

BRITISH RAILWAYS
(LONDON MIDLAND OPERATING AREA)
(WESTERN DIVISION)
LONDON SUBURBAN AREA.

F. A. CUP FINAL TIE
AT
WEMBLEY
SATURDAY, 2nd MAY, 1953
BLACKPOOL v. BOLTON WANDERERS

SPECIAL TRAIN LABELS.—The special trains named in this notice will bear from the starting point quarter-light labels, showing the principal stations served by the trains and the starting time from Euston or Wembley, on the return journey.

It is essential that all trains bear the reporting No. on the engine and the quarter-lights on the first and last vehicles.

WORKING OF EMPTY SPECIAL TRAINS.—The empty trains will be stabled as shown on pages 6 and 7 in this Notice, and worked to Euston or Wembley for the return trains.

Trains for North Shed and “B” Sidings must travel fast line to Willesden No. 7 Box.

RETURN JOURNEY.—The engine working each empty train into Euston must carry a headboard bearing the number shown in this notice.

BANKING OF RETURN TRAINS.—The return trains will be assisted in rear at Euston as far as the set-back signals by the engine or engines which worked the empty train into Euston. Drivers of the bank engine or engines may proceed to a point clear of the set-back signals north of Hampstead Road bridge, if accompanied and instructed by a shunter.

ENGINEER'S DEPARTMENT ARRANGEMENTS.

TAIL LAMP MAN.—The District Engineer will provide a tail lamp man at Camden No. 2 from 6.15 p.m. Saturday until the last empty train has passed, to report and deal with trains travelling over the up empty carriage line.

POINT OILER.—The District Engineer will provide a point oiler at Euston from 8.0 p.m. Saturday until 2.10 a.m. Sunday to keep the points in the down fast line clear of sand.

SIGNAL AND TELEGRAPH DEPARTMENT ARRANGEMENTS.

The Area Assistant S. & T.E., Watford, will provide signal and Telegraph linemen to attend to electrical fittings (including the broadcasting systems) and signals in case of emergency, as follows:—

Euston
Camden } From 9.0 a.m. Saturday until 2.15 a.m. Sunday.
Willesden }

Wembley—From 12.0 noon until after last starting train on Saturday.

BRITISH RAILWAYS

Working Time Table Reprints

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OPERATING DEPARTMENT ARRANGEMENTS.

STATION STAFFS, &c.—A porter must be on duty at Euston to provide engines with label-boards bearing a letter denoting the name of the siding in which the train is to be placed at Willesden. Yardmaster, Willesden, to arrange to collect the lettered label-boards.

Station Master, Euston, to provide a man specially deputed to collect engine head-boards off incoming empty stock trains, and store them ready for dispatch to Harlesden Station, to the order of the Yardmaster, Willesden.

Yardmaster, Willesden, to provide a man to book on duty at 2.0 p.m. to clean and trim tail lamps for the special trains stabled in the various sidings and to light the tail lamps on the empty stock trains.

STRENGTHENING OF TRAINS.—6.0 p.m., Watford Junction to St. Albans, and 6.25 p.m., St. Albans to Watford Junction, to be double motor sets.

SIGNALMEN:—

Euston Station Box.—Regulators to be on duty until 2.0 am. Sunday.
Signalmen to be provided for meal relief.

Sudbury Junction—Additional signalman to be provided 11.0 a.m. to 7.0 p.m. Saturday.

Wembley (C.)—Ground Frame (Main Line) to be manned from 12.0 noon to finish of special relief service Saturday.

GUARDS.—Stand-by guards to be provided as follows:—

Euston—3.30 a.m., 11.0 a.m. and 9.30 p.m.
Willesden No. 6—5.0 a.m., 6.0 a.m., 8.0 a.m. and 9.0 a.m.

Additional guards to be provided:—

Willesden C.S.—Guard to be provided 11.30 a.m. to 3.30 p.m.
Willesden (B Sidings)—To work with special stock disposal engine.
At stock stabling points—2 conductors at 8.0 p.m.
2 conductors at 9.0 p.m.

Camden to assist as far as possible, if required, with guards to pilot empty stock trains Willesden to Euston via up empty carriage line.

