

SUMMER TIME.

All times shown in this Notice
refer to Greenwich Mean Time.

E.R.O. 53086/17

W 2—No. 37

London Midland and Scottish Railway Company.

(WESTERN DIVISION.)

LONDON SUBURBAN AREA.

International Match at Wembley.

SATURDAY, 9th APRIL, 1938.

ENGLAND v. SCOTLAND.

KICK-OFF 3.0 p.m.

WORKING OF EMPTY EXCURSION TRAINS.—The empty trains will be stabled at Willesden as shown in this Notice.

RESERVED LABELS.—All labels on Saloons, Corridors and Compartments when the trains reach Euston must be left on the vehicles for the return journey.

LETTER LABEL-BOARDS FOR STABLING POINT.—A Porter to be on duty at Euston to provide engines with label-boards bearing a letter denoting the name of the Siding the train is to be placed in at Willesden. District Controller, Willesden, will arrange to collect the letter label-boards.

The District Loco. Superintendent, Willesden, will arrange for the engine head board bearing the reporting number to be placed in the rear van on arrival at Euston.

OUTWARD JOURNEY.—Station Master, Willesden, to provide a Telephone Attendant at Willesden Ticket Collectors' Office from 2.0 a.m. to 11.30 a.m. Saturday to advise the Euston Assistant Station Master the departures from Willesden of all Up Trains.

An Assistant Signaller to be on duty in Euston No. 2 Box from 4.0 a.m. to 2.0 p.m. Saturday to keep in touch with Euston No. 4 and Camden No. 2, and assist with the regulation of inward trains and outward empty coach trains.

Trains for the High Level Sorting and Storage Sidings must arrive at Willesden No. 7 Box on the Down Slow line and be there turned on to the Down Goods line.

They must come to a stand as soon as the train is clear of the trailing points. District Controller to arrange to have an engine and shunter to draw the trains back and place them in the sidings allotted to them.

The trains must be worked via No. 25 line and the engines must return via No. 26 line.

In the event of the trains becoming blocked on the Down Slow line, arrangements must be made to work one or more trains to the stabling point via Brent Junction and the Up Engine line.

Sudbury Sorting Siding No. 1 to be kept clear from 6.0 a.m. Saturday to 1.45 a.m. Sunday.

Trains for North Shed, "B" and "G" Sidings to travel Fast line to Willesden No. 7 Box.

The trains to be telephoned as for the particular siding in which they are to be stabled.

The Chief of Police will supply Policemen (one at a time at each place) for "B," "G," High Level Sorting and Storage Sidings to protect the stock from 5.0 a.m. Saturday to 1.45 a.m. Sunday.

BRITISH RAILWAYS

Working Time Table Reprints

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**Stabling of Empty Coaches and Working of Empty Stock of Excursion Trains to and from Euston,
Saturday, 9th April, 1938.**

Train due Euston.	Telegraphing No.	Stabling Point.	Headboard No.	Leave Stabling Point.	Pass No. 1. Willesden	Due Euston.	Platform No.	Forms.	Destination.
a.m.									
—	171	South Shed ...	1	p.m. 7 35	p.m. —	p.m. 7 52	14	p.m. 9 25	Scotch.
—	185	South Shed ...	2	7 45	—	8 0	10	11 0	News.
11 13	W632	High Level No. 5 ...	3	8 20	8 42	9 0	15	9 55	Glasgow (Central).
9 5	W681	High Level No. 6 ...	4	8 40	9 0	9 20	6	10 15	Tunstall.
—	393	North Shed ...	5	8 55	9 5	9 25 FL	3	a.m. 12 20	News.
—	183	South Shed ...	6	9 20	—	9 35	14	p.m. 10 50	Scotch.
—	187/2	South Shed ...	7	9 25	—	9 45	13	11 45	Scotch.
2 54	W604	High Level No. 7 ...	8	9 17	9 37	9 57	15	10 25	Kilmarnock.
7 34K	W622	North Shed ...	9	9 35	9 47	10 7	12	10 35	Glasgow (Central).
4 5	W608	High Level No. 8 ...	10	9 47	10 7	10 27	15	11 10	Glasgow (Central).
4 46	W609	High Level No. 9 ...	11	9 52	10 12	10 32 SL	6	11 17	Coatbridge.
—	197	South Shed ...	12	10 20	—	10 37	12	11 5	Scotch (2nd portion).
p.m.									
2 8	M735	High Level No. 10 ...	13	10 12	10 32	10 52	14	11 32	Nottingham.
—	187/1	South Shed ...	14	10 50	—	11 7	12	11 35	Scotch (1st portion).
—	7/2	" B " Sidings... ..	15	10 52	11 5	11 25	15	a.m. 12 50	Ordinary. Manchester and Blackpool (2nd portion).
2 17	W682/1	High Level No. 11 ...	16	10 57	11 17	11 37	12	12 10	Northampton.
—	15	North Shed ...	17	11 10	11 22	11 42	14	12 40	Ordinary Manchester.
—	7	North Shed ...	18	11 15	11 28	11 47	13	12 30	Ordinary Liverpool.
a.m.									
5 5	W610	High Level No. 12 ...	19	11 20	11 40	12 0 FL	2	12 35	Glasgow (Central).

All up empty coach trains to travel slow line and up empty carriage line, except where shown otherwise. FL—Fast Line. SL—Slow Line. K—Kensington.

**Stabling of Empty Coaches and Working of Empty Stock of Excursion Trains to and from
Euston, Saturday, 9th April, 1938—Continued.**

Train due Euston.	Telegraphing No.	Stabling Point.	Headboard No.	Leave Stabling Point.	Pass Williesden No. 1.	Due Euston.	Platform No.	Forms.	Destination.
p.m. 2 4WY 5 10	W682/2 W611	High Level No. 13 Storage No. 1...	20 21	p.m. 11 30 11 50 a.m. 12 10	p.m. 11 50 12 10	a.m. 12 12 12 17 SL	12 6	a.m. 12 37 12 45	Northampton. Edinburgh and Lanark.
10 33	W710	Storage No. 2...	22	11 50 night	12 10	12 32	13	1 5	Wolverhampton.
5 18K	W612	" G " Sidings	23	12 0	12 20	12 42	14	1 10	Falkirk.
5 20	W613	High Level No. 14	24	a.m. 12 10	12 30	12 52	15	1 15	Glasgow (Central).
6 5	W616	High Level No. 15	25	12 15	12 35	12 55 FL	2	1 25	Ayr.
3 48	M955	High Level No. 16	26	12 30	12 40	1 0 SL	6	1 30	Parkgate & R.
6 0K	W617	North Shed	27	12 30	12 45	1 5	12	1 35	Allea and Stirling.
6 20K	W619	North Shed	28	12 35	12 50	1 10	13	1 40	Larbert.
6 50	W620	Storage No. 3	29	12 37	12 57	1 15	14	1 45	Glasgow (Central).
7 15	W621	High Level No. 17	30	12 40	1 0	1 20	15	1 50	Blantyre.
7 50	W623	Storage No. 4	31	12 45	1 5	1 27 FL	2	1 55	Glasgow (St. Enoch).
8 36	W624	High Level No. 18	32	12 50	1 10	1 32 SL	6	2 5	Newton.
9 19	W625	Storage No. 5...	33	12 55	1 15	1 37	12	2 10	Glasgow (Central).
6 10	W618	Storage No. 7	34	1 0	1 20	1 42	13	2 15	Edinburgh.
5 48	W680	High Level No. 19	35	1 5	1 25	1 47	14	2 20	Halifax, Colne and Manchester.
9 42	W626	Storage No. 8...	36	1 10	1 30	1 52 FL	15	2 28	Glasgow.
9 49	W627	High Level No. 20	37	1 20	1 40	1 57 FL	2	2 35	Greenock.
10 24	M562	High Level No. 21	38	1 25	1 45	2 7 SL	6	2 42	Forfar.
9 52	W628	High Level No. 22	39	1 30	1 50	2 12	12	2 50	Balloch.
11 20	W633	Storage No. 9...	40	1 35	1 55	2 17	13	2 57	Glasgow (Central).
10 14	W629	Storage No. 10	41	1 40	2 0	2 22	14	3 5	Paisley.
10 58	W631	Storage No. 11	42	1 45	2 5	2 27	15	3 12	Inverness.
10 20K night	W634	" B " Sidings...	43	2 0	2 15	2 32 FL	3	3 20	Glasgow (Central).
12 0	W600	Storage No. 12	>Returns on Sunday.						Glasgow (Central).

