

The Bassil Shippam Centre
Tozer Way, St Pancras, Chichester, PO19 7LG

Wednesday 27 September
At 19:15

An American Rail Rail Rover



John Day will look at railway operations across the USA from the East Coast across to Chicago, the Mid-West to the rocky mountains. North to the Canadian border and south through the Sierra Nevada's, the high desert to the Californian Tehachapi range to San Francisco and through the Cajon mountains towards Los Angeles. Featuring long freight trains, locals, Amtrak and regional passengers trains, light rail, street running at La Grange Kentucky and some main line steam. All taken from the 1990s to the mid 2010s.

Entry by donation on the door.
£3 Members £4 Guests

Come and join us Bring a friend Everybody welcome

The Monthly Newsletter of RCTS Chichester Branch.
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& John Barrowdale**
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Roger Sandford ©**
**Rear Cover Poster by
Cliff Robinson ©
Hayling Light Railway**
What's on for the Railway Enthusiast in September - Part 1: The Railway Contacts.

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	The Bluebell Railway in Sussex - A heritage steam railway (bluebell-railway.com)	enquiries@bluebell-railway.com	01825 720800
Isle of Wight Railway	Isle of Wight Steam Railway – The 10 Mile Museum	info@iwsteamrailway.co.uk	01983 882204
Kent & East Sussex Railway	Kent & East Sussex Railway – Tenterden – Northiam – Bodiam (kesr.org.uk)	enquiries@kesr.org.uk	01580 765155
Watercress Railway	Watercress Line - Heritage Steam Railway	info@watercressline.co.uk	01962 733810
Amberley Museum	Amberley Museum	office@amberleymuseum.co.uk	01798 831370
Hayling Light Railway Trust	The Hayling Light Railway Trust	haylinglightrailway@yahoo.com	07902 446340
Littlehampton Miniature Railway	Home (littlehamptonminiaturerailway.com)		01903 719876
South Downs Light Railway	South Downs Light Railway	info@south-downs-railway.com	07518 753784
Stansted Park Light Railway	Stansted Park Light Railway	help@sp-lr.co.uk	02392 413 324


Rail Strikes - Known Travel Disruption for September

We are aware that the RMT union has announced that strike action will take place by its members on the following dates:

- Saturday 2 September

In addition to this, the ASLEF union have announced that its members will take action on the following dates:

- Friday 1 September (strike action)
- Saturday 2 September (withdrawal of non-contractual overtime)

What's on for the Railway Enthusiast in September - Part 2: The Events

Railway	Date(s)	Event
RailwayName	Dates	Event
Bluebell Railway	23/08/2023 - 03/09/2023	Flying Scotsman at The Bluebell Railway (See Website)
Kent & East Sussex Railway	01/09/2023	Real Ale & Cider Trains
Kent & East Sussex Railway	02/09/2023	Tenterden Summer Explorer from Bodiam (See Website)
Watercress Railway	02/09/2023	Return of the Rat (Real Ale Train)
Isle of Wight Railway	03/09/2023	Morris Minor Rally
Watercress Railway	03/09/2023	Antiques Valuation Roadshow
South Downs Light Railway	03/09/2023	South Downs Belle
South Downs Light Railway	09/09/2023 - 10/09/2023	Pulborough Heritage Weekend
Isle of Wight Railway	09/09/2023 - 10/09/2023	Cider & Cheese Festival
Amberley Museum	09/09/2023 - 10/09/2023	Miniature Steam Weekend
Watercress Railway	16/09/2023	Return of the Rat (Real Ale Train)
Watercress Railway	16/09/2023 - 17/09/2023	Open Weekend
Isle of Wight Railway	16/09/2023 - 17/09/2023	1960's Weekend
Bluebell Railway	16/09/2023 - 17/08/2023	Enchanted Weekend
Kent & East Sussex Railway	16/09/2023 - 17/09/2023	A Celebration of hops at Bodiam Station
Bluebell Railway	22/09/2023 - 24/09/2023	Bluebell Railway Beer Festival
Hayling Light Railway Trust	23/09/2023 - 24/09/2023	20th Anniversary Gala and Model Railway Show
Isle of Wight Railway	23/09/2023 - 24/09/2023	Autumn Gala
Amberley Museum	24/09/2023	Autumn Bus Show
Watercress Railway	30/09/2023	Return of the Rat (Real Ale Train)
Bluebell Railway	30/09/2023 - 01/10/2023	Superheroes Weekend

Accident! – Barnham Station on 1st August 1962 ©

By Ian McKey - Information sourced from Dept of Transport Report

Below is a precis of the official report into the accident, which was conducted by Colonel Reed of the Railway Inspectorate.

