

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Operational Documents, Reports & Pamphlets

1913

Workings of LNWR Royal Train, Euston to Crewe on

21 April 1913

and over L&YR lines on

7 to 14 July 1913

(16 Pages)



NOTE.—These Instructions must be kept strictly Private, and must only be communicated to those persons in the service of the Company, who, in the discharge of their duty, require to know and act upon them; and those persons must not give any information whatever to any one respecting the hours or other arrangements set forth in these Instructions.

M25065
S. D. Notice No. 199.

LONDON AND NORTH WESTERN RAILWAY.

LOCAL INSTRUCTIONS FOR WORKING THE

ROYAL TRAIN

FROM

LONDON (Euston) to CREWE

On MONDAY, the 21st APRIL, 1913.

1. *EVERY PERSON SUPPLIED WITH THIS NOTICE MUST ALSO HAVE IN HIS POSSESSION A COPY OF THE GENERAL INSTRUCTIONS (BLUE NOTICE) ISSUED BY THE GENERAL MANAGER.*
2. The Royal Train will leave Euston 11.30 a.m. for Crewe.
3. A Pilot Engine, accompanied by a Locomotive Foreman, and a Southern Division Guard supplied with hand signals and detonators, will leave Euston at 11.15 a.m. and run to the times shown on page 3.
4. The time of departure or passing of the Pilot and the Royal Train must be telegraphed forward in the same way that Express Passenger Trains are telegraphed, and the Special prefix "MTZ" used.
5. At places where it is necessary to hold an Up Train for the Royal Train to pass, as laid down in paragraph 11 of the Blue Notice, it must be shunted into a Refuge Siding or Loop Line, where such Siding or Loop Line is available, and not to be allowed stand on the Main Line.
6. **Euston.**—The Royal Train will start from No. 6 Platform.

7. **Crewe.**—The Pilot Engine and the Royal Train will arrive at and depart from No. 1 Platform, and proceed into the Works by the entrance on the East side of the North Junction Signal Cabin.

A man provided with a red flag will be stationed on the Platform at Crewe Station to denote the spot at which the footplate of the Train Engine must come to a stand.

At the temporary platform near the new fitting shop in the Works, a man will be stationed at the spot at which the footplate of the Train Engine must come to a stand.

The Pilot Engine will run into the Works and stop after passing over the first set of trailing points after entering the Works, and will set back to the stop block in the Old Weighing Machine Siding. Inspector Bell to be on the ground and take charge of this movement, and see that the points are locked up after the Pilot Engine has backed against the stop block.

Inspector Bell will be responsible for seeing that all facing points between the entrance to the Works at the North Junction and the temporary platform near the new fitting shop where the Royal Train will ultimately come to a stand are properly padlocked or spiked over, and that a man is stationed at each of them. He must arrange to station men within sight of each other through the Works, who must be provided with red and green flags to give the necessary signals to the Royal Train Driver.

After the Royal Train has passed into the Works Yard, no Train or Engine must be allowed to enter the Works at North Junction until permission is received from Inspector Bell.

8. **The following Trains will be altered to run as shown:—**

The 12.17 p.m., Leicester to Nuneaton, to run to the Up Slow Line Platform at Nuneaton.

The 1.15 p.m., Nuneaton to Leicester, to start from the Up Slow Line Platform at Nuneaton.

The 2.3 p.m., Crewe to Chester, to start from No. 8 Bay at Crewe.

The 2.10 p.m., Crewe to Manchester, to start from No. 3 platform at Crewe.

9. **The timing of the Pilot and Royal Train will be as shown in the table on page 3.**

Monday, April 21st, 1913.