All up empty coach trains to travel slow line and up empty carriage line, except where shown otherwise. FL—Fast Line. SL—Slow Line. K—Kensington.
WY—Wembley.

RETURN JOURNEY.—The District Controller will provide an Inspector to assist in despatching the empty coach trains to Euston, also an Inspector to regulate the trains between Willesden Nos. 8 and 6 Boxes, and an Inspector at Willesden No. 1 Box to see that the trains leave strictly in the order in which they are timed.

All engines from the Loco. Sheds for the High Level Sorting and Storage Sidings must travel via Brent Junction.

An assistant signalman to be on duty in Euston No. 2 Box from 7.0 p.m. to 3.0 a.m. This man must keep in touch with Euston No. 4 and Camden No. 2 and ascertain exactly how the engines and empty coach trains are running on the up engine and main lines.

Watford telephone exchange must remain open until 4.15 a.m. Sunday.

LIGHTING OF VEHICLES.—The front van of all empty trains for the return journey must be lighted before leaving stabling points.

LOCOMOTIVE ARRANGEMENTS.—Spare engines will be provided as follows :—

Camden Shed...	...	...	From passage of first to last return excursion.
Willesden Shed	...	...	During the time the empty coach trains are working into and the return excursions out of Euston.
Willesden No. 1 Box	...	...	From 2.40 a.m. Saturday until 11.30 a.m.
Camden (Shunting Neck)	...	...	From 8.0 p.m. Saturday until the last empty coach train has passed, to assist any of the empty trains that may require it.
Euston	...	...	From 3.0 a.m. Saturday until 11.45 a.m. and from 9.0 p.m. Saturday until 3.30 a.m. Sunday.
Euston (Tank engine)	...	...	From 12.0 noon Saturday until 6.30 p.m.
Willesden No. 8 Box.			(Vacuum Fitted Shunting engine) From 4.0 a.m. Saturday until 3.0 p.m.

Targets 54 and 56 to be vacuum-fitted steam engines, and assist in disposing of the empty coaches, if necessary.

The District Loco. Superintendent, Willesden, will provide Engine Arrangers as follows :—

Euston	...	...	3.0 a.m. Saturday to 3.30 a.m. Sunday.
Wembley	...	...	12.0 noon Saturday to 6.0 p.m.
Willesden Nos. 7 & 8 Boxes			7.30 p.m. Saturday until the last empty coach train has left.

BANKING OF RETURN TRAINS.—The return trains will be assisted in rear at Euston, as far as the starting signal at the end of the platform, 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 setting-back signal, north of Hampstead Road bridge, if accompanied and instructed by a shunter.

LABEL BOARDS.—The Excursion trains will bear from the starting point quarter light labels which will show the principal stations served by the trains, and the starting time from Euston on the return journey.

Attention is drawn to the instructions shown in the Appendix *re* engine head boards and quarter light labels.

The engines working the empty trains into Euston must convey in front a board bearing the consecutive number shown in this notice. Station Master, Euston, to provide a man specially deputed to collect the boards and store them ready for despatch to Harlesden Station, to the order of the District Controller.

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

ENGINEMEN.—Except where otherwise shown herein, Enginemen of all Up Excursion trains timed at Willesden will be changed there on the Up journey, and local men provided to work the trains from Willesden to Euston and the empty trains from Euston to the stabling points at Willesden. Pilotmen or relief will be provided as necessary for Enginemen of trains terminating at Wembley. On return, except where otherwise shown herein, Enginemen will join the empty trains at the stabling point and work the trains into Euston with Willesden Pilotmen. The Enginemen to book on one hour before the empty trains are due to leave the stabling point for Euston.

GUARDS working the Excursion trains to work the empty trains to the stabling points at Willesden, and, if required, Pilot Guards will be provided between Willesden No. 8 Box and the stabling points. Guards to book off duty at Willesden Control Office No. 2 and, when doing so, to ascertain if their empty trains to Euston are travelling through the subway from Camden No. 2 to Euston, and apply for Pilot Guard if necessary. Guards will be responsible for seeing the windows throughout the train are closed before leaving the train at the stabling point at Willesden.

For the return journey the Guards to report at Willesden Control Office No. 2 as instructed when booking off, work their empty trains from the stabling point to Euston, and assist at Euston in directing passengers to their trains. Pilot Guards will be provided, if necessary, from the stabling point to Willesden No. 8 Box.

TAIL LAMP MAN.—The District Engineer, Watford, will provide a Tail Lamp Man at Camden No. 2 from 12.30 p.m. Saturday until the last empty coach train has passed, to deal with trains travelling over the Up Empty Carriage line.

POINT OILER.—The District Engineer, Watford, will provide a point oiler at Euston from 6.0 p.m. Saturday until 3.30 a.m. Sunday to keep the points in the Down Fast line clear of sand.

SIGNAL AND TELEGRAPH LINEMEN.—The District Signal and Telegraph Assistant, Watford, will provide Signal and Telegraph Linemen to attend to electrical fittings and signals in case of emergency, as follows:—

Euston	} From 2.30 a.m. Saturday until 3.30 a.m. Sunday.
Camden	
Willesden	
Wembley	From 5.0 a.m. Saturday until 11.0 p.m.
Watford	From 3.0 a.m. Saturday until 4.0 a.m. Sunday.

ALTERED PLATFORM WORKING AT EUSTON :—

Train. a.m.	To.	Start from Platform.	Train. p.m.	To.	Start from Platform.
5 5	Tring ...	14	1 30	Windermere ...	15
11 30	Birmingham ...	15	1 35	Tring ...	12
p.m.			1 55	Bletchley ...	9
12 5	Watford ...	12	2 5	Rugby ...	15
12 15	Rugby ...	13	5 32	Stafford ...	9
12 30	Watford ...	8	6 6	Northampton	
12 50	Bletchley ...	9		(at 6.15 p.m.)	9
1 0	Watford ...	12	6 35	Tring ...	8
1 5	Tring ...	14	7 15	Bletchley ...	14
1 16	Watford ...	14			

Nos. 6 and 9 platforms at Euston to be used as arrival platforms from 4.0 a.m. to 9.30 a.m.