SPECIAL INSTRUCTIONS TO GUARDS.—Guards working special trains into Kensington (Olympia), Wembley or Euston must work the empty trains to the stabling point at Willesden, and if required, conductor guards will be provided between Willesden and the stabling point.

Guards to book off duty at Harlesden Yardmaster's Office, and, when doing so, must ascertain if their return trains to Euston are travelling via the up empty carriage line from Camden No. 2 to Euston, and if necessary apply for conductor guard.

Guards will be responsible for seeing all windows are closed and lights extinguished throughout their trains before leaving the trains at the stabling point.

For the return journey guards must report at Harlesden Yardmaster's Office, as instructed when booking off and work their empty trains to Euston. Conductor guards will be provided, if necessary, between the stabling point and Willesden or Euston.

Guards working empty trains into Euston for the return journey must light the front van of the empty train before leaving the stabling point.

SUPERVISION.—The District Operating Superintendent, Euston, will provide supervisors at:—

Willesden H.L. Sidings and No. 6—6.0 a.m. to 12.0 noon and 8.0 p.m. to finish of work.
Willesden No. 1—7.0 p.m. to finish of work.
Camden No. 2—7.30 p.m. to finish of work.
Wembley (C.)—11.0 a.m. to 6.30 p.m.

LOCOMOTIVE DEPARTMENT ARRANGEMENTS.

STAND-BY ENGINES.—To be provided as follows:—

Willesden Loco. Shed	...	...	8.30 p.m. to 2.15 p.m.
Willesden No. 1 Box	...	...	4.0 a.m. to 11.0 a.m. (Class 5 M.T. chimney facing South).
Camden (Shunting Neck)	...	...	7.0 p.m. to 1.50 a.m.
Camden Loco Shed	...	...	9.30 p.m. to 2.20 a.m.
Euston	...	...	3.45 a.m. to 11.0 a.m. (Shunt Engine).
Euston	...	...	12.0 noon to 6.30 p.m. (Class 4 P.T.)
Euston	...	...	9.0 p.m. to 2.10 a.m. (Class 7 or 6).

WILLESDEN (HIGH LEVEL SIDINGS).—Target 56 to be a steam engine from 10.0 p.m. Friday to 6.0 a.m. Sunday.

WILLESDEN ("B" SIDINGS).—Engine to be provided from 4.0 a.m. to 1.0 p.m. Saturday to dispose of trains.

WILLESDEN C.S.—Engine to be provided 11.30 a.m. to 3.30 p.m.

SPECIAL INSTRUCTIONS.—Enginemen working return trains from Euston will be responsible for obtaining the engine headboard, bearing the reporting number, from the front brake van of their train.

Enginemen of all Up special trains will (except where otherwise shown) be changed at Euston and local men provided to work the empty stock from Euston to the stabling point.

On return, enginemen will (except where otherwise shown) be required to work an empty train from the stabling point to Euston with Willesden conductors. Enginemen will be instructed, when booking off at Willesden or Camden, the time they are to book on for the return working.

All engines from Loco Sheds for the High Level Sidings, Willesden, must travel via Brent Junction. District Motive Power Superintendent, Willesden, will arrange for the engine headboards bearing the reporting numbers to be placed in the rear van on arrival at Euston or Kensington.

All trains for Willesden H.L. Sidings must travel on the down goods lines between Willesden Nos. 6 and 8 and head-on into H.L. Sidings. Engines to be released at the North End.

Two locomotive conductors to be available at Willesden No. 8.

SUPERVISION.—Engine arrangers will be provided as follows:—

Euston	...	...	To be extended from 4.0 a.m. Saturday to 2.15 a.m. Sunday.
Wembley	...	...	12.0 noon to 6.30 p.m. Saturday.
Willesden Nos. 6 and 7 boxes	...	...	7.0 p.m. Saturday until the last empty stock train has left.

Motive Power Inspectors will be provided as follows:—

Euston	...	...	4.0 a.m. to 11.0 a.m. Saturday.
			10.0 p.m. Saturday to 2.0 a.m. Sunday.

RELIEF STEAM SERVICE BETWEEN EUSTON AND WEMBLEY—SATURDAY

2nd MAY, 1953.