The Accident

The 10:17 Brighton to Portsmouth Harbour, (consisting of three 2-coach sets, each set comprising a motor coach and trailer coach with a driving compartment), had passed Yapton Box and was approaching Barnham under a caution signal. The time was approximately 11:00 a.m. The home signal (31) had not, however, been lowered and Driver A. Light brought his train to a halt. The train was held for approximately 2 minutes.

Prior to the arrival of the 10:17 Brighton, the 09:18 Victoria train had arrived at platform 2 at Barnham at 10:59, hence the reason for holding the Brighton train at the home signal. The station staff were busy dividing the Victoria train into its Portsmouth and Bognor portions and then dispatching them from Platform 2, probably between 11:00 and 11:01. It was then possible for Signalman Slater to lower his Down Home and allow the 10:17 Brighton to enter platform 2. It was at about this time that the rectifier in the Barnham sub-station went out of service and the circuit breakers between it and the d.c. traction bus bars opened. Traction current was now being drawn from the sub-stations at Bognor, Ford and Drayton. This was the tipping point after which the accident was going to happen!

Driver Light saw the home signal lowered and he started his train as normal with the power controller in series and approached facing point (8) expecting to follow the Victoria train into Platform 2 but he noticed that the left hand switch blade was away from the stock rail. This triggered him to close the Power Controller and apply the emergency brake. Unfortunately, it was too late and the train ran through the open points and derailed being deflected towards the platform ramp of the island platform. The leading coach then ran up the platform ramp and turned over onto its side before coming to rest across the up and down main platforms. The second coach being close coupled followed the first and partially overturned to the right ending up across the lines and supported by the up platform. The remaining four carriages remained upright and damage to them was light.

The contact between the wreckage and the Traction Supply rails caused the circuit breakers to open at 11:02 and, although controlled remotely, the Electrical Controller considered the circumstances needed investigation and left them out. 2 minutes later he had been advised of the accident and subsequently pulled out the circuit breakers for the traction supply from Drayton and Bognor. This removed all electrical pressure on the Barnham lines.

There were no serious injuries caused by the accident, but 37 passengers and the driver required treatment in hospital.

Signalman Slater in the Barnham Signal box had operated point 8 to start the 10:36 Bognor to Victoria train which had crossed from the loop platform 1 to the Up Main via point 8 and crossover 7. After departure of the 10:36 Victoria at 10:46 he was able reset the route for the 9:18 Victoria to Portsmouth which arrived 10:59 and was the train in the platform that caused the 10:17 Brighton to be held at signals.

Accident! – Barnham Station on 1st August 1962 continued...

None of these actions caused him any difficulties, nor did he have any difficulty when he lowered Signal 31 to allow the 10:17 Brighton to enter platform 2. He only became aware of the accident when he saw the smoke and dust from the accident and heard the opening of the circuit breakers. He sent "Obstruction Danger" to Yapton box and recorded the time of the accident as 11:03. He omitted to send "Obstruction Danger" to Drayton and Bognor but trains on these lines were held at their respective home signals.

The Investigation

Colonel Reed was appointed to investigate the accident. His completed report was published on the 13th November 1962, just under 15 weeks after the accident.

On the day of the accident the investigation had already started. Point 8 was worked remotely and was motorised so the electrical and signalling system were immediately prioritised as initial thoughts suggested a signalling /electrical fault. Signal and Telecommunications Sub-Inspector H. R. Green, who was on the up platform at the time of the accident went at once to the facing points which he saw were gaping under the train. As he watched the point motor it started to run as though trying to reset the points but was prevented by the flange of a derailed wheel. He noted that the motor started up when the home signal was returned to danger. Signal and Telecommunications Inspector F. Castle who arrived later in the day started a detail examination of the circuits but found all in order until he applied his voltmeter across the wire for the reverse operating of facing point 8. There should have been no voltage difference but instead varying voltages of between 5v and 25v were found. They varied in time with the starting of trains from the loop platform line.