ALTERATION OF CLOCKS AT EUSTON.—The station clocks at Euston will not be altered to show Summer Time until after the departure of the last train on Sunday morning.

LAVATORIES AND WAITING ROOMS AT EUSTON to remain open until departure of last Excursion.

LARGE HALL, EUSTON.—Station Master to provide a barrier to be placed at the top of the first flight of stairs, with a uniformed policeman in charge, to prevent passengers making their way to the balcony and corridors.

SPECIAL STEAM SERVICE OVER UP AND DOWN SLOW LINES BETWEEN EUSTON AND WEMBLEY.

Holders of Excursion tickets to Wembley must not be allowed to travel by the Electric trains from Euston between 12.20 p.m. and 2.10 p.m.

Passengers holding tickets available for the completion of the journey from Baker Street, Marylebone or Euston to Wembley Park, Wembley Stadium, Wembley Hill or Wembley (for Sudbury) may be permitted to travel by any route without being called upon to pay excess fares. The arrangements will not be advertised in any way, and a similar availability may be allowed on the return journey.

During the time the special service of steam trains is running between Euston and Wembley, no train must be allowed to leave Watford on the Up Slow line for Wembley or south thereof, except on authority of Willesden Control Office.

From Platform	6	6	7	6	6	7	6	7	6	7	6
Coach Working	A	B	C	D	E	F	A	B	C	D	E
	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.	§ p.m.
Euston dep.	12 32	12 45	12 57	1 5	1 14	1 23	1 32	1 41	1 52	2 2	2 12
Willesden pass	12 42	12 56	1 7	1 16	1 24	1 38	1 46	1 52	2 1	2 12	2 22
Wembley arr.	12 49	1 3	1 12	1 21	1 29	1 43	1 53	1 59	2 6	2 17	2 27
North Wembley arr.	—	—	—	—	—	—	—	2½ 7	2½ 14	—	—
Kenton arr.	—	—	—	—	—	—	—	—	—	2½ 40	—
Harrow arr.	—	—	—	—	—	—	—	—	—	—	2½ 50
Wembley dep.	12½ 54	1½ 8	1½ 17	1½ 26	1½ 34	1½ 48	—	—	—	—	—
Willesden pass	1 3	1 16	1 28	1 36	1 44	1 57	—	—	—	—	—
Euston arr.	1½ 20	1½ 31	1½ 44	1½ 53	2½ 3	2½ 15	—	—	—	—	—
To Platform	6	7	6	7	6	—	—	—	—	—	—
To form	1 32	1 41	1 52	2 2	2 12	11 50	—	—	—	—	—
						Ordinary					

Loaded trains to be signalled "Is Line Clear" 1—3. Empty trains "Is Line Clear" 2—1—1.

§ These trains to run into Up Slow line platform at Wembley as necessary.

† Empty coaches. The empty trains to Euston to be regulated from Camden No. 2, and travel over the Up Empty Carriage line or Slow line as necessary.

Coach Working	A	C	B	D	E	G					
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.					
Watford dep.	—	—	—	—	—	5½ 0	—	—	—	—	
Harrow dep.	—	—	—	—	5½ 5	—	—	—	—	—	
Kenton dep.	—	—	—	5½ 5	—	—	—	—	—	—	
North Wembley dep.	—	5½ 0	5½ 5	—	—	—	—	—	—	—	
Wembley arr.	—	5½ 17	5½ 23	5½ 29	5½ 34	5½ 39	—	—	—	—	
" dep.	5Q 15	5Q 21	5Q 28	5Q 33	5Q 40	5Q 46	—	—	—	—	
Willesden pass	5 21	5 26	5 33	5 38	5 45	5 51	—	—	—	—	
Euston arr.	5 30	5 36	5 44	5 51	5 59	6 5	—	—	—	—	
Euston dep.	Q	Q	Q	Q	Q	Q	—	—	—	—	
Willesden pass	5½ 35	5½ 40	5½ 48	5½ 55	6½ 4	6½ 10	—	—	—	—	
" No. 8 arr.	5 45	5 50	5 58	6 5	6 16	6 23	—	—	—	—	
Watford arr.	5½ 49	5½ 54	6½ 4	6½ 9	6½ 20	—	—	—	—	—	
						6½ 45	—	—	—	—	
	If not used, to run empty to Willesden No. 8.										

Drivers of down trains must stop their trains with the brake van of the leading vehicle at the top of the ramp at the North end of the platform at Wembley.

Engines working trains terminating at Wembley must be immediately detached from their trains on arrival. An engine will then be backed on and the empty coaches will return to Euston. The engine which has worked the train from Euston must follow the empty coaches and run to the Reception Sidings and take water there.

Drivers of the empty trains to form the return specials from Wembley to Euston after the match must draw up to the starting signal at Wembley.

Euston tickets must be collected from passengers joining steam trains at Wembley on the return journey.

CARRIAGE WORKING.—A, B and C.—To be formed of Broad Street and L. & N. E. Sets. The 9 $\frac{1}{2}$ 35 a.m. (Saturday), Broad Street to Devons Road, and the coaches of the 9.45 a.m. (Saturday), Broad Street to Bow, to run to Camden Goods Yard separately and forward to Euston as one train. Camden Goods Yard depart 10.50 a.m. (S.L.), Euston (No. 6 Platform) arrive 11.0 a.m. The trainmen to be prepared to work from Euston to Wembley on arrival, if required.

The 9 $\frac{1}{2}$ 56 a.m. (Saturday), Broad Street to Canonbury Sidings, to run to Camden Goods Yard, and thence to Euston. Camden Goods Yard depart 11.5 a.m. (S.L.), Euston (No. 7 Platform) arrive 11.15 a.m.

D.—Broad Street and L. & N. E. Set } To leave Devons Road coupled
E.—Broad Street and Poplar Bogie Set } together on **Friday**. Devons Road
 depart 1.54 p.m., Kingsland pass 2.5 p.m., Camden Town pass 2.23 p.m., Chalk
 Farm pass 2.27 p.m., Willesden (H.L. Sidings) arrive 2.45 p.m., depart 11.5 p.m.,
 Willesden No. 1 pass 11.10 p.m., S.L. Euston arrive 11.35 p.m. **This train must not
 delay 10.50 p.m. freight, Willesden to Camden.**

9.40 a.m. (Saturday), Broad Street to Poplar, to be held at Dalston until 9.54 a.m.

9.45 a.m. (Saturday), Broad Street to Bow, not to run.

12 $\frac{1}{2}$ 56 p.m. (Saturday), Canonbury Sidings to Broad Street, to start from Devons
 Road at 12.39 p.m., Bow pass 12.42 p.m., Dalston pass 12.56 p.m., Broad Street arrive
 1.7 p.m.

		D & E.	B.	C & A.
		p.m.	p.m.	p.m.
Willesden No. 8	... dep.	6 $\frac{1}{2}$ 55	7 $\frac{1}{2}$ 10	7 $\frac{1}{2}$ 40
Kensal Green Junction	... pass	7 0	7 18	7 44
Camden Town	... „	7 15	7 37	7 59
Kingsland	... „	7 26	7 50	8 12
Devons Road	... arr.	7 $\frac{1}{2}$ 39	8 $\frac{1}{2}$ 5	8 $\frac{1}{2}$ 30

F.—To be worked by stock of 11.50 p.m. from Euston (E. & W. No. 7).