(All trains travel over the Slow Line)

Stock off	A	B	C	D	E	F	G	H	J
	W360	Cir. 1337	Cir. 1348	W352	Cir. 1346	Train A	Train B	W344	Train C
	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Watford Jn. dep.	...	11 ⁺ 20		...	12 ⁺ 10	...	...	...	...
Wembley (C.) ... .. "	...	...		...	...	12 ⁺ 56	1 ⁺ 12	...	1 ⁺ 24
Willesden Jn. pass	...	11 41		...	12 35	1 2	1 19	...	1 31
Euston arr.	...	11 ⁺ 59		...	12 ⁺ 50	1 ⁺ 13	1 ⁺ 35	...	1 ⁺ 48
Platform	7	6		7	9	6	9	7	6
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Euston dep.	12 34	12 48	1 2	1 20	1 30	1 40	...	1 50	2 12
Willesden Jn. pass	12 45	12 59	1 13	1 31	1 41	1 51	...	2 2	2 23
Wembley (C.) arr.	12 51	1 5	1 19	1 37	1 47	1 57	...	2 8	2 29
North Wembley ... .. "	...	...	...	...	1 ⁺ 58	2 ⁺ 10	...	...	...
Harrow ... .. "	...	...	...	...	...	...	...	...	2 ⁺ 45
Watford Jn. ... .. "	...	...	...	2 ⁺ 0	...	...	...	...	...
Stock works	Train F	Train G	Train J	Train R	Train N	Train M	Train 395	Train K	Train O

Stock off	K	L	M	N	O	P	R	S	T
	Train H	Train K	Train F	Train E	Train J	Cir. 1339	Train D	Cir. 1333	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Tring dep.	...	...	...	...	...	4 ⁺ 30	...	...	...
Watford Jn. ... .. "	...	...	...	...	...	4 55	5 ⁺ 5	5 ⁺ 15	...
Harrow ... .. "	...	...	...	...	5 ⁺ 0	...	...	...	...
North Wembley ... .. "	...	...	4 ⁺ 45	4 ⁺ 55	...	...	...	...	...
Wembley (C.) arr.	...	...	5 ⁺ 3	5 ⁺ 10	5 ⁺ 17	5 ⁺ 25	5 ⁺ 33	5 ⁺ 43	...
" " dep.	5 0	...	5 7	5 14	5 22	5 30	5 40	5Q48	6Q 3
Willesden Jn. pass	5 7	...	5 14	5 21	5 32	5 39	5 47	5 58	6 13
Euston arr.	5 17	...	5 27	5 32	5 48	5 54	6 1	6 12	6 27
Platform	3	...	1	7	6	3	9	3	9
	5 ⁺ 24	Q	5 ⁺ 32	...	5 ⁺ 54	6 ⁺ 0	6 ⁺ 22	Q 6 ⁺ 32	Q 6 ⁺ 45
Up Side Shed arr.	...	...	5 ⁺ 36	...	...	6 ⁺ 4	...	...	...
Willesden Jn. pass	5 34	...	...	...	6 6	...	6 32	6 48	7 3
Wembley (C.) arr.	5 ⁺ 40	...	...	...	...	...	...	...	...
" " dep.	...	5 ⁺ 41	...	...	...	...	...	...	...
Watford Jn. arr.	...	6 ⁺ 0	...	...	6 ⁺ 24	...	6 ⁺ 50	7 ⁺ 5	7 ⁺ 25
Stock works	Train L or T	Cir. 1337 Mon.	W156	W421	Cir. 1348 Mon.	W435	Cir. 1346 Mon.	Cir. 1335 Mon.	Cir. 1338 Mon.

SIGNALLING INSTRUCTIONS.—Loaded trains to be signalled "Is Line clear" 1—3
Empty trains "Is Line clear" 2—1—1.

PLATFORMING AT WEMBLEY (CENTRAL).—Trains A, B, C, D, E, F, H and J may run into Up slow platform if necessary.