		1	2	3	4	5	6	7	8
STATIONS.			Pilot Engine.		Royal Train.				
Euston	dep.	...	a.m. 11 15	...	a.m. 11 30	...	...	...	...
Willesden Junction	arr.	...	...	...	...	...	...	...	...
	pass	...	11 25	...	11 40	...	...	...	...
Watford	dep.	...	...	...	...	...	...	...	...
	pass	...	11 39	...	11 54	...	...	...	...
Tring	pass	...	11 56	...	12 11	...	...	...	...
	arr.	...	...	...	...	...	...	...	...
Bletchley	pass	...	12 11	...	12 26	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Roads	pass	...	12 25	...	12 40	...	...	...	...
Northampton... ..	arr.	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Rugby	arr.	...	...	...	...	...	...	...	...
	pass	...	12 50	...	1 5	...	...	...	...
Nuneaton	dep.	...	...	...	...	...	...	...	...
	arr.	...	1 6	...	1 21	...	...	...	...
Atherstone	pass	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Tamworth	arr.	...	...	...	...	...	...	...	...
	pass	...	1 19	...	1 34	...	...	...	...
Rugeley	dep.	...	...	...	...	...	...	...	...
	arr.	...	1 34	...	1 49	...	...	...	...
Stafford	pass	...	1 45	...	2 0	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Norton Bridge	pass	...	1 52	...	2 7	...	...	...	...
Crewe	arr.	...	2 15	...	2 30	...	...	...	...
	dep.	...	2 17	...	2 43	...	...	...	...
Crewe Works (Entrance)	pass	...	2 19	...	2 45	...	...	...	...
Crewe Works (Old Weighing Machine Sdg.)	arr.	...	2 22	...	...	...	...	...	...
Crewe Works (New Fitting Shop)	..	...	...	...	2 55	...	...	...	...

The Royal Train will remain at the New Fitting Shop Temporary Platform until after the Royal Party has left the Works.

G. N. FORD, }
W. M. TURNBULL, } DISTRICT SUPERINTENDENTS.

EUSTON STATION, LONDON, April 15th, 1913.

1913

NOTE.—These Instructions must be kept strictly Private, and must only be communicated to those persons in the service of the Company who, in the discharge of their duty, require to know and act upon them; and those persons must not give any information whatever to anyone respecting the hours or other arrangements set forth in these Instructions.

LONDON & NORTH WESTERN RAILWAY.

THE LONDON & NORTH WESTERN COMPANY'S INSTRUCTIONS & TIME TABLES

FOR WORKING THE

ROYAL TRAINS

WITH

Their Majesties the King and Queen

ON THE FOLLOWING JOURNEYS OVER THE L. & N. W. AND L. & Y. RAILWAYS :

From	Departure Time.	To	Arrival Time.	Day and Date.	See page
1 Euston	a.m. 11 30	Warrington (Arpley)	p.m. 3 0	Monday, July 7th	4
2 Blackpool (Talbot Road)	p.m. 5 45	Rainford Halt (L. & Y.)	6 57	Tuesday, July 8th	5
3 Rainford Halt (L. & Y.)	a.m. 10 10	Colne (L. & Y.)	a.m. 11 25	Wednesday, July 9th	6
4 Rochdale (L. & Y.)	p.m. 5 50	Rainford Halt (L. & Y.)	p.m. 6 39	Wednesday, July 9th	7
5 Huyton	a.m. 10 20	Earlestown	a.m. 10 35	Thursday, July 10th	8
6 Bolton (L. & Y.)	p.m. 5 12	Rainford Halt (L. & Y.)	p.m. 5 40	Thursday, July 10th	9
7 Huyton	a.m. 9 55	Ashton (Charlestown)	a.m. 10 43	Saturday, July 12th	10
8 West Leigh	p.m. 5 35	Huyton	p.m. 6 3	Saturday, July 12th	11
9 Huyton	a.m. 10 45	Manchester (London Rd.)	a.m. 11 30	Monday, July 14th	12
10 Manchester (London Road)	p.m. 3 50	Euston	p.m. 7 30	Monday, July 14th	13

Each Company will be responsible for carrying out the arrangements for the Royal Train with safety and punctuality over their own Line. The London and North Western Company's Royal Train will be used for the whole tour. The London and North Western Company's Engines will work journeys Nos. 1, 5, 7, 8, 9, and 10.

The Lancashire and Yorkshire Company's Engines will work journeys Nos. 2, 3, 4, and 6. One of the London and North Western Company's principal Officers and their Carriage Superintendent, with a proper complement of artificers, will accompany the Train throughout.

GENERAL INSTRUCTIONS

To be observed on all the Journeys over the London and North Western Line, in addition to the Special Instructions shown above the Time Table for each particular Journey.