G.—Watford to provide train not exceeding 6 57-ft. or 7 50-ft. vehicles.

STAND-BY TRAIN.—The coaches of the 3.45 p.m. from Euston must be set in
 Platform No. 8 at 12.35 p.m., provided with guard and the stand-by tank engine (see
 page 4) attached, ready to work to Wembley, if required. Stock to be returned to
 Euston, if used.

LOCAL TRAIN ALTERATIONS.—7.25 a.m., Watford to Euston, to convey a van
 in front and run to No. 8 Platform, to form the 8.37 a.m. from Euston.

1.55 p.m. (Saturday), Euston to Bletchley, to be strengthened with two F. off the
 11.50 p.m. train and call at Wembley, if required.

8.22 a.m. (Saturday) empty coaches, Willesden (South Shed) to Euston, to leave at
 12.15 a.m. (Saturday). The stock of the “Royal Scot” will not be turned on Friday
 night, but must be turned on Sunday night instead.

A special with empty vans to leave Euston at 4.45 a.m. (Saturday) for Willesden
 and return from Willesden to Euston at 2.0 p.m. (Saturday).

Consequent upon the 5.50 p.m. milk, Stafford to Euston, terminating at Willesden,
 traffic on this train for Euston must be attached at Willesden to the 8.36 p.m. milk
 from Uttoxeter.

1.0 a.m. (Sunday), Euston to Watford, to leave at 3.30 a.m.

2.0 a.m. (Sunday) Milk Empties, Euston to Bletchley, to leave at 2.25 a.m., and
 not call at Willesden or Watford.

2 $\frac{1}{2}$ 40 a.m. (Sunday), Euston to Willesden (North Shed), to leave at 3.35 a.m.

PARCELS TRAFFIC FOR WEMBLEY.—Parcels traffic, other than perishables
 or newspapers, must not be despatched by either up or down steam trains which will
 arrive there between 12.0 noon and 3.0 p.m.

CLEARANCE OF SLEEPING CARS.—Passengers travelling in sleeping cars on
 trains arriving at Euston on Saturday morning will be requested to be prepared to
 leave the cars on arrival.

ALTERATIONS TO ELECTRIC TRAIN SERVICES.

FRIDAY, 8th APRIL, 1938.

9.10 p.m., 9.40 p.m. and 9.47 p.m. empty electrics, Euston to Up Side Shed, will not run.

Empty electric trains to run as under :—

		p.m.	p.m.	p.m.
Watford	dep.	7 30	9 0	10 5
Watford High Street	pass	7 32	9 2	10 7
Harrow	”	7 45	9 15	10 20
Stonebridge Pk. P.H.	arr.	7 54	9 24	10 30
”	”	dep. 7 57	9 26	10 32
Stonebridge Pk. Shed	arr.	8 7	9 36	10 42

9.0 p.m. empty electric, Watford to Euston, will leave at 9.30 p.m. and run to Croxley Shed, due 9.40 p.m.

7.30 p.m. and 11.48 p.m. empty electrics, Watford to Croxley Shed, will not run.

SATURDAY, 9th APRIL, 1938.

UP TRAINS.

12.6 a.m. empty electric, Croxley Shed to Watford, will not run.

Empty electric trains will leave Stonebridge Park Shed for Euston as under :—

		a.m.	a.m.
Stonebridge Park Shed ...	dep.	5 35	5 50
Stonebridge Park Power House	”	5 45	6 0
Willesden	pass	5 49	6 6
Camden	”	5 55	6 14
Euston	arr.	5 58	6 17
To Form		6 15	6 26

5.55 a.m., 6.5 a.m. and 6.15 a.m. empty electrics, Up Side Shed to Euston, will not run.

5.40 a.m. electric, Watford to Euston, to leave at 5.45 a.m. and run 5 minutes later than booked to South Hampstead and arrive Euston 6.29 a.m.

6.24 a.m. electric, Harrow to Euston, to arrive Euston 6.55 a.m.

6.22 a.m. electric, Watford to Euston, to arrive Euston 7.7 a.m.

7.12 a.m. electric, Watford to Euston, to leave at 7.15 a.m., run 3 minutes later than booked to Willesden (New), call at Kensal Green 7.48 a.m., Queen's Park 7.50 a.m., and arrive Euston 7.57 a.m.

7.15 a.m. Bakerloo, Watford to Elephant & Castle, to leave at 7.13 a.m., run 2 minutes earlier than booked to Kensal Green and forward unaltered.

7.33 a.m. electric, Harrow to Euston, will not run.

7.30 a.m. empty electric, Croxley Shed to Bushey, will not run.

7.55 a.m. electric, Bushey to Euston, will not run.

7.59 a.m. electric, Watford to Euston, to call at South Kenton 8.18 a.m., North Wembley 8.20 a.m., Wembley 8.22 a.m., Stonebridge Park 8.25 a.m., Harlesden 8.27 a.m., Willesden (New) 8.29 a.m. and forward 2 minutes later than booked times.

8.1 a.m. electric, Watford to Broad Street, to run 1 minute later than booked, Wembley to Broad Street.

8.18 a.m. Bakerloo, Harrow to Elephant & Castle, to run 1 minute later than booked, Harlesden to Queen's Park.

8.3 a.m. electric, Croxley Green to Euston, to call at South Kenton 8.24 a.m., North Wembley 8.26 a.m., Wembley 8.28 a.m., Stonebridge Park 8.31 a.m., Harlesden 8.33 a.m., Willesden (New) 8.35 a.m., Kensal Green 8.37 a.m., Queen's Park 8.39 a.m., Kilburn High Road 8.41 a.m., South Hampstead 8.43 a.m., Euston arrive 8.48 a.m.

Saturday, 9th April, 1938—continued.

8.22 a.m. electric, Harrow to Euston, will not run.

8.30 a.m. electric, Watford to Broad Street, to call at Stonebridge Park 8.56 a.m., Harlesden 8.58 a.m., Willesden (New) 9.0 a.m., Kensal Green 9.2 a.m., Queen's Park 9.4 a.m., Kilburn High Road 9.6 a.m., and forward 1 minute later than booked.

8.48 a.m. electric, Harrow to Euston, will not run.

9.11 a.m. electric, Harrow to Euston, will not run.

8.58 a.m. Bakerloo, Watford to Elephant & Castle, to call at Stonebridge Park 9.24 a.m., other times unaltered.

11.53 a.m. empty electric, Dalston to Broad Street, will start from Caledonian Road at 11.48 a.m., Dalston pass 11.53 a.m., Broad Street arrive 11.58 a.m.

1.46 p.m. empty electric, Watford to Croxley Shed, will not run.

3.34 p.m. empty electric, Watford to Croxley Shed, to leave at 3.18 p.m.

Empty electric to leave Croxley Green Junction for Harrow Sidings at 3.20 p.m., Colne Junction pass 3.35 p.m., Harrow arrive 3.50 p.m.

3.45 p.m. empty electric, Croxley Shed to Euston Up Side Shed, will not run.

5.1 p.m. empty electric, Willesden (N.S.) to Kensal Green Sidings, will not run.

