

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

Wednesday 22 November
At 19:15

The Coming of the Railway to Southampton



**Image left of Nine
Elms station
courtesy of our
guest speaker.**

**David
Brace**

The talk will cover the idea of building the London & Southampton Railway and its subsequent construction with a link to Portsmouth (Gosport), the proposal and subsequent extensions from Woking through Guilford to Havant and the rival fighting with the LB&SCR from the east. It also covers subsequent extensions westwards including Castleman's Corkscrew.

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.
Editor: Ian McKey
Distributor: Roger Sandford
Additional Proof Readers: Geoff Adams, Geoff May & John Barrowdale
**Front Cover Poster by
Roger Sandford ©**
**Contributors: Bill Allen,
John Barrowdale, Jim Clarke,
Ian McKey, Paul Myatt,
Roger Sandford, Alan Wallbank &
Adrian Willats**
What's on for the Railway Enthusiast in November - 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 (iwsteamrailway.co.uk)	info@iwsteamrailway.co.uk info@iwsteamrailway.co.uk	01983 882204
Kent & East Sussex Railway	Kent & East Sussex Railway – Tenterden – Northiam –	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

November is a very quiet month with most Heritage lines only offering Santa Trips, Dining Trains and Lightshow trains. Contact the individual lines for details. See web links above.

RCTS Chichester Branch AGM

The Branch AGM will be: held on

Wednesday 13th December 2023 @ 19:15
Location: Bassil Shippam Centre - Tozer Way - Chichester, PO19 7LG

RCTS Chichester Members visit West Dean and Lavant by Roger Sandford ©

Thursday 5th October dawned cloudy, but dry and mild for the Chichester branch visit to the Centurion Way.

Our scheduled 10:45 Stagecoach service 60 was several minutes late departing from Chichester, as a result of a driver change in South Street. Once reaching the city outskirts, a clear road enabled the driver to make up lost time and we were soon at West Dean. Crossing to the East side of the A286 Midhurst Road, a short two minute walk beyond the rear of the Selsey Arms we reached West Dean Stores. A charming little store and café, an array of appetising fresh vegetables on display at the entrance. A welcome stop for tea /coffee and a cake before embarking on the walk back towards Chichester.

Retracing our steps back to the main road we cross to the West side and up a short lane where, after a couple of hundred yards, we reach the recognisable sight of a disused railway bridge, reminiscing with thoughts of steam trains thundering past over the bridge all those decades ago. A short path to the left of the bridge and steps took us up to the disused track bed. We follow this North for a few hundred yards and soon arrived at the now closed West Dean tunnel, the current northern extremity of the Centurion Way.



Alan Wallbank (Left) and Joe Whicher (Right) at the entrance to the closed West Dean Tunnel

Image by Roger Sandford ©

Following a photo call we turned South and soon reached a magnificent bridge structure taking the railway under the A286 and the railway alignment across to the East side of the main road, where it remains until the site of the station in Lavant. From this point through to the outskirts of Lavant it is a gentle downhill walk through West Sussex countryside. On arrival at a housing estate the walkway is poorly signposted, but fortunately previous research had revealed the route to take until we reached the site of Lavant station. From pictures of the station when in use, it is easy to locate the building, now part of a larger housing development. A fascinating building still displaying much of railway interest.

The Lavant station site is adjacent to the A286 where next to the village church we boarded the number 60 bus back to Chichester.

The overall timing of the walk was a little under estimated arrival back in Chichester being at 14:15.

We found this a relatively easy walk, in the downhill southerly direction, the virtually parallel road enables for aborting at several points along the route. A fuller day, after refreshment in Lavant, could have included continuing, following the walkway right through into Chichester. For obvious reasons a dry weather forecast is preferable before setting out!

The short notice of our intention to proceed with this walk did result in a low attendance, but it is one to repeat in the spring.

Hayling Billy 60th Anniversary since closure.

