

**CHICHESTER
BRANCH**



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A Charitable Incorporated Organisation registered with the Charity Commission. Registered number 1169995

Wednesday 23rd March

at 19:15

Ninth Colour - Rail Journey

Illustrated Presentation by Paul Chancellor



The presentation features passenger services across the country from the 1930s to the present day

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

**Come and join us. Bring a friend.
Everybody welcome**

FROM THE CHAIR

Welcome back to Chichester and our new venue
It will be good to see you on Wednesday 23 March at
The Bassil Shippam Centre, Tozer Way, St Pancras, Chichester. PO19 7LG

The meeting room is on the ground floor with level access within a few feet of the entrance.

There are a few items to mention applicable to this first meeting:

Start and End times - A punctual start at 19:15 with the presentation scheduled to end by 21:30, will assist those who have commented about late evening public transport.

Donations - We will not be asking for donations on the door, but if you would like to make a £2 donation this can be processed on-line at <https://rcts.org.uk/organiser/chr-chichester-branch/>

Registration - Please register with us as you enter the hall.

Refreshments - There will be no supplied refreshments at this first meeting, but you are quite welcome to bring your own and would ask that you take away with you anything you bring into the hall.

Covid - We will follow Government guidance applicable on the date of the meeting.

Mask Wearing - Whilst this is currently not mandatory, you may like to consider the option for your own and others safety.

Seating - At the end of the meeting please help us, if possible, by taking your seat back to the storage area in the room.

Car Parking - There is a small car park adjacent to the Newell Centre, opposite our meeting room. We ask you not to use this facility unless you have a disability or walking difficulties. There will be another well-established meeting at the Newell Centre and we have been asked to leave adequate space for their attendees. There is usually substantial on street parking along both sides of St Pancras to the East of Tozer Way, for which there is no charge after 18:00, just a couple of minutes walk from the Bassil Shippam Centre. The Market Way car park, also free after 18:00, has unlimited capacity, but is a little further away.

Bring a friend along to enjoy this first RCTS Chichester live presentation for two years.