Inspector F. Castle had the circuit carefully examined which included dismantling the circuit controller which had powered facing point 8. When dismantled, a metal washer was discovered resting on the wiring under the controller where it was bridging the reverse wire contact to a holding down screw on the frame of the controller, which is joined to the lever frame and so via the rodding to the rails. After removal of the washer, the controller again operated correctly.

Colonel Reed then asked Mr. J. F. H. Tyler, Chief Signal and Telecommunications Engineer, Southern Region to describe the effects of this wrong connection. Mr Tyler confirmed that when a nearby train was drawing a heavy current as when starting it would cause a potential difference across the point motor. The potential difference so generated would be at its peak midway between the line power supplies which when the Barnham sub-station was operating would not be high enough, but as the Barnham sub-station had gone off-line only minutes or seconds before the 10:17 Brighton started to move towards Platform 2, the potential difference rose to 60v which was indeed sufficient to cause the point motor to start working. The washer was, in Mr Tyler's opinion, undoubtably the cause of the accident.

Conclusions and Recommendations

Colonel Reed concludes by stating that the root cause of the accident was the washer that had been left in the body of the controller. The controller had last been overhauled on the 1st April 1962 but there was no way of ascertaining at what point the washer fell into the controller wiring. It was soon emphasised to staff in the Signal and Telecommunication Dept. that the smallest error could have serious consequences.

Accident! – Barnham Station on 1st August 1962 continued...

Below is the final paragraph of Colonel Reed's report quoted verbatim.

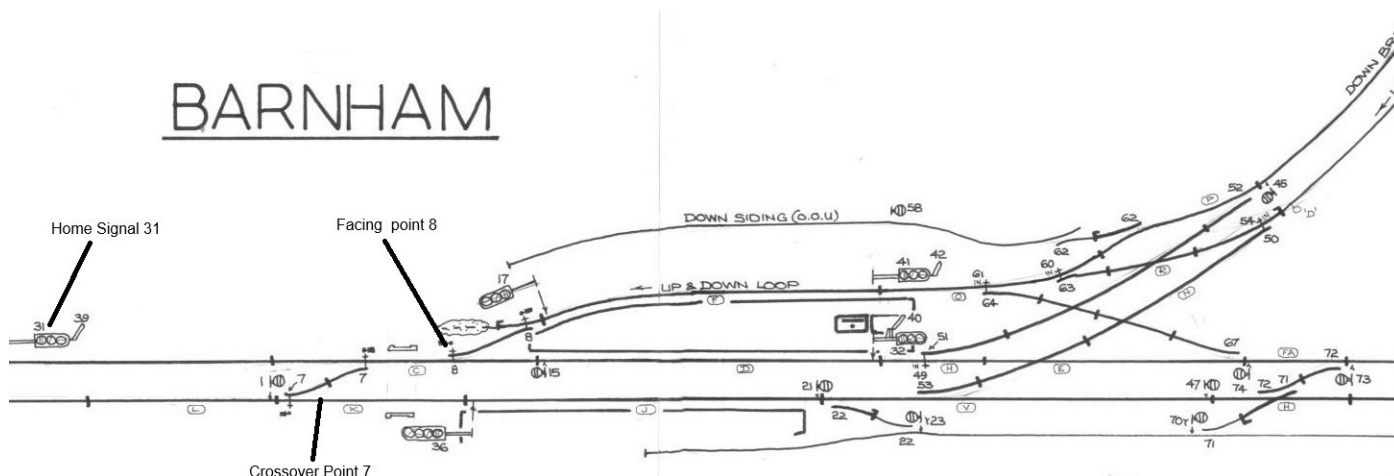
"It is the aim in railway signalling practice to ensure, so far as may be possible, that any one fault does not result in a dangerous condition being set up. The chances of this kind of fault occurring again are remote and Mr. Tyler advised me that so far as he knew there had been no previous instance of a similar occurrence on the Southern Region. There had, however, been faulty operation of motor-worked points elsewhere on British Railways in the past through false feeds, though for different reasons; in consequence the advisability had been recognised of providing a contact normally open in the negative lead from the points motor as well as the operating contacts for reverse and normal in the positive leads, which would only be closed by the movement of the lever to operate the points. Such an arrangement would have prevented the faulty operation of the points which happened on this occasion. Mr. Tyler said that there was a programme on the Southern Region to make this alteration at the 337 motor-worked points which are operated on the same principle as those at Barnham but that only about one half of the work had been carried out as yet. I am glad to record that a higher priority for the remainder of the work has been given and that Mr. Tyler hopes that all motor-worked points will have this additional protection within the next six months to one year."