By Alan Wallbank© Uncredited images courtesy of the Author.



It's my sad duty to announce that Brian Sessions peacefully passed away on the 6th September just a few days short of his 91st birthday. Some of you may recall that he is featured in my Hayling Billy film where he speaks about his time on the railway and on the last two days on the Hayling branch.

Brian started his working life as a cleaner at Fratton, but soon went to Guildford to get his job as a fireman. While there he passed out as a driver on the 25th July 1960 and then transferred back to Fratton on the 18th July 1962. As he was not conversant with several Fratton operated routes, he was often rostered to work on the Hayling line where prolific photographer A A F Bell took hundreds of images of the railway and the people who worked on the line. In one photo Brian is seen at Hayling Station with a fake beard that he wore to make the children think he was an 'old driver'. (See Images Below!!)

He worked the last but one train back to Havant on Saturday 2nd November 1963 and also worked the LCGB special from Havant to Hayling the following day while George McAskill whose engine was on the rear, drove the train back to Havant. I understand that the coloured photo of the two Terriers was taken at Fratton prior to them going to Havant on 3rd November 1963.

Brian and George were then officially invited to the new Hayling Billy pub on Hayling Island where they unveiled the name of the new pub that was on the side tanks of a recently purchased terrier locomotive. This took place on the 15th June 1966, where a Portsmouth Evening News photographer was on hand to capture the rare images of the event. Surprisingly, to me anyway, the engines name was changed to Newington shortly afterwards. Incidentally, George's fireman was Dave Pallet who is often seen driving on the Watercress line. This story of the engine from Hayling to the IOW Steam Railway is covered in my second film about the railway.

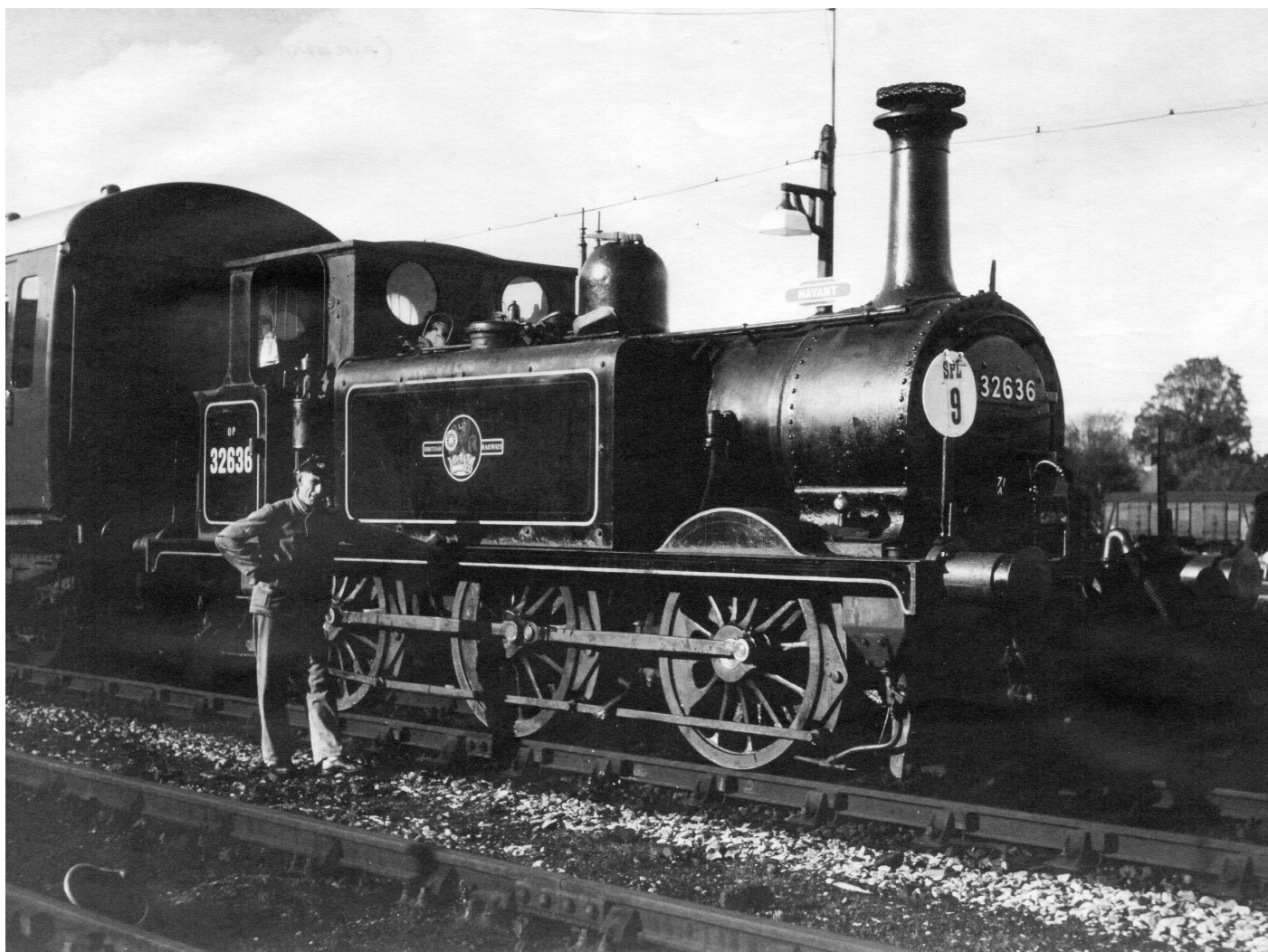
I first met Brian when I transferred from Eastleigh