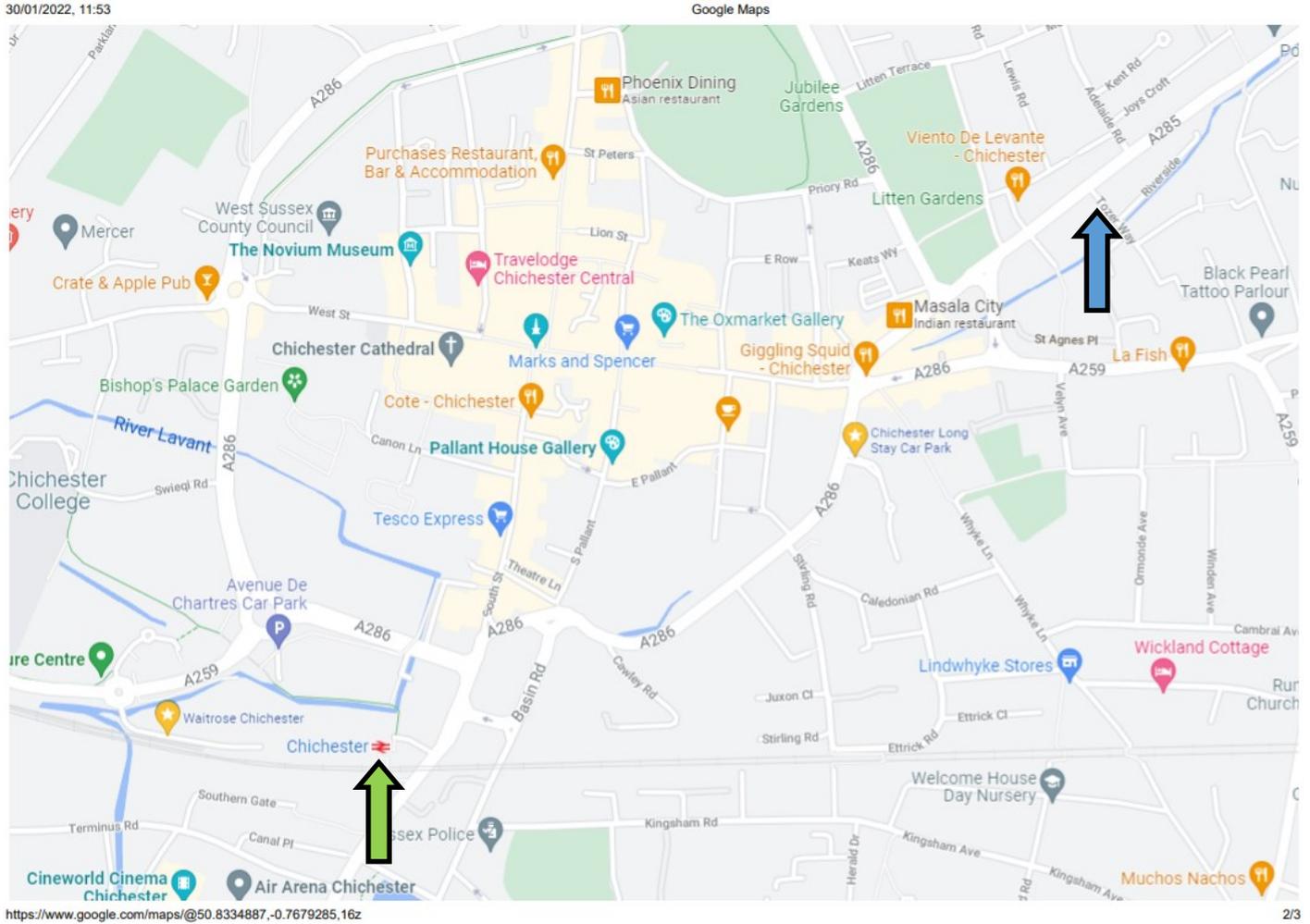
Paul Chancellor will be presenting a range of railway passenger service images from the 1930s to the current day, sourced from the Colourrail collection.

Roger Sandford

RCTS Chichester Branch Chairman

Email: chichesterchair@rcts.org.uk

Chichester Map showing location of Bassil Shippam Centre



Key



Chichester Railway Station



Bassil Shippam Centre

The Bassil Shippam Centre

Tozer Way

**St Pancras,
Chichester.
PO19 7LG**



Local Travel News!!



SOUTHERN

Mondays to Fridays from 28 February 2022

The times of trains on all routes will change again from Monday 28 February following the completion of major engineering work between Three Bridges and Brighton. We will run services to and from London Victoria on more routes and the hours that services operate will be extended on many routes.

Journey planners have been updated to show the services we plan to operate, so you are advised to check the times of your individual journey.

Direct services between most destinations and London Victoria restored

Direct services will continue to operate on most routes, including to/from the Sussex Coast via Haywards Heath following the completion of engineering work. Services previously diverted to London Bridge will serve London Victoria again.

Brighton and Hove to Littlehampton, Portsmouth and Southampton

Brighton and Hove shuttle services will generally not run. Please use services between Brighton and Littlehampton / Chichester to complete your journey.

Direct services to/from Brighton will not operate between Chichester and Portsmouth/Southampton. Please change at Barnham or Chichester for connecting services.

Brighton to Eastbourne and Hastings

One train per hour will run throughout the day. Most trains will run with eight, rather than four carriages.

Barnham

Work to replace rails in the track will take place between 01:15 on Saturday 12th March and 04:00 on Monday 14th March 2022.

This latter item has been advised to me on a postcard delivered to my home telling me of the noise I can expect during the work! I live a 120M from the line! It may also mean busses instead of trains. You have been warned!