The full report is available from the following website.

[Accident at Barnham on 1st August 1962 :: The Railways Archive](#)

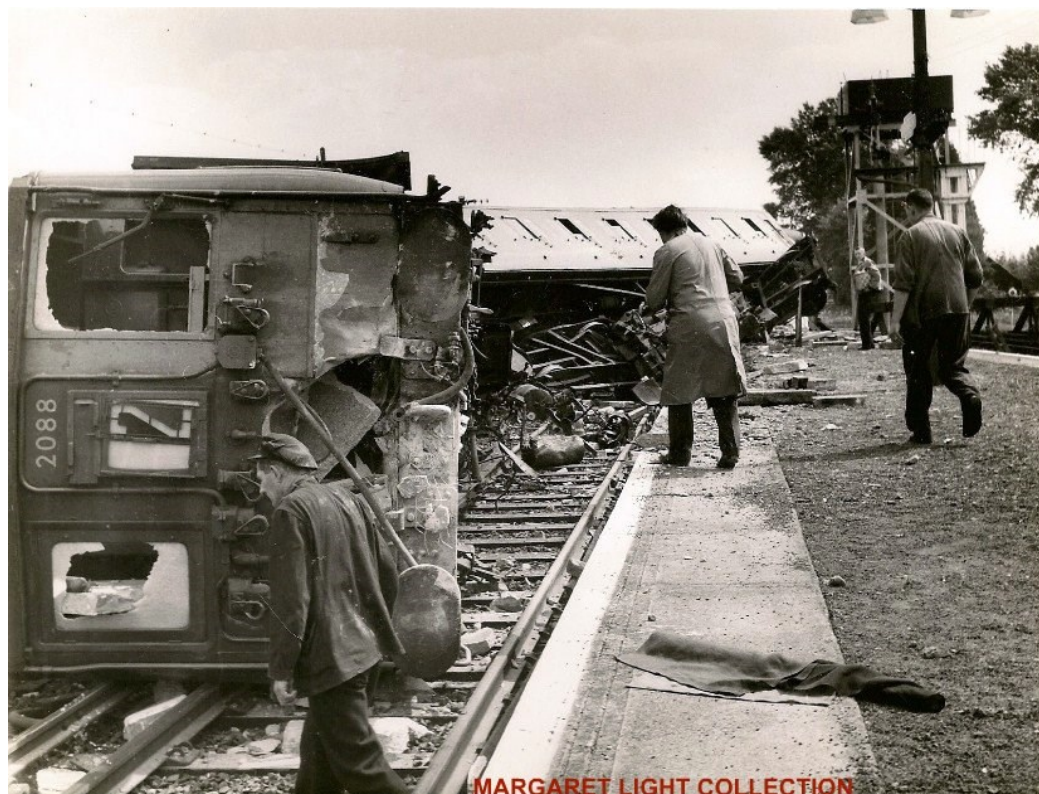
And my thoughts!!

The thoroughness of the work done to track down the error is testament to the knowledge and skill of those involved and their determination to identify, and if possible, eradicate any repeat of the disaster elsewhere.