Empty trains to leave Watford for Croxley Shed as under :—

				p.m.	p.m.	p.m.	p.m.	p.m.
Watford	...	...	dep.	2 34	6 39	7 2	7 17	8 10
High Street	...	...	pass	2 36	6 41	7 4	7 19	8 12
Croxley Junction	...	...	arr.	2 37	6 42	7 5	7 20	8 13
Croxley Shed	...	...	arr.	2 44	6 49	7 12	7 27	8 20

District Controller, Willesden, to arrange for a 3-coach train to work between Willesden and Euston from 12.0 night to 3.0 a.m. for the conveyance of Company's Servants.

DOWN TRAINS.

5.50 a.m. empty electric, Stonebridge Park Shed to Harrow, to leave at 5.55 a.m., Stonebridge Park Power House depart 6.5 a.m., Harrow arrive 6.12 a.m.

Empty electric to leave Stonebridge Park Shed at 6.10 a.m., Stonebridge Park Power House depart 6.20 a.m., Wembley 6.22 a.m.

6.5 a.m., Euston to Watford, to start from Wembley at 6.25 a.m. and forward in booked times.

6.40 a.m. electric, Euston to Harrow, to be extended to Watford, calling at intermediate stations and follow the 7.15 a.m. from Croxley Green as from Watford High Street, and arrive Watford 7.25 a.m.

7.7 a.m. electric, Euston to Watford, to leave at 7.5 a.m. and forward from South Hampstead in booked times.

7.38 a.m. electric, Euston to Harrow, to be extended to Watford, calling at intermediate stations between Harrow and Watford, and arrive Watford 8.20 a.m.

Saturday, 9th April, 1938—continued.

8.10 a.m. empty electric, Croxley Shed to Watford, will not run.

7.58 a.m. electric, Euston to Watford, to leave at 8.3 a.m. and run 5 minutes later than booked throughout.

8.5 a.m. electric, Euston to Harrow, will not run.

8.40 a.m. empty electric, Croxley Shed to Watford, will not run.

8.37 a.m. electric, Euston to Harrow, will not run.

8.50 a.m. electric, Euston to Watford, to leave at 8.54 a.m., run in times of 8.54 a.m., Euston to Bushey, then Bushey depart 9.33 a.m., Watford High Street 9.36 a.m., Watford arrive 9.39 a.m..

8.54 a.m. electric, Euston to Bushey, will not run.

9.33 a.m. empty electric, Bushey to Croxley Shed, will not run.

9.22 a.m. electric, Euston to Bushey, will not run.

9.34 a.m. empty electric, Broad Street to Mitre Bridge Shed, to terminate at Caledonian Road at 9.44 a.m.

10.0 a.m. empty electric, Bushey to Croxley Shed, will not run.

9.42 a.m. electric, Euston to Bushey, will not run.

10.21 a.m. empty electric, Bushey to Croxley Shed, will not run.

STAND-BY TRAINS.—Empty electric train to stand in Dalston Sidings, 12.0 noon to 3.30 p.m., ready to work as required.

Empty electric train to leave Mitre Bridge Shed 1.0 p.m., Willesden (H.L.) pass 1.15 p.m., Kentish Town Junction pass 1.26 p.m., Broad Street arr. 1.40 p.m. To stand at Broad Street till 2.40 p.m.

District Controller to arrange disposal of these trains, if not required.

12.13 p.m., 12.43 p.m., 12.58 p.m. and 1.44 p.m. electrics, Broad Street to Watford, to call at Queen's Park.

1.26 p.m. and 1.59 p.m. electrics, Euston to Watford, to call at Queen's Park.

1.13 p.m. Broad Street to Watford to arrive Watford 2.3 p.m.

3.25 p.m. and 3.55 p.m. empty electrics, Euston to Up Side Shed, will not run.

4.15 p.m. empty electric, Croxley Shed to Watford, will not run.

Empty electric trains to leave Euston for Up Side Shed at 6.28 p.m., 6.38 p.m., and 6.43 p.m.

TURN-OVER TRAIN-MEN.—Commencing with the train due Euston at 5.11 p.m., and until 6.46 p.m., turn-over train-men will be provided at Euston. Detailed instructions as to their duties will be issued by the District Controller and the District Loco. Superintendent.

PARCELS TRAFFIC.—Parcels traffic, other than perishables or newspapers, for Wembley must not be despatched by either up or down electric trains which will arrive at that station between 12.0 noon and 3.0 p.m., also between 4.30 p.m. and 6.30 p.m.

NEWSPAPER TRAFFIC FOR WATFORD.—An electric train to leave Euston at 2.0 a.m. (Sunday) with newspaper traffic, Watford Junction arrive 2.30 a.m. Empty train to leave Watford at 1.0 a.m. for Euston.

Saturday, 9th April, 1938—continued.

Commencing with the 4.22 p.m., Watford to Euston, and until the 6.7 p.m., Watford to Euston, the following will be substituted for the normal service:—

Drivers working these trains must sound the whistles when entering WEMBLEY STATION.