TRAIN REGULATING:—

- Train B.—To run to Up slow platform at Wembley (C.) to clear 12.47 p.m. Broad Street to Tring.
- Trains E and G may travel over Up empty carriage line from Camden No. 2 to Euston if required.
- Train G.—12.35 empty stock, Willesden C.S. to Euston to follow from Willesden No. 5 8.15 a.m. H. & C. Rugby to Willesden C.S. to follow after being regulated from Watford.
- Train J.—2.10 p.m. (SO) Parcels Euston to Northampton to leave at 2.20 p.m.
- Train K.—Terminates at Wembley (C) only if required to work additional trip to Euston.
- Target 71.—12.35 p.m. Willesden (H.L. Sidings) to Camden—CANCELLED.
- Target 71.—1.43 p.m. Camden to Willesden (S.W. Sidings)—CANCELLED.
- Target 108.—12.25 p.m. Camden to Willesden (B Sidings) to be regulated to follow train F from Camden No. 2.
- Target 79.—10.20 a.m. Watford to Willesden to run to Bushey, shunt as required. and return to Watford.
- Target 85.—10.25 a.m. Willesden to Watford—CANCELLED.
- Target 85.—3.0 p.m. Watford to Willesden—CANCELLED.
- Target 83.—1.55 p.m. Harrow to Willesden (Brent Sidings)—CANCELLED. Engine to return light to Watford before 1.30 p.m.

The authority of the Euston Control is required before a freight train may leave Watford on the slow line during the time the relief service is operating.

STOCK WORKING.

- Train B.—Formed of 2—7 coach Euston and Watford sets (circuits 1337 and 1348). One set forms train B at 12.48 p.m. from Euston, other set forms train C at 1.2 p.m. from Euston
- 1.35 a.m. (Sun.) Watford to Euston to be one 1DZ.
- 12.10 a.m. (Sun.) Tring to Watford—CANCELLED.
- A train of 7 coaches off the 8.45 a.m. from Northampton, due Euston 10.16 a.m., is to be available to work as required.

SPECIAL INSTRUCTIONS.

- WEMBLEY YARD.—The Platform road in Wembley Yard, adjacent to the Up Slow line, must be filled with wagons
- Tickets available between London and Wembley are available over any route without excess charge.
- Euston tickets held by passengers joining return trains at Wembley are to be collected at Wembley.

INSTRUCTIONS TO DRIVERS.

- Down Relief trains.—The Brake van at the leading end of trains must stop at the top of the platform ramp at the North end of Wembley.
- Up trains—Must be drawn up to the starting signal at Wembley (C.)
- Engines working local trains turning back at Wembley (C.) must be detached immediately on arrival. Another engine will be attached to the rear of the stock and work them away. The engine which has worked the train to Wembley (C.) must follow the empty stock and run to Receptions Sidings to take water there.

STABLING OF EMPTY STOCK AND TIMING FROM EUSTON OFF INCOMING SPECIAL TRAINS, SATURDAY, 2nd MAY, 1953.