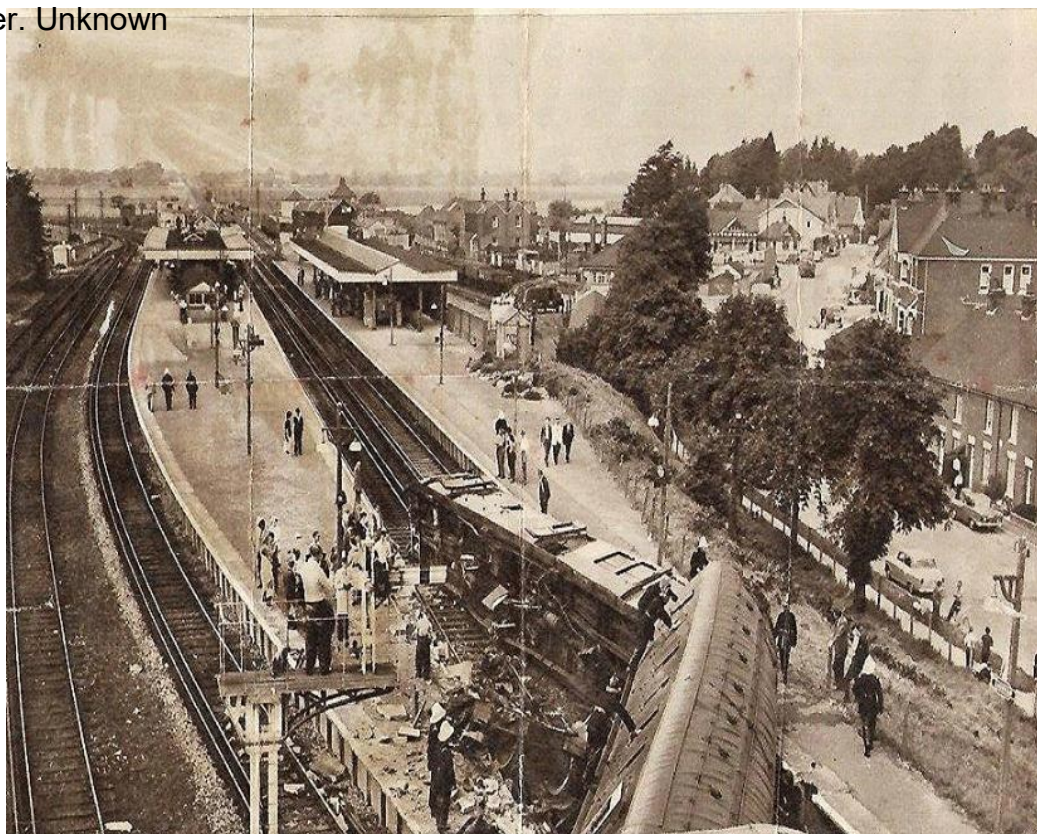
Above: Track plan of Barnham station from the mid 1960's showing the track layout and the location of the principal track elements involved in the accident.

Accident! – Barnham Station on 1st August 1962 continued...



Above: This image was attributed to the Margaret Light Collection. It is probable that Margaret Light was/is a relative of Driver Light. Mr Ian Nolan, a passenger in the second Coach, after recovering from the shock, took several images of the wreckage . His images are on Flickr at [Barnham Derailment 1962 | Flickr](#)

Below: An aerial image taken from the east end of Barnham station after the crash. Photographer. Unknown



Sale of books belonging to Jon Carver at September meeting

Following the sad death of Jon earlier this year, his widow Mary kindly donated his railway book collection to RCTS Chichester Branch and asked that all monies raised from the sale of the books should be given to the Branch. The committee have discussed how to proceed and accordingly all the books will be offered for sale at a minimum donation price of £2 at the next meeting on September 27th. As you will see from the list below this is a bargain price but the prime objective of the sale is to convert all the books into hard cash rather than necessarily maximize the amount of money collected. Some of you may wish to donate more than the £2 requested for each book but that is entirely up to you. Louise Moseley, out of respect to Jon's memory, has kindly agreed to suspend her usual book sale for a month so that all attention can be focused on Jon's books.

Jon significantly helped us with the purchase of our new digital projector and I'm sure I will be able to report back in due course to his widow Mary expressing our sincere thanks for this further show of generosity from the Carver family.

Middleton Press series - these books written by Vic Mitchell and Keith Smith hardly need any introduction and Jon was an avid collector.

- Sussex Narrow Gauge
- SR main lines - Crawley to Littlehampton
- SR main lines - Three Bridges to Brighton
- Branch Line to Selsey
- Branch Line to Lyme Regis
- Branch Lines to Horsham
- South Coast Railways - Brighton to Worthing
- South Coast Railways - Worthing to Chichester
- South Coast Railways - Chichester to Portsmouth
- Country Railway Routes - Fareham to Salisbury
- SR Main lines - Woking to Southampton
- Southern France Narrow Gauge
- Tourist Railways of France - The sub-metre gauge lines
- Industrial Railways of the South-East
- Branch Lines to Alton
- Branch Lines around Gosport
- Branch Line to Hayling
- West Sussex Waterways
- Branch Lines to Longmoor
- Railways to Victory - British recollections Normandy to Germany 1944-6

Sale of books belonging to Jon Carver at September meeting continued ...

