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BRITISH RAILWAYS

SOUTHERN OPERATING AREA

Notice No. 394 S.O.O.  
1953

**NOTICE**  
OF  
**ROYAL TRAIN**  
**VICTORIA**  
TO  
**TATTENHAM CORNER**  
  
ON  
**SATURDAY, 6th JUNE, 1953**

**This Notice must be acknowledged immediately by use of the enclosed form.**

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## Working Time Table Reprints

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THE INSTRUCTIONS CONTAINED IN RAILWAY EXECUTIVE CIRCULAR O/RR, DATED DECEMBER, 1950, UNDER THE HEADING “ INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF TRAINS DESIGNATED BY THE CODE WORD ‘ GROVE ’ ” AND SUBSEQUENT AMENDMENTS THERETO, MUST BE APPLIED TO THE TRAIN IN THIS NOTICE WHICH IS MARKED ‘ GROVE ’.

Distance from Victoria		Grove		Speed Restrictions and Tunnels.
		arr. p.m.	dep. p.m.	
m. c.				
— —	VICTORIA ... .. (Platform 15, South Section)	... (Main	12 10 Line)	
— —	Battersea Park ... ..	...	...	45 m.p.h. through station. 40 m.p.h. over bridge at 1 mile 70 chains.
— —	Pouparts Junction ... ..	...	...	40 m.p.h. through junction.
2 57	Clapham Junction ... ..	12	16	55 m.p.h. through station.
4 69	Balham Junction ... ..	12 (Main	22½ Line)	45 m.p.h. through junction.
— —	Streatham Junction North ...	...	...	60 m.p.h. through junction.
10 04	Windmill Bridge Junction... ..	12 (Main	29½ Line)	40 m.p.h. through junction.
10 45	East Croydon ... ..	12	30½	
11 37	South Croydon Junction ... ..	12	32	
13 46	Purley ... ..	12	35½	20 m.p.h. over curves between Purley and Reedham Halt.
— —	Smitham ... ..	12	39½	20 m.p.h. between 16 miles 33 chains and 16 miles 75 chains.
— —	Woodmansterne... ..	...	...	30 m.p.h. between 17¾ and 17 miles 78 chains.
16 74	Chipstead ... ..	12	43½	20 m.p.h. between 19 miles 10 chains and 19 miles 30 chains.
19 25	Kingswood ... ..	12	48 ∩  ∩	Kingswood Tunnel—between Kingswood and Tad- worth. Length 310 yards. 30 m.p.h. through Kingswood Tunnel. Hoppity Bridge Tunnel—between Kingswood and Tadworth. Length 37 yards. 20 m.p.h. between Hoppity Bridge Tunnel and Tadworth Station.
20 51	Tadworth ... ..	12	51	
21 70	TATTENHAM CORNER ... .. (Platform 6)	12 54	...	

### Formation of 12.10 p.m. Victoria to Tattenham Corner

Engine: No. 30915 (Schools Class)

Pullman Cars { “ Isle of Thanet ” (Brake leading)—For servants  
(gangways { “ Aries ” (Kitchen leading)—For Royal Household  
connected) { “ Phoenix ”—For H.M. The Queen  
“ Minerva ” (Brake trailing)—For Railway Officers

### EMPTY TRAINS :—

	arr. a.m.	dep. a.m.
<b>Stewarts Lane</b> ... ..	...	<b>11† 7</b>
<b>Victoria</b> (Platform 15—South Section)...	<b>11†20</b>	...
<b>Form 12.10 p.m. Victoria.</b>		

<b>Formed of 12.10 p.m. Victoria.</b>	arr. a.m.	dep. a.m.
<b>Tattenham Corner</b> ... ..	...	<b>2†30</b>
Kingswood ... ..	2	36
Chipstead ... ..	2	41
Smitham ... ..	2	46
Purley ... ..	2	50
East Croydon (Loop) ... ..	2†56	...
East Croydon (Local) ... ..	...	3† 0
Windmill Bridge Junction ... ..	3	1
	Local	
Selhurst ... ..	3	4
Streatham Common ... ..	3	11
Streatham ... ..	3	13
Tulse Hill ... ..	3	17
Herne Hill ... ..	3	21
Brixton ... ..	3	23
	Relief	
Factory Junction ... ..	3	27
<b>Stewarts Lane</b> ... ..	<b>3†32</b>	...

### SPECIAL WORKING INSTRUCTIONS.

#### Tattenham Corner—Dock Siding.

The Dock Siding alongside No. 6 platform at Tattenham Corner must be cleared of all vehicles and possession given to the Engineer's Department at 10.0 a.m. for the erection of temporary bridges spanning the Dock Siding.

Points No. 36 must be clipped and padlocked to prevent any vehicle or engine being let into the Dock Siding whilst these bridges are in position.

The Engineer's Department will remove the bridges and give up possession of the Dock Siding at approximately 3.0 p.m.

**Stopping Point.** At **Tattenham Corner** the " Grove " train must be brought to a stand with the centre of the engine footplate opposite to a point indicated by a distinctive white mark on the platform at which a Handsignalman with a red handsignal will be stationed to indicate the place at which the train must stop. Another man will be stationed in the six-foot way opposite the white mark for a similar purpose. The distance from the centre of the engine footplate to the centre of the leading doorway of Pullman Car " Phoenix " from which Her Majesty will alight at Tattenham Corner is as follows :—

157 feet 6 inches.

#### Working of Automatic Brake.

At **Victoria** when the train engine has been coupled to the train and the automatic brake tested by the Guard, the Driver to re-create the vacuum and apply the hand brake on the engine which must remain on until the signal to start the train is given.

**SPECIAL WORKING INSTRUCTIONS—continued.**

**Special Opening of Signal Boxes.** The following Signal Box to be specially opened for the passage of the “Grove” train and must remain open until the “Train out of Section” signal has been received for the special train :—

Thornton Heath.

**Train Reporting.** The time at which the “Grove” train has left, passed or arrived, must be reported from the following stations to the District Officer who, in turn, must take steps to see that information is passed forward to Headquarters immediately after receipt of each message :—

Victoria, East Croydon, Purley and Tattenham Corner.

**Enginemmen and Guard of the Grove Train.**

Driver, W. G. Philpot.  
Fireman, E. P. F. Morley.  
Guard, Bryant.

**Inspector.** Inspector Gaylard will travel with the “Grove” train and must enter in his report the number of persons (other than the Railway Officers) who travel in the Royal train.

**Standby Engines.** Standby Engines to be provided as follows :—

East Croydon (Pilot to be available)	...	...	From 12. 0 noon until 1. 0 p.m.
Chipstead (Down Side)	...	...	„ 12. 0 „ „ 1.15 p.m.

**Linemen.** Track and Signal Linemen to be available throughout the route until after the passing of the “Grove” Train.

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**S. W. SMART,**

*Superintendent of Operation.*

Waterloo Station,  
1st June, 1953.

(B.6 $\frac{1}{2}$ )

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