Reporting No.	From	Due Kensington (Olympia)	Due Euston	Load	Platform	Depart Euston	Pass No. 1 SL Willesden	Pass No. 6 Willesden	Stabling Point	Rep. No.	Return Working
W600	Liverpool ...	a.m.	a.m.	10	3	a.m.	a.m.	a.m.	Willesden H.L. 24	—	—
C825	Blackpool ...	4 10	4 20	11	1	4 40	4 50	4 52	Willesden H.L. 21	C825 ...	11.52 p.m. Blackpool.
W320	11.40 p.m. from Manchester	—	4 20	10	5	4 50	5 15	5 17	Willesden H.L. 23	—	—
W602	Liverpool ...	—	4 42	11	6	5 13	5 50	5 52	Willesden H.L. 22	W602	12.47 a.m. Liverpool.
C833	Blackpool ...	—	5 14	11	1	5 33	6 0	6 2	Willesden H.L. 20	C833	1 10 a.m. Blackpool.
C834	Blackpool ...	—	5 32	13	3	5 48	6 15	6 17	Willesden H.L. 19	C834	1.2 a.m. Blackpool.
W520	Workington ...	—	6 6	13	2	6 26	6 55	6 57	Willesden H.L. 18	W520	11.37 p.m. Workington.
C835	Blackpool ...	—	6 15	11	3	6 58	7 25	—	Willesden B.4	C835	1.25 a.m. Blackpool.
C870	Colne & Chorley ...	—	6 40	14	2	7 10	7 30	—	Willesden B.10	C870	12.10 a.m. Colne & Chorley.
C832	Blackburn ...	7 16	—	11	—	—	—	—	Willesden N.S.	C832	1.17 a.m. Blackburn.
C836	Blackpool ...	—	9 13	13	3	9 35	9 57	—	Willesden B.9	C836	1.33 a.m. Blackpool.
W720	Willenhall ...	—	9 22	14	2	9 40	10 7	10 9	Willesden H.L. 17	W720	11.30 p.m. Willenhall.
C837	Blackpool ...	—	9 30	13	6	9 50	10 17	—	Willesden B.8	C837	11.22 p.m. Blackpool.
W575	Macclesfield ...	9 39	—	11	—	—	—	—	Willesden N.S.	W575	10.40 p.m. Macclesfield.
W710	Birmingham ...	—	9 52	10	2	10 10	10 33	10 35	Willesden New E.	—	—
W718	Birmingham ...	—	10 10	12	1	10 25	10 48	—	Willesden B.7	W718	1.30 a.m. Birmingham.
W186	8.45 a.m. from Northampton retimed	—	10 18	8	4	10 33	—	—	Down Shed	—	Circuit working.
W712	Wolverhampton ...	—	10 28	13	3	10 45	11 10	11 12	Willesden H.L. 16	W712	1.45 a.m. Willenhall.
W680	Crewe ...	10 40	—	11	—	—	—	—	Willesden B.5	W680	10.5 p.m. Crewe.
W716	Walsall ...	—	10 58	10	2	11 15	11 40	—	Willesden New E.	—	—
W514	Preston ...	—	11 18	10	6	11 35	11 57	—	Willesden New E.	—	—
W682	7.50 a.m. from Crewe retimed	—	11 30	10	1	11 45	—	—	Down Shed	—	Circuit working.
C842	Blackpool ...	—	11 38	14	3	11 55	p.m. 12 20	p.m. 12 22	Willesden H.L. 15	C842	10.55 p.m. Blackpool.
W32	6.30 a.m. from Heysham retimed	—	11 50	—	2	p.m. 12 10	—	—	Down Shed	—	Circuit working.
W724	Wolverhampton ...	—	11 58	12	3	12 22	12 46	—	Willesden B.6	W724	1.20 a.m. Wolverhampton.
W302	6.32 a.m. from Llandudno	p.m.	12 8	—	2	12 32	12 56	12 58	Willesden New E.	—	—
W608	Liverpool ...	—	12 15	12	3	12 40	1 5	1 7	Willesden New E.	—	—
W36	8.20 a.m. from Liverpool retimed	—	12 23	—	2	12 45	—	—	Down Shed	—	Circuit working.
W561	Manchester ...	—	12 31	10	3	12 50	1 15	1 17	Willesden New E.	—	—

STABLING OF EMPTY STOCK AND TIMING TO EUSTON FOR RETURN SPECIALS TRAINS, SATURDAY, 2nd MAY, 1953.

