

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

Wednesday 27 March

At 19:15

Eastleigh from Railway Junction to Railway Centre



The history of the town from the opening of the Railway Station, Carriage Works and Locomotive Works.

Following this there will be a look at the combining of the Carriage works and the Loco works in the 1960's followed by privatisation and closure to the current operations as Arlington Fleet Services.

Our Guest Speaker

Gordon Adams

"Suggested donation (to defray costs) £3 Members, £4 Guests"
Collected on arrival at the door

Open to All

Bring a friend

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: Geoff Adams,
John Barrowdale, Geoff May,
Roger Sandford, Alan Wallbank.**
What's on for the Railway Enthusiast in March

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 – 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

What's on for the Railway Enthusiast in March

RailwayName	StartDate	EndDate	EventText
Hayling Light Railway Trust	01/03/2024	31/03/2024	Operating days on Wednesday's, Saturday's & Sunday's
Stansted Park Light Railway	02/03/2024	30/10/2024	Running on Wednesday's and Saturday's
South Downs Light Railway	02/03/2024		Running commences - see website
South Downs Light Railway	03/03/2024		The South Downs Belle
Kent & East Sussex Railway	09/03/2024	10/02/2024	Trains start running Check website for details.
South Downs Light Railway	16/03/2024	17/03/2024	Narrow Gauge Gala
Bluebell Railway	23/03/2024	24/03/2024	Bluey & Bingo at the Bluebell Railway.
Bluebell Railway	23/03/2024	24/03/2024	Trains commence running for the General Public.
Isle of Wight Railway	24/03/2024		Trains start running. See website for details and dates.
South Downs Light Railway	29/03/2024	30/03/2024	Easter event
Littlehampton Miniature Railway	29/03/2024	03/11/2024	Running days - see website.
Watercress Railway	29/03/2024	01/04/2024	Easter Bunny train.
Isle of Wight Railway	29/03/2024	12/04/2024	The Great Railway easter hunt
Bluebell Railway	29/03/2024	31/03/2024	Mobile Farm at Kingscote
Littlehampton Miniature Railway	30/03/2024	31/03/2024	Steam days!



John Barrowdale © recently submitted some images he took in Poland whilst on a LCGB trip in 1984, The tour took place between 9th and 20th August.

Left is a "taster" of John's images . More to follow next month!!

This image shows:-

Px48 1734 0-8-0 (ng) near Umianowice on 15th August

May's Miscellany: by Geoff May ©



WR 2-6-0 7337 and SR Light Pacific 34011 'Tavistock' await the start of a busy Summer Saturday on 4th August 1962 outside the small sub shed at Ilfracombe. The WR 2-6-0 left later in the morning on a through train to Taunton whilst the SR Pacific took a through train to Waterloo as far as Exeter Central. Between 0810 and 1225 that morning eight trains left the North Devon resort packed with returning holiday makers. Truly an age that has passed!

Southern Rail © - Planned disruption in the Coastway West area.- March 2024

3/3/2024

Engineering work is taking place between Brighton and Littlehampton, closing all lines. Buses will replace trains between Brighton and Worthing / Littlehampton.

17/3/2024

Engineering work is taking place between Horsham and Arundel, closing all lines.

Trains between London Victoria and Littlehampton / Portsmouth Harbour will run to an amended timetable. A portion of coaches will split at Worthing to run to / from Portsmouth Harbour. Rail replacement buses will run between Horsham and Barnham / Littlehampton.

18-22/3/2024

Engineering work is taking place overnight between Hove and Angmering, closing some lines.

From approximately 23:45 until 04:00 each morning, trains between London Victoria and Worthing will be diverted and run to Brighton.

Buses will replace trains between Brighton and Worthing / West Worthing.

Additionally, the 22:40 Portsmouth to Brighton will depart Littlehampton earlier at 23:33 only calling at Worthing, Shoreham-by-Sea, Hove and Brighton. A replacement bus will run from Littlehampton, departing at 23:46, to Brighton calling at intermediate stations.

Please Note: This list is not exhaustive and may be subject to changes and additions

The Railway interests of Charles Burns by Alan Wallbank ©

It was about six months ago Charles Burns passed away. I interviewed him for my second Hayling Billy film covering events post closure of the Hayling line. We see him talking about the Hayling Billy Light Railway Society that planned to run trams on the old line, becoming its secretary at the age of 17. Charles spent a great deal of his life right up to his death involved in all things transport and was nearly always found at council meetings, talks and discussions exploring methods of improving the movement of people. After his death his wife passed to me all the Hayling Light Railway Society (HLRS) paperwork surrounding the negotiations with all parties involved in the saving of the line, including leaflets and membership applications.

Charles was also a member of the Hampshire Narrow Gauge Society (HNGS) that planned to run trains on the Bishops Waltham to Botley line. Amongst the paperwork were five of the their magazines which explains their aims and how the project was progressing, but there is no information about what happened after 1967? Both the HLRS and HNGS items make for some very interesting reading, so I will provide a few details from both and more another time.