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Watford Junction ...	p.m. 4 25	p.m. 4 30	p.m. 4 37	p.m. 4 42	p.m. 4 47	p.m. 4 50	p.m. 4 54	p.m. 4 58	p.m. 5 01	p.m. 5 04	p.m. 5 07	p.m. 5 10	p.m. 5 13	p.m. 5 16	p.m. 5 19	p.m. 5 22	p.m. 5 25	p.m. 5 28	p.m. 5 31
Watford (High Street) ... dep.	4 27	4 32	4 39	4 44	4 47	4 50	4 54	4 58	5 01	5 04	5 07	5 10	5 13	5 16	5 19	5 22	5 25	5 28	5 31
Croxley Green Shed	4:15	4:20	4:25	4:30	4:35	4:40	4:45	4:50	4:55	5:00	5:05	5:10	5:15	5:20	5:25	5:30	5:35
Croxley Green Junction	4:20	4:25	4:30	4:35	4:40	4:45	4:50	4:55	5:00	5:05	5:10	5:15	5:20	5:25	5:30	5:35	5:40
Colne Junction	4:35	4:40	4:45	4:50	4:55	5:00	5:05	5:10	5:15	5:20	5:25	5:30	5:35	5:40	5:45	5:50	5:55
Bushey	4:35	4:40	4:45	4:50	4:55	5:00	5:05	5:10	5:15	5:20	5:25	5:30	5:35	5:40	5:45	5:50	5:55
Carpenters Park	4 30	4 35	4 40	4 45	4 50	4 55	5 00	5 05	5 10	5 15	5 20	5 25	5 30	5 35	5 40	5 45	5 50
Hatch End	4 32	4 37	4 42	4 47	4 52	4 57	5 02	5 07	5 12	5 17	5 22	5 27	5 32	5 37	5 42	5 47	5 52
Headstone Lane	4 37	4 42	4 47	4 52	4 57	5 02	5 07	5 12	5 17	5 22	5 27	5 32	5 37	5 42	5 47	5 52	5 57
Harrow & Wealdstone	4 42	4 45	4 47	4 50	4 53	4 56	4 59	5 02	5 05	5 08	5 11	5 14	5 17	5 20	5 23	5 26	5 29
Kenton	4 44	4 47	4 50	4 53	4 56	4 59	5 02	5 05	5 08	5 11	5 14	5 17	5 20	5 23	5 26	5 29	5 32
South Kenton	4 46	4 49	4 52	4 55	4 58	5 01	5 04	5 07	5 10	5 13	5 16	5 19	5 22	5 25	5 28	5 31	5 34
North Wembley	4 48	4 51	4 54	4 57	5 00	5 03	5 06	5 09	5 12	5 15	5 18	5 21	5 24	5 27	5 30	5 33	5 36
Wembley	4 51	4 53	4 56	4 59	5 02	5 05	5 08	5 11	5 14	5 17	5 20	5 23	5 26	5 29	5 32	5 35	5 38
Stonebridge Park	4 54	4 56	4 59	5 02	5 05	5 08	5 11	5 14	5 17	5 20	5 23	5 26	5 29	5 32	5 35	5 38	5 41
Harlesden	4 56	4 58	5 01	5 04	5 07	5 10	5 13	5 16	5 19	5 22	5 25	5 28	5 31	5 34	5 37	5 40	5 43
Willesden	4 58	5 0	5 3	5 6	5 9	5 12	5 15	5 18	5 21	5 24	5 27	5 30	5 33	5 36	5 39	5 42	5 45
Kensal Green	5 0	5 2	5 5	5 8	5 11	5 14	5 17	5 20	5 23	5 26	5 29	5 32	5 35	5 38	5 41	5 44	5 47
Queen's Park	5 0	5 2	5 5	5 8	5 11	5 14	5 17	5 20	5 23	5 26	5 29	5 32	5 35	5 38	5 41	5 44	5 47
Elephant & Castle	arr.	5 2	5 6	5 7	5 12	5 15	5 18	5 21	5 24	5 27	5 30	5 33	5 36	5 39	5 42	5 45	5 48	5 51
Kilburn High Road	5 2	5 6	5 7	5 12	5 15	5 18	5 21	5 24	5 27	5 30	5 33	5 36	5 39	5 42	5 45	5 48	5 51
South Hampstead	5 4	5 7	5 14	5 17	5 20	5 23	5 26	5 29	5 32	5 35	5 38	5 41	5 44	5 47	5 50	5 53	5 56
Chalk Farm	dep.	5 6	5 9	5 16	5 19	5 22	5 25	5 28	5 31	5 34	5 37	5 40	5 43	5 46	5 49	5 52	5 55	5 58
Euston	5 11	5 15	5 21	5 26	5 31	5 36	5 41	5 46	5 51	5 56	6 01	6 06	6 11	6 16	6 21	6 26	6 31
Camden Town	arr.	5 11	5 15	5 21	5 26	5 31	5 36	5 41	5 46	5 51	5 56	6 01	6 06	6 11	6 16	6 21	6 26	6 31
Caledonian Road	dep.	5 11	5 15	5 21	5 26	5 31	5 36	5 41	5 46	5 51	5 56	6 01	6 06	6 11	6 16	6 21	6 26	6 31
Highbury
Canonbury
Dalston
Broad Street
PLATFORM	5	...	4	...	5	...	4	...	5	...	4	...	5	...	4	...
FORMS	5:22	5:28	5:31	...	5:37	5:55	5:43	...	5:46	...	5:51	6:35	5:58	...	6	1

Nos. 2, 5, 7, 11, 13, 17 and 19, ordinary L.P.T.B. trains in usual times.
Nos. 1, 4, 10 and 16, ordinary Euston trains returned.

Nos. 3, 6, 8, 12, 14, 15 and 18, special trains.
No. 9 ordinary Broad Street train returned.

Saturday, 9th April, 1938—continued.

Drivers working these trains must sound their whistles when entering WEMBLEY STATION.

	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)
Watford Junction ...	p.m. 5 17	p.m. 5 19	p.m. 5 22	p.m. ...	p.m. ...	p.m. 5 30	p.m. 5 32	p.m. 5 37	p.m. ...	p.m. ...	p.m. 5 45	p.m. 5 48	p.m. 5 52	p.m. 5 54	p.m. ...	p.m. 6 0	p.m. 6 4	p.m. 6 7
Watford (High Street)	dep. 5 19	5 21	5 24	...	...	5 32	5 35	5 39	...	...	5 47	5 50	...	...	...	6 2	6 6	6 9
Croxley Green Shed	5 15	...	...	...	5 30	5 35	...	...	...	...	...	...	...	...
Croxley Green Junction	5 20	...	...	...	5 35	5 42	...	...	...	...	...	...	...	...
Colne Junction	5 27	...	...	...	5 42	5 49	...	...	...	...	...	...	...	...
Bushy	5 30	...	...	...	5 44	...	...	...	...	...	...	...	...	...
Carpenders Park	5 32	...	...	...	5 47	...	...	...	...	...	...	...	...	...
Hatch End	5 34	...	...	...	5 49	...	...	...	...	...	...	...	...	...
Headstone Lane	5 37	...	...	...	5 52	...	...	...	...	...	...	...	...	...
Harrow & Wealdstone	5 40	...	...	...	5 55	...	...	...	...	...	...	...	...	...
Kenton	5 42	...	...	...	5 57	...	...	...	...	...	...	...	...	...
South Kenton	5 44	...	...	...	5 54	...	...	...	...	...	...	...	...	...
North Wembley	5 46	...	...	...	5 59	...	...	...	...	...	...	...	...	...
Wembley	5 48	...	...	...	6 1	...	...	...	...	...	...	...	...	...
Stonebridge Park	5 45	...	...	...	6 3	...	...	...	...	...	...	...	...	...
Harlesden	5 48	...	...	...	6 6	...	...	...	...	...	...	...	...	...
Willesden	5 50	...	...	...	6 8	...	...	...	...	...	...	...	...	...
Willesden	5 53	...	...	...	6 10	...	...	...	...	...	...	...	...	...
Willesden	5 55	...	...	...	6 12	...	...	...	...	...	...	...	...	...
Willesden	5 52	...	...	...	6 10	...	...	...	...	...	...	...	...	...
Kensal Green	5 54	...	...	...	6 12	...	...	...	...	...	...	...	...	...
Kensal Green	5 54	...	...	...	6 12	...	...	...	...	...	...	...	...	...
Queen's Park	5 54	...	...	...	6 12	...	...	...	...	...	...	...	...	...
Queen's Park	5 56	...	...	...	6 14	...	...	...	...	...	...	...	...	...
Elephant & Castle	6 23	...	...	...	6 38	...	...	...	...	...	...	...	...	...
Elephant & Castle	arr. 5 54	5 56	5 58	...	6 4	...	...	...	6 18	...	...	...	...	...	...	...	...	...
Kilburn High Road	dep. 5 54	5 56	5 58	...	6 4	...	...	...	6 18	...	...	...	...	...	...	...	...	...
Kilburn High Road	6 0	...	...	...	6 18	...	...	...	...	...	...	...	...	...
South Hampstead	6 0	...	...	...	6 18	...	...	...	...	...	...	...	...	...
Chalk Farm	6 8	...	...	...	6 26	...	...	...	...	...	...	...	...	...
Euston	6 8	...	...	...	6 26	...	...	...	...	...	...	...	...	...
Euston ...	arr. 6 2	6 3	...	...	6 11	...	...	...	6 26	...	...	...	...	...	...	...	...	...
Camden Town	dep. 6 2	6 3	...	...	6 11	...	...	...	6 26	...	...	...	...	...	...	...	...	...
Camden Town	6 11	...	...	...	6 26	...	...	...	...	...	...	...	...	...
Caledonian Road	6 6	...	...	...	6 32	...	...	...	...	...	...	...	...	...
Caledonian Road	6 6	...	...	...	6 32	...	...	...	...	...	...	...	...	...
Highbury	6 8	...	...	...	6 37	...	...	...	...	...	...	...	...	...
Highbury	6 10	...	...	...	6 37	...	...	...	...	...	...	...	...	...
Canonbury	6 10	...	...	...	6 39	...	...	...	...	...	...	...	...	...
Canonbury	6 13	...	...	...	6 41	...	...	...	...	...	...	...	...	...
Dalston	6 13	...	...	...	6 41	...	...	...	...	...	...	...	...	...
Dalston	6 18	...	...	...	6 46	...	...	...	...	...	...	...	...	...
Broad Street	arr. 5	...	...	...	5	...	...	...	4	...	...	...	...	...	...	...	...	...
Broad Street	5	...	...	...	4	...	...	...	...	...	...	...	...	...
PLATFORM	5	...	...	...	4	...	...	...	...	...	...	...	...	...
FORMS	6 8	6 25	6 13	...	6 16	...	...	...	...	...	...	...	...	...
FORMS	6 8	6 25	6 13	...	6 16	...	...	...	...	...	...	...	...	...