Time Due Wembley (C.)	Time due Kensington (O.)	Time Due Euston	Reporting No.	No. of Vehicles	Stabling Point.	Headboard No.	Leave Stabling Point	Willensden No. 1 pass SL	Euston arrive E.C. Line	Platform	Forms	To
p.m.	a.m.	a.m.										
12 27	—	—	W681	10	Willensden New E.	1	4 40	p.m. 5 8	p.m. 5 30	15	p.m. 6 20	Relief ...
11 48	—	—	C839	15	Willensden N.S.	2	6 15	6 40	7 0	12	8 5	Blackpool.
11 38	10 40	—	C824	11	Willensden N.S.	3	8 15	8 40	9 0	12	9 45	Bolton.
—	—	—	W680	11	Willensden B.5	4	8 30	9 0	9 20	13	10 5	Crewe.
—	—	—	C838	12	Willensden N.S.	5	8 40	9 10	9 30	14	10 30	Blackpool.
—	9 39	—	W575	11	Willensden N.S.	6	8 50	9 20	9 40 SL	6	10 40	Macclesfield.
—	—	11 38	C.842	14	Willensden H.L. 15	7	9 0	9 30	9 50	15	10 55	Blackpool.
—	—	—	W183	14	Willensden C.S.	8	9 25	9 50	10 10	13	11 15	Blackpool.
—	—	9 30	C837	13	Willensden B.8	9	9 35	10 0	10 20	12	11 22	Blackpool.
—	—	—	W21	—	Willensden C.S.	10	9 45	10 10	10 35	14	11 30	Glasgow.
—	—	9 22	W720	14	Willensden H.L. 17	11	10 0	10 25	10 45 SL	6	11 30	Willenhall.
—	—	6 6	W520	13	Willensden H.L. 18	12	10 10	10 35	11 0	15	11 37	Workington.
—	—	—	W711	10	Willensden New E.	13	10 20	10 45	11 10 SL	9	11 50	Birmingham.
—	—	4 20	C825	11	Willensden H.L. 21	14	10 30	10 55	11 20	13	11 52	Blackpool.
—	—	6 40	C870	14	Willensden B.10	15	10 40	11 5	11 35	14	a.m. 12 10	Colne & Chorley.
—	—	—	W693	14	Willensden New E.	16	10 50	11 15	11 40	15	12 20	Man. & L'pool.
—	—	—	W211	10	Willensden C.S.	17	11 0	11 25	11 45 SL	6	12 30	Liverpool.
—	—	—	W9	—	Willensden C.S.	18	11 10	11 35	11 55	13	12 40	Manchester.
—	—	4 55	W602	11	Willensden H.L. 22	19	11 15	11 40	12 5	12	12 47	Liverpool.
—	—	5 32	C834	13	Willensden H.L. 19	20	11 25	11 50	12 15	14	1 2	Blackpool.
—	—	5 14	C833	11	Willensden H.L. 20	21	11 35	12 0	12 25	15	1 10	Blackpool.
—	7 16	—	C832	11	Willensden N.S.	22	11 50	12 20	12 45	13	1 17	Blackburn.
—	—	11 58	W724	12	Willensden B.6	23	12 0	12 25	12 50 SL	6	1 20	Wolverhampton.
—	—	6 15	C835	11	Willensden B.4	24	12 10	12 35	12 58	12	1 25	Blackpool.
—	—	9 13	C836	13	Willensden B.9	25	12 15	12 40	1 8	14	1 33	Blackpool.
—	—	10 10	W718	12	Willensden B.7	26	12 20	12 45	1 15	15	1 38	Birmingham.
—	—	10 28	W712	13	Willensden H.L. 16	27	12 30	12 50	1 25	13	1 45	Wolverhampton.

The following special trains arrive at and return from Wembley (C.) :—

C.823 from Bolton, C843 and C.844 from Blackpool arrive at 1.3 p.m., 1.35 p.m. and 1.48 p.m. and 1.48 p.m. and 1.35 p.m., respectively. E.S. to Willensden C.S. C.843 and C.844 to Blackpool, and C.823 to Bolton return at 5.30 p.m., 5.50 p.m. and 6.10 p.m., respectively.

