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BRITISH RAILWAYS

SOUTHERN OPERATING AREA

Notice No. 396 S.O.O.
1953

NOTICE
OF
ROYAL TRAIN
PORTSMOUTH HARBOUR
TO
WINDSOR AND
ETON, RIVERSIDE
ON
TUESDAY, 16th JUNE, 1953

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



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 P'mouth Harbour			Grove		
			arr. a.m.	dep. a.m.	
m. —	c. —	PORTSMOUTH HARBOUR (Platform 1)	...	9 35	
—	66	Portsmouth & Southsea (H.L.) ...	9	40	
7	77	Havant	9	52 (Through Line)	
11	15	Rowlands Castle	
				n	Buriton Tunnel —between Rowlands Castle and Petersfield. Length 485 yards.
19	42	Petersfield	10	8	
31	33	Haslemere	10	23	
				n	St. Catherines Tunnel —between Shalford Junction and Guildford. Length 132 yards.
				n	Chalk Tunnel —between Shalford Junction and Guildford. Length 845 yards.
44	08	Guildford	10	42 (Main Line)	
49	54	Woking Junction	10	51 (Local Line)	
54	13	Byfleet Junction	10	58	
55	05	Addlestone Junction	11	0	
57	37	Chertsey	11	3	
59	67	Virginia Water	11	7	
—	—	Staines West Curve	11	15	
70	09	WINDSOR & ETON, Riverside (Platform 3)	11 30	...	

Formation of ‘ Grove ’ train leaving Portsmouth Harbour

5 “ BELLE ” UNIT No. 3052

Third Class Brake Pullman Car No. 90

First Class Pullman Car “ Vera ” (Kitchen leading)

First Class Pullman Car “ Audrey ” (Kitchen trailing)

Third Class (Parlour) Pullman Car No. 87

Third Class Brake Pullman Car No. 91

EMPTY TRAINS:—

	5 “ Belle ” Unit 3052	
	arr. a.m.	dep. a.m.
FRATTON CARRIAGE SHED	8†23
(No. 2 Road)		
Fratton	8	25
Portsmouth & Southsea... ..	8	27
PORTSMOUTH HARBOUR ...	8†30	...
(Platform 1)		
Form	9.35 a.m. “ Grove ” to Windsor.	

	5 “ Belle ” Unit 3052	
	arr. a.m.	dep. a.m.
WINDSOR & ETON RIVERSIDE	...	11†48
Staines West Curve	12	0
Virginia Water	12	9
Addlestone Junction	12	18
Weybridge	12	20L
Hampton Court Junction	12	34
Wimbledon	12 47	12 48
Wimbledon Park Station	12 51	12 53
WIMBLEDON PARK DEPOT ...	12†55	...

GENERAL NOTES.

Stopping Point. At **Windsor and Eton, Riverside**, the “Grove” train must be brought to a stand with the centre of the motorman’s cab doorway 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 at a marker post for a similar purpose. The distance from the centre of the motorman’s cab doorway to the centre of the leading doorway of Pullman Car “Audrey” from which Her Majesty will alight at Windsor and Eton, Riverside, is as follows :—

136 feet 10 inches.

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

Worplesdon, Wraysbury.

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 :—

Portsmouth Harbour, Havant, Petersfield, Haslemere, Guildford, Woking, Virginia Water, Windsor and Eton, Riverside.

Motorman and Guard of the Grove Train.

Motorman, B. OLIVER.

Guard, S. HUXTABLE.

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 party.

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

Fratton	...	9.0 a.m. to 10.30 a.m.
Guildford	...	9.30 a.m. to 11.0 a.m.
Staines	...	10.0 a.m. to 11.30 a.m.

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

S. W. SMART,

Superintendent of Operation.

Waterloo Station,
June, 1953.

(B. 27 $\frac{1}{2}$)