'Classic' trains - London Transport 1938 Tube Stock by Geoff May

The concept of classic cars is perhaps more familiar to us, but I think the epithet 'classic' can apply equally well to trains. Most of us have probably visited the Isle of Wight in recent times and even if they weren't the main objective of our visit, the 1938 Tube Stock trains (aka the Class 483's) would await the visitor arriving on the Portsmouth - Ryde passenger ferry. I mention this as the local South Coast connection but the rest of this article takes us back to what I regard as their authentic working life on the London Underground. I was brought up in Wembley Park, barely a mile from the famous 'Twin Towers' of football fame, but equally exciting to me was the proximity of several railway routes out of London including the West Coast Main Line. By far the nearest to me was the former Great Central line out of Marylebone and the adjacent London Transport tracks of the Metropolitan and Bakerloo Lines.

From a very early age, the 1938 tube stock was my concept of a standard underground train and remarkably when my parents moved into Wembley Park in April 1941 the then three year old stock was equally familiar to them. The 1960's were a time of profound change on our railways and that decade saw the complete renewal of sub-surface rolling stock on the Metropolitan Line and the elimination of steam traction on the Great Central routes alongside drastic pruning of the latter. However throughout this time there was one reassuring constant in the local railway landscape - the 1938 Tube Stock. Things began to change however during the following decade and in anticipation of the Stanmore branch of the Bakerloo Line becoming part of the new Jubilee Line, 1972 Stock was introduced alongside the existing 1938 Tube Stock.



A train of 1938 Stock approaches Wembley Park with a Bakerloo Line train bound for Stanmore on a snowy January 1st 1979. In May 1979, the Jubilee Line took over this route and 1938 Stock was subsequently confined to the Queens Park branch of the Bakerloo.

Following the opening of the Jubilee Line in May 1979, the remaining section of the Bakerloo line (the erstwhile Queens Park/Watford Junction Branch) continued to be served exclusively by 1938 Stock until the mid-1980s. The Bakerloo line trains that continued in service received an "Extra Heavy Overhaul" to keep them in service long after their intended withdrawal date.



Left: A train of 1938 Stock enters Willesden Junction (Low Level) with a Bakerloo Line train bound for Elephant and Castle in 1983. The signal box alongside the train is almost worth a separate story in itself. It was regularly used once a day at 08.33 to signal a through train from Watford Junction to Broad Street via Gospel Oak. A day shift signalman was rostered to the box who, following the 08.33 departure, usually spent the rest of his shift sweeping platforms and checking tickets!

However their career on London Transport was not quite over. Some of the 1959 Stock on the Northern Line was approaching life expiry and the solution? - bring back 1938 Tube Stock! Five ex-Bakerloo line trains were given a further overhaul and they had a final fling on the Underground's Northern Line from 1986 to 19 May 1988.



Left: A classic train beneath classic station architecture. A Northern Line train for Morden via Bank leaves East Finchley in June 1986 during the brief renaissance of 1938 Stock on the Northern Line. East Finchley Station was formerly part of the LNER branch from Finsbury Park to Edgware but as part of the Northern Heights project it was taken over by the London Underground in the 1930's and the station rebuilt by Charles Holden in the Art Deco style. Prominent from the platforms is a 10 foot high statue of a kneeling archer commemorating Finchley's one time proximity to a royal hunting forest.

Following their working life on London Transport, ten sets of 1938 stock were bought by Network South East for use on the Island Line and allocated two-car TOPS Class 483 replacing even older Class 485 and 486 trains, also constructed from ex Tube Stock, that had been running since 1967. On withdrawal in January 2021, the Class 483s were the oldest stock in mainline usage in the United Kingdom, aged 82 years. A remarkable longevity for a truly classic design.

Text & Images © Geoff May

Seen on a Rail Tour with RailRover Tickets in 2015

Images © Ian McKey



Above: On a typical English summer day (wet and miserable!) at Carlisle Citadel station, LMS Re-built Royal Scot Class 46115 “Scots Guardsman” makes a very welcome sight. - 8th July 2015

Below: First 185 115 at Preston Station on 9th July 2015



Seen on a Rail Tour with RailRover Tickets in 2015 continued..

Images © Ian McKey



Ffestiniog Railway's Fairlie "David Lloyd George" at Blaenau Ffestiniog taking water prior to it's return trip to Porthmadog. On 14th July 2015.

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