Nos. 23, 25, 28, 30, 34 and 35, ordinary L.P.T.B. trains in usual times.
 Nos. 22, 27, 33 and 37, ordinary Euston trains returned.
 Nos. 21 and 31, ordinary Broad Street trains returned.
 Nos. 20, 24, 26, 29, 32 and 36, special trains.

Saturday, 9th April, 1938—continued.

Additional Electric Trains will run as under:—

		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Broad Street dep.	...	...	...	...	...	...	...	...	...	...
Dalston ... .. "	...	...	...	...	...	...	...	...	...	...
Camden Town ... .. "	...	...	...	...	...	...	...	...	...	...
Euston dep.	...	...	...	...	5†22	5†28	5†37	5†43	5†51	...
Up Side Shed arr.	...	...	...	...	...	...	...	...	...	...
Camden pass	...	...	...	...	5 27	5 33	5 42	5 47	5 54	...
Queen's Park ... .. "	...	...	...	...	5 34	5 38	5 49	5 54	6 0	...
Willesden ... .. "	...	...	...	...	...	...	...	...	...	...
Stonebridge Park Shed dep.	...	...	...	4†30	...	...	...	...	...	...
Stonebridge Power House ... .. "	...	...	...	4†46	...	...	...	...	...	...
Wembley ... .. "	...	...	...	...	5 43	5 48	6 1	6 5	6 13	...
North Wembley ... .. "	...	...	...	...	5 45	5 50	6 3	6 7	6 15	...
South Kenton ... .. "	...	...	...	...	5 47	5 52	6 5	6 9	6 17	...
Kenton ... .. "	...	...	...	...	5 49	5 54	6 7	6 11	6 19	...
Harrow ... .. "	...	...	...	4†57	5 51	5 56	6 9	6 13	6 21	...
Headstone Lane ... .. "	...	...	...	...	...	5 59	6 12	6 16	6 24	...
Hatch End ... .. "	...	...	...	...	...	6 1	6 14	6 18	6 26	...
Carpenders Park ... .. "	...	...	...	...	...	6 3	6 16	6 20	6 28	...
Bushey ... .. "	...	...	...	...	...	6 6	6 19	6†24	6 31	...
Colne Junction pass	...	...	...	...	...	...	...	6 26	...	...
Croxley Junction arr.	...	...	...	...	...	...	...	6†30	...	...
Croxley Shed ... .. "	...	...	...	...	...	...	...	6†40	...	...
Croxley Shed dep.	3† 5	3†55	4†54	...	...	...	...	...	...	...
Watford High Street "	3 13	4 3	5 2	...	...	6 9	6 22	...	6 34	...
Watford Junction arr.	3†15	4† 5	5† 4	...	...	6 11	6 24	...	6 36	...
To form	3 28	4 49	5†17	5†12	6† 5	6 19	6 49	...	6 52	...

		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Broad Street dep.	...	...	...	...	...	...	...	...	...	6†35
Dalston ... .. "	...	...	...	...	...	...	...	...	...	6 40
Camden Town ... .. "	...	...	...	...	...	...	...	...	...	6 46
Euston dep.	5†58	6† 8	6†13	6†20	6†28	6†38	6†43	...	...	...
Up Side Shed arr.	...	...	...	...	6†33	6†43	6†48	...	...	...
Camden pass	6 2	6 13	6 17	6 24	...	...	...	...	6 48	...
Queen's Park "	6 8	6 19	6 23	6 30	...	...	...	...	6 53	...
Willesden ... .. "	...	...	...	...	...	...	...	...	...	...
Stonebridge Park Shed dep.	...	...	...	...	...	...	...	...	...	...
Stonebridge Power House ... .. "	...	...	...	...	...	...	...	...	...	...
Wembley "	6 18	6 31	6 35	6 42	...	...	...	...	...	...
North Wembley "	6 20	6 33	6 37	6 44	...	...	...	...	...	...
South Kenton "	6 22	6 35	6 39	6 46	...	...	...	...	...	...
Kenton "	6 24	6 37	6 41	6 48	...	...	...	...	...	...
Harrow "	6 26	6 39	6 43	6 50	...	...	...	...	...	...
Headstone Lane "	6 29	6 42	6 46	6 53	...	...	...	...	...	...
Hatch End "	6 31	6 44	6 48	6 55	...	...	...	...	...	...
Carpenders Park "	6 33	6 46	6 50	6 57	...	...	...	...	...	...
Bushey "	6†37	6 49	6†54	7 0	...	...	...	...	...	...
Colne Junction pass	6 38	...	6 55	...	...	...	...	...	...	...
Croxley Junction arr.	6†43	...	7† 0	...	...	...	...	...	...	...
Croxley Shed "	6†53	...	7†10	...	...	...	...	...	...	...
Croxley Shed dep.	...	...	...	...	...	...	...	...	...	...
Watford High Street "	...	6 52	...	7 3	...	...	...	...	...	...
Watford Junction arr.	...	6 54	...	7 5	...	...	...	...	...	...
To form ... ..	...	7 19	...	7†17	...	...	...	...	...	...

5.27 p.m. and 5.57 p.m., Elephant & Castle to Watford, to run two minutes later than booked, Willesden to Watford.

6.16 p.m., Euston to Watford, to run two minutes later, Bushey to Watford.

WORKING OF MAIN LINE ENGINES—SATURDAY MORNING.

All engines remaned at Willesden except where otherwise shown.