Hayling Billy 60th Anniversary since closure. By Alan Wallbank©

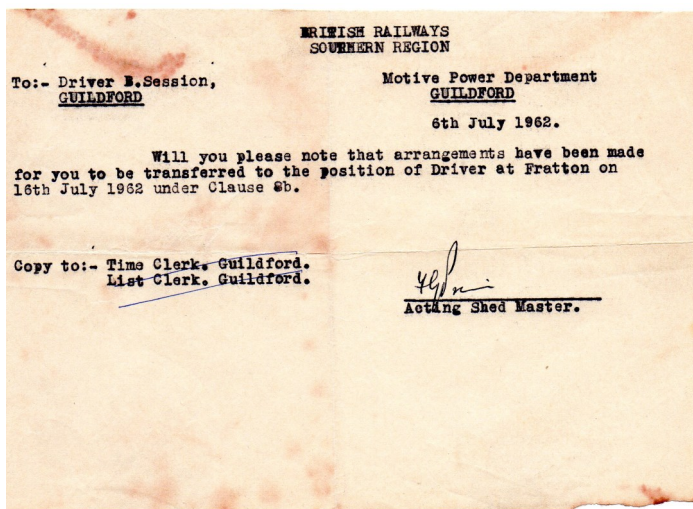
to Fratton to get my drivers job in October 1982, although to be honest his name was just one of many that I had to remember at my new depot. He was always smartly dressed and well spoken. Although he only lives about five minutes from my house, we were only in touch when he appeared in my film and occasionally afterwards. That all changed in the last couple of years when his battle with COPD was becoming more acute, so I spent many hours with him until the day he died. He often said that he had no interest in railways and to him it was 'just a job', but his name will last forever in the annals of history as the driver who played a part in the final act in the Hayling Billy story.

If you want to see Brian in my film, go the 'Spring' Havant's Arts and Heritage Centre' in East Street on the 4th November where they are commemorating the 60th anniversary closure of the Hayling line. All three of my films are being shown in an up stairs room, but sadly for me they cannot be shown in widescreen as their equipment will only project in 4x3. I did offer to use my equipment, but it was deemed to be a trip hazard.