Don Breckon's Country Connections - a book containing not only of his masterful paintings but also the working drawings.

Don Breckon's Great Western Railway - similar to above but a treat for disciples of the GWR!

A Romance with Steam, The Railway Paintings of Chris Woods - a signed copy with an emphasis on Southern Steam

Bradshaw's Handbook - a facsimile edition of the book made famous by Michael Portillo

Surrey & Sussex Railways - Interesting survey of ex-LB&SC lines then and now

The Selsey Tram - well illustrated and comprehensive book by David Bathurst

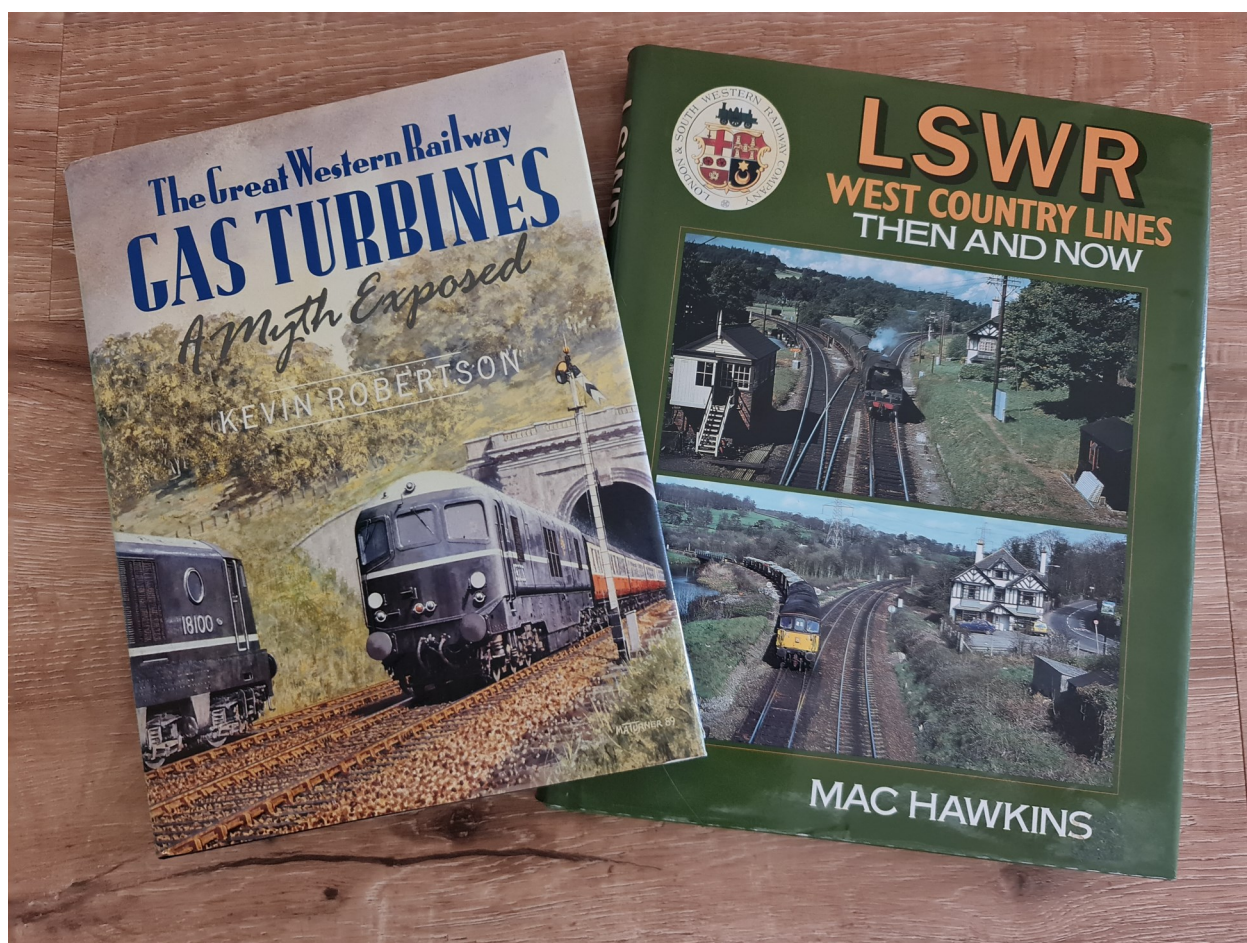
Britain's 100 Best Railway Stations - high quality and well illustrated book by Simon Jenkins