WORKING OF MAIN LINE ENGINES— SATURDAY MORNING

Engine Working Loaded Special.			To work.	
Train No.	Arrive Kensington (O)	Arrive Euston.	Stock of Train due.	To.
	a.m.	a.m.	a.m.	
Local Engine	—	—	4 10	Willesden H.L.24.
Local Engine	—	—	4 20	Willesden H.L.21.
Local Engine	—	—	4 42	Willesden H.L.23.
W600	—	4 10	4 55	Willesden H.L.22.
C825	—	4 20	5 14	Willesden H.L.20.
320	—	4 42	5 32	Willesden H.L.19.
W602	—	4 55	6 6	Willesden H.L.18.
C833	—	5 14	6 15	Willesden B.4.
C834	—	5 32	6 40	Willesden B.10.
W520	—	6 6	9 13	Willesden B.9.
C835	—	6 15	9 22	Willesden H.L.17.
C870	—	6 40	9 30	Willesden B.8.
C832	7 16	—	7 16	Willesden N.S.
Local Engine	—	—	9 52	Willesden New E.
C836	—	9 13	10 10	Willesden B.7.
W720	—	9 22	10 28	Willesden H.L.16.
C837	—	9 30	10 58	Willesden New E.
W575	9 39	—	9 39	Willesden N.S.
W710	—	9 52	11 18	Willesden New E.
W715	—	10 10	11 38	Willesden H.L.15.
W680	10 40	—	10 40	Willesden B.5.
W712	—	10 28	11 58	Willesden B.6.
			p.m.	
W716	—	10 58	12 8	Willesden New E.
W514	—	11 18	12 15	Willesden New E.
C842	—	11 38	12 31	Willesden New E.
W724	—	11 58	—	LE to Shed.
			p.m.	
302	—	12 8	—	LE to Shed.
W608	—	12 15	—	LE to Shed.
W561	—	12 31	—	LE to Shed.

WORKING OF MAIN LINE ENGINES—SATURDAY EVENING

Engine Working Empty Stock Train.				Stock forms train departing at	To work Return Special.		
Time Engine leaves Shed.	Depart Sidings.	From	Arrive Euston.		Depart Euston.	Train No.	To
p.m.	p.m.		p.m.	p.m.	p.m.		
—	—	LE from Shed	—	—	6 20	W681	Preston.
—	—	LE from Shed	—	—	8 5	C839	Blackpool.
—	—	LE from Shed	—	—	9 45	C824	Bolton.
7 15	8 15	Willesden N.S.	8 55	9 45	10 5	W680	Crewe.
—	—	LE from Shed	—	—	10 30	C838	Blackpool
7 30	8 30	Willesden B.5.	9 20	10 5	10 40	W575	Macclesfield.
7 40	8 40	Willesden N.S.	9 30	10 30	10 55	C842	Blackpool.
—	—	LE from Shed	—	—	11 15	W183	Blackpool.
7 50	8 50	Willesden N.S.	9 40	10 40	11 22	C837	Blackpool.
—	—	LE from Shed	—	—	11 30	W21	Glasgow.
8 0	9 0	Willesden H.L.15	9 50	10 55	11 30	W720	Willenhall.
8 35	9 35	Willesden B.8	10 20	11 22	11 37	W520	Workington.
9 0	10 0	Willesden H.L.17	10 45	11 30	11 50	W711	Birmingham.
9 10	10 10	Willesden H.L.18	11 0	11 37	11 52	C825	Blackpool.
					a.m.		
9 20	10 20	Willesden New E.	11 10	11 50	12 10	C870	Colne.
9 30	10 30	Willesden H.L.21	11 20	11 52	12 20	W693	Liverpool.
					a.m.		
—	—	LE from Shed	—	—	12 40	W9	Manchester.
9 40	10 40	Willesden B.10	11 35	12 10	12 30	W211	Liverpool.
9 50	10 50	Willesden New E.	11 40	12 20	12 47	W602	Liverpool.
9 40	11 0	Willesden C.S.	11 45	12 30	1 2	C834	Blackpool.
					a.m.		
10 15	11 15	Willesden H.L.22	12 5	12 47	1 10	C833	Blackpool.
10 25	11 25	Willesden H.L.19	12 15	1 2	1 17	C832	Blackburn.
—	—	LE from Shed	—	—	1 20	W724	Wolverhampton.
10 35	11 35	Willesden H.L.20	12 25	1 10	1 25	C835	Blackpool.
10 50	11 50	Willesden N.S.	12 45	1 17	1 30	W718	Birmingham.
11 0	12 0	Willesden B.6	12 50	1 20	1 33	C836	Blackpool.
					a.m.		
11 10	12 10	Willesden B.4	12 58	1 25	1 45	W712	Willenhall.
11 15	12 15	Willesden B.9	1 8	1 33	—	—	Local Engines.
11 20	12 20	Willesden B.7	1 15	1 38	—	—	
11 30	12 30	Willesden H.L.16	1 25	1 45	—	—	

Divisional Operating Superintendent's Office,
Crewe.
April, 1953.

H. F. PALLANT,
Acting Divisional Operating Superintendent.