I see no point in repeating most of what we know about the HLRS, so I will just concentrate on what I believe are the lesser known facts. Did you know the 'Society' intended to buy an A1X, as BR were selling several stored at Eastleigh for £750 each. This is when operation 'Billyback' was born, probably during late 1963, with the intention of raising enough money to buy one of these engines. Looking through the letters it seems that a 'Society' member had bought 32646 and was waiting for the 'Terrier' fund to raise £500. With the money not forthcoming and HLRS aspirations looking doubtful and BR wanting the engine moved the owner decided to sell the terrier. He had found a buyer 'elsewhere in the country', but 'it would be a long job as he wanted to go through the legal side first'. Should that fall through the terrier would be sold to a scrap dealer and one had been found. The owner of the Terrier was reimbursed by BR and the engine as we know was then purchased by Charles Sadler Probyn Ashby again for £750 and taken to his base at Droxford Station. It seems the terrier saga did not go down too well with HLRS members, especially as the £500 had been raised.

In a letter from AAF Bell, he felt it would be 'a great catastrophe' if the Terrier was scrapped' and the idea of purchasing an industrial locomotive 'was unprintable'!

The failure of the HLRS then turned to the IOW where the 'Vectrail Society' was formed in 1964 and naturally Charles was a member. They had plans to run Mr Ashby's Pacerailer, with a prototype appearing briefly on a short length of track at Ryde airport when the Island held its Industries Fair in 1967.

We now return to the Hampshire Narrow Gauge Society, who were based at Bishops Waltham. Please see their handout. I have five of their magazines from October 1964 – winter 1966. Each one contains articles about the lines progress, clearing overgrowth, engine purchases and a technical article on the working of a steam locomotive. One of the engines they planned to use was 'Wendy', a locomotive that has travelled widely around the country. There are also a couple of articles that may be of interest and I add one here where a Mr Reed recalls his memory of travelling on the line.

Editor's Note: The following pages contain reproductions of some of the Railway related items Alan was given by Mrs. Burns

Charles Burns: The Hampshire Narrow Gauge Railway Society - Introduction Page 1

Introducing.....

The HAMPSHIRE NARROW GAUGE RAILWAY SOCIETY

The Society was formed in 1961 with the object of preserving and eventually operating locomotives and rolling stock from the fast disappearing narrow gauge lines throughout the country. It now has four locomotives as follows:-

- No.1 is an 0-4-0 saddle tank 'Wendy' built by W.G.Bagnall, Ltd., of Stafford in 1919, with Works No. 2091. She first saw service in the Votty & Bowydd Company's quarries at Blaenau Ffestiniog later being sold to the Dorothea Slate Quarry at Nantlle in Caernarvonshire, where she was given her present name. She was bought by the Society in 1961.
- No.2 is a 20 hp. petrol locomotive named 'Agwi Pet', which was presented to the Society by the Esso Petroleum Co. Ltd., in November, 1961. This locomotive, Works No.4724 was supplied direct to the former AGWI Refinery at Fawley in April, 1939 from the Simplex Works of Motor Rail Ltd., Bedford. She is the sole survivor of a fleet of similar loco's which worked on the once extensive 2 ft. gauge system at the Refinery. After overhaul by the Society, she is now in full working order and will prove invaluable in track maintenance work.
- No.3 is an 0-4-0 saddle tank 'Cloister', built as long ago as 1891 at the Leeds Works of the Hunslet Engine Co.Ltd., with Works No. 542. She is still in excellent working order and a fine example of nineteenth century locomotive engineering. She was purchased from the Dinorwic Slate Quarry, Snowdonia, by the Society's President, Mr.R.C.U.Corbett, who generously placed her on permanent loan to the Society. Since her arrival in Hampshire, this loco' has been overhauled and repainted by Society members and has been exhibited at several Traction Engine Rallies and Carnivals in the Country.
- No.4 at present the biggest and most modern of the Society's steam loco's, is an 0-4-0 well tank which formerly worked at Port Dinorwic on the Caernarvonshire coast. She was built by Andrew Barclay, Sons & Co. Ltd., in 1931 with Works No. 1995 and is similar to 'Douglas,' No.6 on the Talylllyn Railway. This locomotive was also purchased by the President and

Charles Burns: The Hampshire Narrow Gauge Railway Society - Introduction Page 2

placed on permanent loan to the Society.

In order to run these locomotives and other items of rolling stock, the Society has been negotiating with British Railways for the purchase of approximately 3 miles of the Botley to Bishops Waltham branch line. This land will be purchased by the operating Company, now being formed, and upon it will be laid a 2 ft. gauge line together with workshops and a museum.