A History of the Southern Railway - by Colin Maggs contains some delightful colour plates

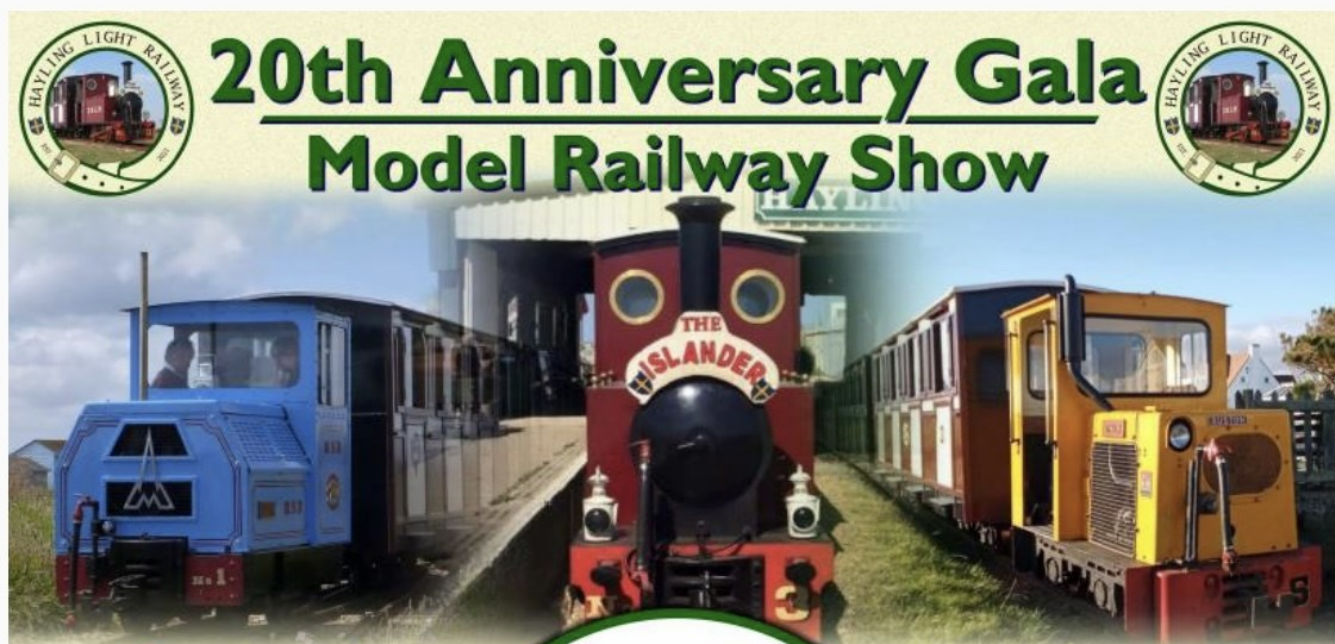
Underground Maps after Beck - a definitive work on the subject by Maxwell Roberts

The GWR Gas Turbines - A Myth Exposed by Kevin Robertson

LSWR West Country Lines Then and Now - an excellent survey of the 'Withered Arm' and (most of) its decline by Mac Hawkins



The books in the image above are not the actual sale items



September

23rd & 24th



Eastoke Corner:

- * Visiting Steam Engine
- * Hayling Hotrods
- * Hayling Legends Car Club
- * Traction Engines
- * Butser Roman Legion
- * Standard fares apply

**VISITING STEAM LOCO
"Peter Pan"**

Community Centre:

- 10:30 - 16:30**
- * Model Railways of various scales and sizes
 - * Trader stalls
 - * FREE bus connection to the railway and ferry

WHAT'S ON?



Train Ticket Prices

	Single	Return
Adult	£3	£5
Child/ Con.	£2	£3
Senior		£4
Family		£12

Show Prices

Family: £12
Adult: £5
Senior: £4
Child: £2

**FREE bus service connecting:
Hayling Ferry - Community Centre - Eastoke Corner**

**Eastoke Corner
Sea Front
PO11 9HL**



For more information, please visit our Facebook page or "haylinglightrailway.wixsite.com/ehlr".