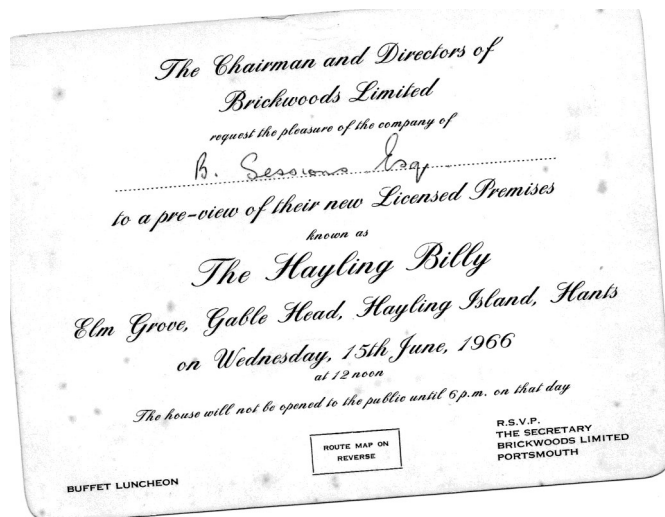


Brian at Havant presumably before the headboard for the LCGB Hayling Farewell Rail Tour was attached. ©

Hayling Billy 60th Anniversary since closure. By Alan Wallbank©



Brian's confirmation of his move to Fratton
Shed



Brian's invitation from Brickwoods to the
Hayling Billy



Brian Sessions and George McAskill unveiling the name of the new pub that was on the
side tanks of a recently purchased Terrier locomotive.

Hayling Billy 60th Anniversary since closure. By Alan Wallbank©



Above: The two Terriers at Fratton prior to them going to Havant on 3rd November 1963. © Colour-Rail

Below: The superb picture of the LCGB tour is taken at Havant station on 03 November 1963, the day after closure to passengers on 02 November 1963.©



Hayling Light Railway - Weekend opening on 23/24th September 2023

By John Barrowdale ©

For a change we had a Narrow Gauge steam visitor to southern Hampshire within easy reach of Cosham when Graham Morris's Kerr Stuart 0-4-0ST 'Peter Pan' visited the East Hayling Railway, which is built on the beach at Hayling Island, for the weekend of the 23/24 September. I went over on the morning of the 23rd, not only to renew my acquaintance with the loco, but more importantly with the owner who I first met back in 1972 when Graham joined the Meon Valley Locomotive Society at Bishops Waltham. That was not long after I joined it.



Back then Graham was about 15, living in Cowplain and still a day pupil at Churcher's College in Petersfield. He came up to help on 34016 Bodmin at Quainton Road a couple of times, but his real interest was in narrow gauge steam, and he was a founder of the short-lived narrow gauge, Albany Steam Railway on the Isle of Wight along with Martin Budd who until 2021 was the manager of the Lynton and Barnstaple Steam Railway at Woody Bay. Graham got an engineering apprenticeship in 1974 at the engineering firm of Listers in Gloucester and whilst there got

involved with the Narrow-gauge Golden Valley Line on the north side of the car park at Toddington next to the Gloucestershire and Warwickshire Steam Railway.

I cannot remember when Graham purchased his 2 foot gauge Kerr Stuart loco, but it was over 40 years ago. He set up his own one-man band engineering company in Daventry around 1980 and has worked on many narrow-gauge locos some in his workshop and others on site including smaller standard gauge locomotives. He was telling me he has recently worked on the LBSCR E1 at Havenstreet on the IOW. He also owns Andrew Barclay Works No 1994 of 1931 called 'Glyder' an ex-slate quarry engine now operating in the narrow-gauge colliery yard at Beamish in Co Durham. He also has another narrow gauge loco he is restoring at the Leighton Buzzard narrow gauge railway which is also 'Peter Pans' usual home. The latter loco is the most travelled preserved locomotive in the world having visited well over 100 railways mainly in England, Wales & Scotland, but also in France, Belgium, Netherlands, Germany and Denmark. This was its first visit to Hayling Island, the last steam visit being by Bagnall 0-4-0ST Works No 2091 'Wendy' from the now defunct Hampshire Narrow Gauge Railway Trust.