1. THE ROYAL TRAIN will be run as shown in the accompanying Time Tables, and will travel on the Main or Fast Line (where more than one Line exists), except between Huyton and Huyton Quarry Junction, where it will travel over the North Line. For particulars with regard to the working at certain large stations and other details see the White Notice issued by the District Superintendents.

2. The distinctive Block Telegraph Bell Code "Is Line Clear?" for signalling the Pilot and Royal Trains will be twelve strokes, given as follows:—●●●●—●●●●—●●●●

The "Is Line Clear?" Signal for the Royal Train must not be acknowledged at any Signal Cabin unless the "Train out of Section" Signal has been received from the Box in advance for the previous Train or Engine.

3. The Carriages must be specially examined before starting on each journey.

4. The Locomotive Superintendent will select the Engines, and take every precaution to secure the most perfect class suited to the nature of the Train; he will also select the Enginemen from the most steady and experienced drivers.

5. Competent Telegraph men will accompany the Train with the necessary instrument and appliances by which a communication can be at once established at any place in case of need. The signal given from the Royal Train in such a case of emergency must be HMZ.

6. The Train will be accompanied by a proper complement of Carriage Department artificers. These men must be selected from the most experienced hands. While travelling they must keep a watch on each side of the Train.

7. The Signal for starting the Train must not be given by the Guard until he has been verbally informed by the Officer in charge that all is right for the Royal Train to proceed. Care must be taken that all the members of the Suite are seated before the Signal is given.

8. No Engine, Vehicle, or Train must be allowed to proceed upon, or cross, the Line on which the Royal Train will travel between the Pilot and the Royal Train. All shunting operations on any line or siding next to the Line on which the Royal Train will travel must be suspended at least five minutes before the Pilot is due to pass and until the Royal Train has passed.

9. No Engine or Train (except Passenger Trains) travelling on any Line in the same direction as the Royal Train must be allowed to leave any Block Signal Box unless it has time to reach the next Block Signal Box to be brought to a stand thereat before the Pilot is due to pass that Box, and must not proceed until the Royal Train has passed.

No Signalman must acknowledge the "Is Line Clear?" Signal for any Passenger Train travelling on any Line in the same direction as the Royal Train after he has acknowledged the "Is Line Clear?" Signal for the Royal Train. After the Royal Train has passed, the Train on the adjoining Line must be dealt with in accordance with the instructions contained in paragraph 11.

10. No Engine or Train (except Passenger Trains) travelling in the opposite direction to the Royal Train must be allowed to enter any Block Section unless it has time to reach the next Block Signal Box in advance so as to be brought to a stand thereat before the passage of the Pilot. Any Train so stopped must not be allowed to proceed until the Royal Train has passed.

GENERAL INSTRUCTIONS—Continued.

11. No Signaller must acknowledge the "Is Line Clear?" Signal for any Train following the Royal Train on the same or any Line unless the "Train out of Section" Signal has been received for the Royal Train from the Signal Box in advance. At all Junctions through which the Royal Train will pass the "Is Line Clear?" Signal must not be acknowledged, nor must the Warning Signal be used for any Train travelling on a Line converging with the Line upon which the Royal Train is travelling, unless the Train can arrive and be brought to a stand at the Home Signal protecting the Junction before the passage of the Pilot, or unless the facing points are set to prevent any such Train running foul of the Line on which the Royal Train will travel. The "Is Line Clear?" Signal must not be acknowledged for any Train held back in accordance with this instruction until after the Royal Train has passed through the Junction.

12. The Breaksmen of all Trains brought to a stand upon the running Lines or Sidings adjoining the Line upon which the Royal Train is travelling will be held responsible for carefully examining the loading of their Trains, directly they come to a stand, to see that nothing is projecting.

13. All facing points over which the Royal Train will have to pass must be securely padlocked by the Permanent Way Staff before the Pilot passes over them, and must be kept locked until the Royal Train has passed over them. At Stations, the Station Masters will be held responsible for seeing that the points have been properly padlocked in the right direction. At intermediate Signal Boxes where there are facing points, it will be the duty of the Signalmen to satisfy themselves that the points are properly secured by padlock in the right direction.

