermentioned place the " DEEPDENE " 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 :—

King's Cross.

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

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

Wolferton.

(b) At the undermentioned place, after the train has come to a stand, 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 :—

King's Cross.

## **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.**

Issued at Marylebone station.

3rd February, 1954.