The usual motive power at Hayling Island is numerous diesel (steam outlined) locomotives, so it is rare to have a real one. Graham has led an interesting life, and he came back to the MVLS in August 2011 to be our guest speaker for the Society's 40th anniversary.

John Barrowdale



Hayling Light Railway - Weekend opening on 23/24th September 2023



Kerr Stuart "Wren" class 0-4-0ST 4256 of 1922, owned by Graham Morris visiting the East Hayling Railway. Graham Morris is on Peter Pan, nearest the camera. © Roger Sandford



Hayling Light Railway's locomotive, AK11. The engine was built in 1984 by Alan Keef Ltd and supplied to Thorpe Park. © Roger Sandford

I lived on Hayling Island from summer 1968 to April 1988, sadly too late for the train service. However, I can supply two scans of slides which I took at Easter 1982, nearly 19 years after closure of the railway.

One shows the goods shed, now the flourishing Station Theatre. The other shows the platform, looking towards Havant. The tiled/brick floor was presumably the old booking office, with the actual platform beyond. The area now features various light industrial units as well as the theatre, and also functions as one end of the "Hayling Billy Trail" for walkers, cyclists and horse riders. As can be seen, no development of any kind had taken place so long after closure of the route.

Behind me as I took these, on the other side of Station Road, was one end of Staunton Avenue, a dead straight road which connected Station Road and Seafront Road - and still does! We lived two turnings off it towards the sea front end, but I think our house was not built until about 1964/65.

I hope they will do!

Adrian Willats. 24022. © All Text & Images



The Goods Shed as seen in 1982 and now the Station Theatre

The platform at Hayling as seen in 1982





The Hayling Billy at Havant photographed by Bill Allen. It has the Southdown PD3 bus in shot, as every picture from that era should! © Bill Allen

A couple of my Hayling Billy stories

By Jim Clarke ©

I was round at some friends in Westbourne and we had arranged to view a Hayling Billy video together. One of the invited guests was a lady called Dorothy May. We were into the video when it showed a scene at West Town station. There was a young lady pushing a pram along the platform. As she came nearer the camera, Dorothy said "my goodness that is me with my daughter in the pram about 40 years ago". What a co-incidence !

Another more recent personal experience some years ago, one of Havant's councillors knowing my preserved railway experience, asked me if I would be interested in overseeing the resurrection of the Hayling line. The plan was for it to just run the length of the island from Langstone and not consider putting back the bridge initially. At that time I owned a working standard gauge Barclay 0-4-0 steam locomotive, about the right size for the line, and I was willing to bring it to Hayling if all went ahead. So I attended a meeting at Havant Town Hall with the mayor, councillors and the Tourism Officer and all seemed thoroughly in favour of the idea. Not only would this be a great attraction for the area but parking in Havant and having a shuttle bus to the railway, would take so much pressure of the terrible traffic situation at peak holiday times on Hayling. They said they would get in touch with me to further possible plans - I heard nothing. So some time later I contacted the councillor who had originally approached me and asked why I had not heard anything. He replied that they surveyed the track bed and it was being so rapidly eroded by the sea that they decided they could not fight it and it would eventually be washed away. Why they did not carry out this before our meeting mystifies me and I was also quite upset that they did not deem it necessary to inform me of this. I still feel this was a wonderful opportunity missed and could have been solved somehow.

Network Rail - London Victoria Station Improvements



The station concourse area that serves platforms 15-19.



Before!

London Victoria station was not designed for the number of passengers using it today. Even with slightly fewer people traveling currently, narrow gate lines and poor passenger flow in and around the station and on platforms still leads to congestion at busy times.