14. All Level Crossings, intermediate Sidings at which there is no Signal Box, and all Stations must be specially guarded to prevent trespassers. Nothing must cross the Line at any Level Crossing after the Pilot has passed until the Royal Train has passed.

The Gates of Level Crossings where there are no Gatekeepers must be locked by the Foremen Platelayers *at least one hour* before the Royal Train is due, and be kept locked until it has passed.

15. Platelayers must be posted along their lengths, and must exhibit a Green Hand Signal while the Royal Train is approaching and passing if all is right for it to proceed.

16. The Station Masters at all Stations on the route the Royal Train is travelling must be on duty and see the Pilot Engine and Royal Train pass. They must, on receipt of this Circular and the District Superintendents' Local Notice, visit each Signal Box connected with their Station, and satisfy themselves that each Signaller who will be on duty, and the whole of the Staff concerned, are thoroughly acquainted with the instructions; also that the Flagmen and others required for special duties at the Station are properly posted, and supplied with the necessary hand signals and detonators. Detonators must only be used in cases of emergency; they must not be used in connection with ordinary relaying operations, or other permanent way works, which are included in the printed Slackening Notices.

No barrow must be taken across the Line on which the Royal Train will travel after the passage of the Pilot until the Royal Train has passed.

17. The Station Masters, Foremen, Platelayers, Signalmen, Gatemen, Shunters, Guards, and others concerned, are instructed to keep a strict watch on the shunting at Stations, and on operations in Sidings adjoining and on the Main Line, so as to prevent the possibility of any interference with the safe passage of the Royal Train.

18. Shunting Horses must not be allowed to stand on or work upon the Line adjoining that upon which the Royal Train travels while that Train is approaching or passing.

Monday, July 7th.**LONDON (Euston) to WARRINGTON (Arpley),**

Via CREWE, ACTON GRANGE JUNCTION, and WALTON OLD JUNCTION.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED IN ADDITION TO THOSE ON PAGES 2 AND 3:—

19. A Pilot Engine will be run 15 minutes in advance of the Royal Train, from London (Euston) to Warrington (Arpley).

20. A telegram bearing the prefix "C M" must be sent to the General Manager's Office, Euston, denoting the time the Royal Train passes Rugby and Crewe, and arrives at Warrington (Arpley).

TIME TABLE.

Date.	Name of Station	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 7th, 1913	Euston...	p.m.	a.m.	11 30
	Willesden	...	11 39	...
	Watford	...	11 54	...
	Tring ...	...	p.m. 12 11	...
	Bletchley	...	12 25	...
	Roade ...	...	12 39	...
	Rugby ...	...	1 4	...
	Nuneaton	...	1 21	...
	Tamworth	...	1 35	...
	Rugeley	...	1 50	...
	Stafford...	...	2 0	...
	Norton Bridge...	...	2 7	...
	Crewe ...	...	2 29	...
	Winsford Junction	...	2 39	...
	Hartford Junction	...	2 43	...
	Weaver Junction	...	2 47	...
Acton Grange Junction	...	2 55	...	
Walton Old Junction...	...	2 57	...	
Warrington (Arpley)		3 0	...	...

After the Royal party and others have alighted the Train will run from Warrington (Arpley) to Edge Hill at the following times, calling at Huyton to set down servants and luggage:—

Warrington (Arpley) ...	dep. 3 15 p.m.
Huyton ...	arr. 3 54 "
" ...	dep. 4 0 "
Edge Hill (Carriage Shed) arr.	4 15 "

Tuesday, July 8th.

Wednesday, July 9th

BLACKPOOL (Talbot Road) to RAINFORD HALT (L. & Y.)

Via PRESTON, EUXTON JUNCTION, and L. & Y. LINE.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED BETWEEN MAUDLAND JUNCTION AND EUXTON JUNCTION IN ADDITION TO THOSE ON PAGES 2 AND 3:—

The Royal Train will be worked by the L. & Y. Company's Engine and Guard throughout.

A Pilot Engine will be run 15 minutes in advance of the Royal Train.

TIME TABLE.