Engine working loaded Excursion.				To work Empty Stock of Train.	
Train No.	Arrive Willesden.	Depart Willesden.	Arrive Euston.	Due Euston.	To
	Local engine ...	... ..	... ..	night 12 0	Storage, No. 12.
W 600	p.m. 11 48	p.m. 11 50	night 12 0	a.m. 2 54*	High Level, No. 7.
W 604	a.m. 2 42	a.m. 2 44	2 54	3 48	High Level, No. 16.
W 370	2 55	3 2	3 12	4 5	High Level, No. 8.
M 955	3 36	3 38	3 48	4 46	High Level, No. 9.
W 608	3 53	3 55	4 5	5 5	High Level, No. 12.
W 609	4 33	4 36	4 46	5 10	Storage, No. 1.
W 610	4 42	4 50	5 5	5 20	High Level, No. 14.
W 611	4 52	5 0	5 10	5 48	High Level, No. 19.
	Local engine ...	... ..	... ..	K 5 18	"G" Sidings.
	Local engine ...	... ..	... ..	K 6 0	North Shed.
W 612	4 58	5 8	K 5 18	K 6 20	North Shed.
W 613	5 8	5 10	5 20	6 5	High Level, No. 15.
W 680	5 32	5 38	5 48	6 10	Storage, No. 7.
W 617	5 41	5 50	K 6 0	K 6 20	North Shed (assisting).
W 616	5 48	5 52	6 5	6 50	Storage, No. 3.
W 618	5 55	6 0	6 10	7 15	High Level, No. 17.
	Local engine ...	... ..	... ..	K 7 34	North Shed.
W 619	6 3	6 10	K 6 20	K L.E.	Willesden.
W 6	—	—	6 45	L.E.	Willesden.
W 620	6 35	6 40	6 50	7 50	Storage, No. 4.
W 621	7 2	7 5	7 15	8 36	High Level, No. 18.
W 622	7 22	7 24	K 7 34	K L.E.	Willesden.
W 623	7 30	7 38	7 50	9 5	High Level, No. 6.
W 624	8 19	8 26	8 36	9 19	Storage, No. 5.
W 681	8 47	8 53	9 5	9 42*	Storage, No. 8.
W 625	8 56	9 8	9 19	9 49	High Level, No. 20.
W 626	9 29	9 32	9 42	9 52	High Level, No. 22.
W 627	9 35	9 37	9 49	10 14	Storage, No. 10.
	Local engine ...	... ..	... ..	K 10 20	"B" Sidings.
W 628	9 40	9 42	9 52	10 24	High Level, No. 21.
W 629	9 57	10 0	10 14	10 33	Storage, No. 2.
W 634	10 5	10 11	K 10 20	K L.E.	Willesden.
M 562	—	—	10 24	10 58	Storage, No. 11.
W 710	10 22	10 23	10 33	11 13	High Level, No. 5.
W 631	10 41	10 48	10 58	11 20	Storage, No. 9.
W 632	10 57	11 3	11 13	L.E.	Willesden.
W 633	11 3	11 9	11 20	L.E.	Willesden.
	Local engine ...	... ..	... ..	p.m. 2 8	High Level, No. 10.
	p.m. 1 57	p.m. 1 58	p.m. 2 8	2 17	High Level, No. 11.
M 735	1 57	1 58	2 8	2 17	L.E.
W 682/1	2 5	2 7	2 17	2 17	Willesden.
W 682/2	—	—	W 2 4	W 2 4	High Level, No. 13.

*—Engines to run light to Camden Shed for stabling after working empty coaches to Willesden.

K—Trains to and from Kensington (A. Rd.).

W—Trains to and from Wembley. Pilot driver to be provided from Wembley.

WORKING OF MAIN LINE ENGINES—SATURDAY EVENING.

Engine Working Empty Stock Train.				To work Return Excursion.		
Time Engine leaves Shed.	Depart Sidings.	From	Arrive Euston.	Depart Euston.	Train No.	To
		Engines from Camden Shed	...	p.m. 9 55	W632	Glasgow.
				10 15	W681	Tunstall.
p.m. 7 20	p.m. 8 20	High Level, No. 5 ...	p.m. 9 0	p.m. 10 25	W604	Kilmarnock.
	8 40	High Level, No. 6 ...	9 20	10 35	W622	Glasgow.
8 20	9 17	High Level, No. 7 ...	9 57	11 5	W197	Edinburgh.
8 50	9 35	North Shed ...	10 7	11 10	W608	Glasgow.
9 35	10 20	South Shed ...	10 37	11 17	W609	Coatbridge.
	9 47	High Level, No. 8 ...	10 27	11 32	M735	Nottingham.
8 50	9 52	High Level, No. 9 ...	10 32	11 35	W187/1	Glasgow.
	10 12	High Level, No. 10 ...	10 52	12 10	W682/1	Northampton.
10 5	10 50	South Shed ...	11 7	a.m. 12 35	W610	Glasgow.
10 0	10 57	High Level, No. 11 ...	11 37	12 37	W682/2	Northampton.
	11 20	High Level, No. 12 ...	night 12 0	12 45	W611	Lanark.
10 20	11 30	High Level, No. 13 ...	a.m. 12 12	12 50	W7/2	Blackpool.
A10 40	11 37	Storage, No. 1 ...	12 17	1 5	W710	Wolverhampton.
10 5	10 52	" B " Sidings ...	p.m. 11 25	1 10	W612	Falkirk.
A10 40	11 50	Storage, No. 2 ...	a.m. 12 32	1 15	W613	Glasgow.
11 30	12 0	" G " Sidings ...	12 42	1 25	W616	Ayr.
	12 10	High Level, No. 14 ...	12 52	1 30	M955	Parkgate.
11 10	a.m. 12 15	High Level, No. 15 ...	12 55*	1 35	W617	Stirling.
	12 20	High Level, No. 16 ...	1 0*	1 40	W619	Larbert.
11 45	12 30	North Shed ...	1 5	1 45	W620	Glasgow.
	12 35	North Shed ...	1 10	1 50	W621	Blantyre.
B11 40	12 37	Storage, No. 3 ...	1 15	1 55	W623	Glasgow.
C11 45	12 40	High Level, No. 17 ...	1 20	2 5	W624	Newton.
B11 40	12 45	Storage, No. 4 ...	1 27	2 10	W625	Glasgow.
C11 45	12 50	High Level, No. 18 ...	1 32	2 15	W618	Edinburgh.
D11 55	12 55	Storage, No. 5 ...	1 37	2 20	W680	Manchester.
	1 0	Storage, No. 7 ...	1 42	2 28	W626	Glasgow.
a.m. 12 5	1 5	High Level, No. 19 ...	1 47	2 35	W627	Greenock.
D11 55	1 10	Storage, No. 8 ...	1 52	2 42	M562	Forfar.
	1 20	High Level, No. 20 ...	1 57	2 50	W628	Balloch.
12 20	1 25	High Level, No. 21 ...	2 7	2 57	W633	Glasgow.
	1 30	High Level, No. 22 ...	2 12	3 5	W629	Paisley.
	1 35	Storage, No. 9 ...	2 17	3 12	W631	Inverness.
12 35	1 40	Storage, No. 10 ...	2 22	3 20	W634	Glasgow.
	1 45	Storage, No. 11 ...	2 27			
1 15	2 0	" B " Sidings ...	2 32			
					Local engines.	

* Empty coaches worked to Euston by Willesden men. Train-men remain engines at Euston.
A, B, C, D—These engines leave Shed coupled as marked.

S. E. PARKHOUSE,

Divisional Superintendent of Operation.

DIVISIONAL PASSENGER TRAINS OFFICE,
EUSTON HOUSE.
6th April, 1938.