What are we doing?

- Increasing the number of ticket gates from 86 to 125, including adding 8 more wide (accessible) gates.
- **Opening up and expanding the station concourse area that serves platforms 15-19.**
- Creating a spacious new thoroughfare between platform 14 and the existing escalators to the Victoria Place Shopping Centre.
- Creating more space for additional ticket gates by relocating the Gatwick Express ticket to within the existing Southern ticket office.
- Some existing gate line retail will be removed, and new units will be constructed that will enable new brands to come to Victoria.



As it will be when the work is completed!

October Gala Round-up: Isle of Wight Steam Railway

All Images by Paul Myatt ©



Victorian Steam at the Isle of Wight Railway:

Above: Stroudley Terrier W11 "Newport" taking water at Havenstreet

Below: Adams O2 "Calbourne" at Wooton



October Gala Round-up: Isle of Wight Steam Railway



Above: “Calbourne” at Smallbrook Junction

Below: [Drewry Railcar](#) No.2 at Havenstreet



October Gala Round-up: Isle of Wight Steam Railway



Victorian Steam at Havenstreet

Above: "Calbourne" No.24 and **Below:** "Newport" W11



October Gala Round-up: Watercress Line

All Watercress Line images by John Barrowdale unless otherwise credited ©



Above: Stroudley Terrier No. 72 'Fenchurch'

Below: Bagnall locomotive No.401 'Vulcan', . Built in 1951 for the Steel Company of Wales, for use at the Abbey works at Port Talbot.



October Gala Round-up: Watercress Line



Above: Ivatt Class 2 2-6-2T at Alton. The Fireman hadn't positioned the hose correctly before the water was turned on! © Roger Sandford

Below: LNWR 0-6-2T Coal tank. 300 were built between 1881 and 1887. They were a tank version of the LNWR Webb Coal Engine. 1054 was the 250th built in 1888.



October Gala Round-up: Watercress Line



Above: LNWR Webb Coal Tank double heading with LMS 7F 53808

Below: Stroudley Terrier No. 72 “Fenchurch” recreating the “Farewell Tour” for the Hayling Billy.



October Gala Round-up: Watercress Line



Above: LMS (BR built in 1952) Ivatt Class 2 2-6-2T on a mixed goods service.

Below: GWR 5205 Class 2-8-2T heads a passenger train. Somewhat of a change from its original purpose which was to haul heavy coal trains from the Welsh mines to South Wales ports! © Roger Sandford



October Gala Round-up: Bluebell Railway

All images by Roger Sandford unless otherwise credited ©



Above: Unmodified Bulleid Pacific 34070 'Manston' has just uncoupled from a service from East Grinstead and is about to run round to form the next departure from Sheffield Park.

Below: BR Standard Class 5 73082 'Camelot' pauses at Sheffield Park before moving forward and backing down on to the rake of Southern Bulleid and Maunsell rolling stock on the opposite platform forming an afternoon service to East Grinstead.



October Gala Round-up: Bluebell Railway



Above: Class A1 Stroudley Terrier 72 'Fenchurch' wagon shunting at Horsted Keynes.

Below: Kingscote station in mid-afternoon virtually devoid of passengers as both up and down trains have just departed.



October Gala Round-up: Bluebell Railway



Above: West Country Pacific 21C127 'Taw Valley' pulls away from Horsted Keynes heading for Sheffield Park. The leading vehicle is restored Great North Railways directors' coach 43909. In 'Taw Valley's' working life the current livery and number format would only have been applied **before** her rebuild in 1957! Definitely a talking point!

Below: For those who think that the livery of Taw Valley in the above image is a travesty, then you might want to see what livery she was wearing just over a year ago, when painted to celebrate the Late Queen Elizabeth II's Jubilee. Taken shortly after the Queen's death, Taw Valley also carries a wreath on the smokebox door. Photographed at Bewdley by Ian Mckey ©