Date.	Name of Railway.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Times at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 8th, 1913	PRESTON AND WYRE	Blackpool (Talbot Road) ...	p.m. ...	p.m. ...	p.m. 5 45
	LONDON AND NORTH WESTERN AND NORTH UNION LINES	Preston ... ..	...	6 11	...
		Euxton Junction ...	...	6 18	...
	LANCASHIRE AND YORKSHIRE	Rainford Halt ...	6 57	...	...

BLACKPOOL (Tailor Road) to RAINFORD HALT (L. & Y.)

RAINFORD HALT (L. & Y.) to COLNE.

The Royal Train will travel by the L. & Y. Company's route throughout, and will be worked by L. & Y. Company's Engine and Guard.

A Pilot Engine will be run 15 minutes in advance of the Royal Train.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Tra will stop.
July 9th, 1913...	Rainford Halt ...	a.m.	...	a.m.
	Colne	11 25	...	...

Wednesday, July 9th—continued.

Thursday, July 10th

HUYTON to EARLESTOWN.

ROCHDALE to RAINFORD HALT (L. & Y.)

The Royal Train will travel by the L. & Y. Company's Line throughout and will be worked by L. & Y. Company's Engine and Guard.

A Pilot Engine will be run 15 minutes in advance of the Royal Train.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 9th, 1913...	Rochdale...	...	p.m.	p.m.
	Rainford Halt	6 39	...	5 50

Thursday, July 10th.**HUYTON to EARLESTOWN.**

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED IN ADDITION TO THOSE ON PAGES 2 AND 3:--

21. The 10.0 a.m. Express from Lime Street to Manchester will act as the Pilot between Huyton Quarry Junction and Earlestown. There will be no Pilot from Huyton Station to Huyton Quarry Junction.

22. A telegram bearing the prefix "CM" must be sent to the General Manager's Office denoting the time the Royal Train leaves Huyton and arrives at Earlestown.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 10th, 1913	Huyton	a.m. ...	a.m. ...	a.m. 10 20
	Huyton Quarry Junction	...	10 23	...
	St. Helens Junction ...	...	10 30	...
	Earlestown	10 35	...	...

Thursday, July 10th—continued.

Saturday, July 12th

HUYTON to ASHTON (Charlestown)

THE GREAT NORTHERN RAILWAY

BOLTON (L. & Y.) to RAINFORD HALT (L. & Y.).

The Royal Train will travel by the L. & Y. Company's route throughout, and will be worked by L. & Y. Company's Engine and Guard.

A Pilot Engine will be run 15 minutes in advance of the Royal Train.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Times at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 10th, 1913	Bolton	p.m. ...	...	p.m. 5 12
...	Rainford Halt	5 40	..	...

Saturday, July 12th.

HUYTON to ASHTON (Charlestown),

Via MANCHESTER (VICTORIA) and MILES PLATTING.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED BETWEEN HUYTON AND MANCHESTER (EXCHANGE) IN ADDITION TO THOSE ON PAGES 2 AND 3:—

23. A Pilot Engine will be run 15 minutes in advance of the Royal Train from Huyton to Ashton (Charlestown).

24. A telegram bearing the prefix "C M" must be sent to the General Manager's Office, Euston, denoting the time the Royal Train leaves Huyton and arrives at Ashton (Charlestown).

TIME TABLE.

Date.	Name of Railway.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop
July 12th, 1913	LONDON AND NORTH WESTERN	Huyton (North Line)	a.m. ...	a.m. ...	a.m. 9 55
		Huyton Quarry Junc.	...	9 58	...
		St. Helens Junction...	...	10 5	...
		Earlestown ... ..	...	10 8	...
		Kenyon Junction ...	...	10 12	...
		Barton Moss Junc. ...	...	10 19	...
		Eccles Junction... ..	...	10 21	...
		Cross Lane... ..	...	10 24	...
	LANCASHIRE AND YORKSHIRE	Manchester (Exchange)	...	10 29	...
		Manchester (Victoria West Junction) ...	...	10 30	...
		Miles Platting Junc....	...	10 34	...
		Ardwick Junction ...	...	10 35	...
		Droylsden Junc. ...	...	10 39	...
		Ashton (Charlestown)	10 43	...	...

Saturday, July 12th.

WEST LEIGH to HUYTON.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED IN ADDITION TO THOSE ON PAGES 2 AND 3:—

25. The 5.0 p.m. Express, Manchester (Exchange) to Liverpool, will act as Pilot from Kenyon Junction to Huyton. There will be no Pilot from West Leigh to Kenyon.

26. A telegram bearing the prefix "C M" must be sent to the General Manager's Office, Euston, denoting the time the Royal Train leaves West Leigh and arrives at Huyton.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Times at which the Train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 12th, 1913	West Leigh	p.m. ...	p.m. ...	p.m. 5 35
	Pennington (South Junc.)	...	5 38	...
	Kenyon Junction ...	...	5 42	...
	Earlestown ... ..	...	5 46	...
	St. Helens Junction	...	5 49	...
	Huyton Quarry Junction ... ..	...	5 57	...
	Huyton (North Line) (Up Platform)	6 3	...	...

Monday, July 14th.

HUYTON to MANCHESTER (London Road),

Via ORDSALL LANE and OXFORD ROAD.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED IN ADDITION TO THOSE ON PAGES 2 AND 3:—

27. A Pilot Engine will be run 15 minutes in advance of the Royal Train from Huyton to London Road (Chapelfield Junction).

28. A telegram bearing the prefix "CM" must be sent to the General Manager's Office, Euston, denoting the time the Royal Train leaves Huyton and arrives at Manchester (London Road).

TIME TABLE.

Date.	Name of Railway.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the train is due to pass Stations at which it will not stop.	Time of departure from Stations at which the Train will stop.
July 14, 1913	LONDON AND NORTH WESTERN	Huyton	a.m. ...	a.m. ...	a.m. 10 45
		Huyton Quarry Junction ...	...	10 48	...
		St. Helens Junction ...	...	10 56	...
		Earlestown ... ..	...	10 59	...
		Kenyon Junction ... ..	...	11 4	...
		Barton Moss Junction ...	...	11 11	...
		Eccles Junction ... ..	...	11 13	...
		Cross Lane ... ..	...	11 16	...
		Ordsall Lane (No. 2 Box)...	...	11 17	...
	GREAT CENTRAL & L. & N. W. JOINT	Castlefield Junction... ..	...	11 19	...
		London Road Junction (No. 2 Box)	11 23	...	11 28
	LONDON AND NORTH WESTERN	Manchester (London Rd.)	11 30	...	...

Monday, July 14th.

MANCHESTER (London Road) to LONDON (Euston),

Via STYAL AND CREWE.

THE FOLLOWING SPECIAL INSTRUCTIONS MUST BE OBSERVED IN ADDITION TO THOSE ON PAGES 2 AND 3:—

29. A Pilot Engine will be run 15 minutes in advance of the Royal Train from Manchester (London Road) to Euston.

30. A telegram bearing the prefix "CM" must be sent to the General Manager's Office, Euston, denoting the time the Royal Train leaves Manchester (London Road) and passes Crewe, Stafford, and Rugby.

TIME TABLE.

Date.	Name of Station.	Time of arrival at Stations at which the Train will stop.	Time at which the Train is due to pass Stations at which it will not stop.	Time of Departure from Stations at which the Train will stop.
July 14th, 1913	Manchester (London Rd.)	p.m.	p.m.	p.m. 3 50
	Slade Lane Junction ...	...	3 55	...
	East Didsbury ... ..	...	4 1	...
	Wilmslow ... ..	...	4 9	...
	Sandbach ... ..	...	4 24	...
	Crewe... ..	...	4 31	...
	Norton Bridge ... ..	...	4 53	...
	Stafford ... ..	...	5 0	...
	Rugeley (T.V.) .. ..	...	5 11	...
	Tamworth ... ..	...	5 25	...
	Nuneaton ... ..	...	5 38	...
	Rugby ... ..	...	5 55	...
	Roade ... ..	...	6 19	...
	Bletchley	6 34	...	6 37
	Tring ... ..	...	6 54	...
	Watford ... ..	...	7 9	...
	Willesden Junction ... ..	...	7 22	...
	Euston	7 30	...	...

EUSTON STATION, LONDON,

July 2nd, 1913.

FRANK REE,

GENERAL MANAGER