With this in mind, a quantity of rail, a generating set and other sundry railway equipment is being collected together at our present workshops. These are situated about two miles east of Eastleigh, on the South side of the main B3037 Eastleigh to Fair Oak Road at the rear of No.214, Fair Oak Road, Stoke Park, adjacent to the premises of the Cheater Concrete Co. Ltd., off whose yard access is gained. The Workshops are open every Sunday morning when all members and everyone else interested are welcome to come and lend a hand.

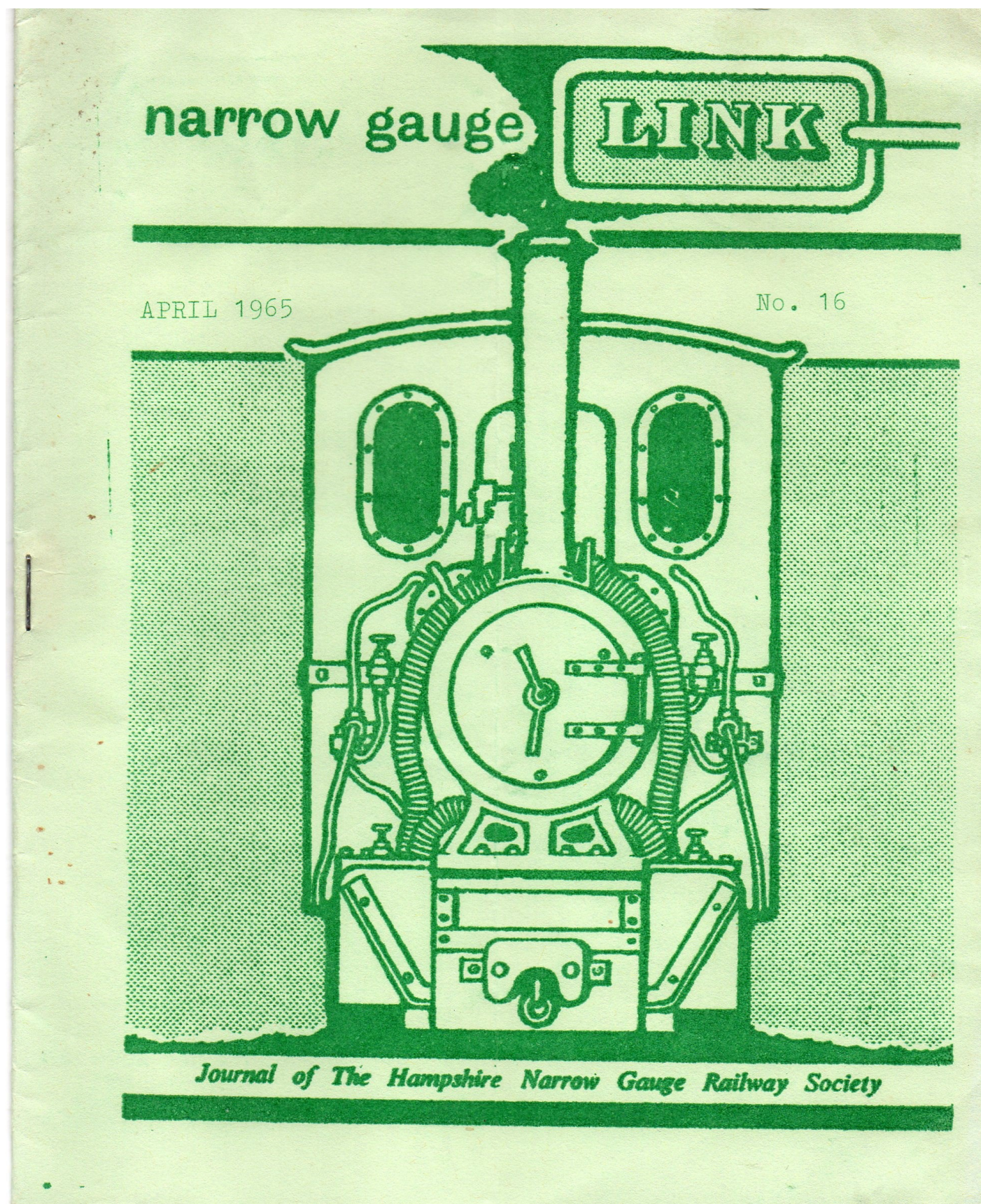
In addition, during the Winter months the Society holds regular evening meetings, in Eastleigh; and a quarterly journal 'Narrow Gauge Link' keeps members in touch with current activities. The Society has available a large selection of photograph post-cards of various railway subjects, price 6d. each, coloured ball-point pens and railway publications can also be purchased. For a complete list of items available please send a stamped addressed envelope to Mr.B.D.Harding, 7, Grantham Road, BITTERNE, Southampton.

A considerable amount of work lies ahead of the Society before fulfilling its aims and all offers of help, physical, financial or what-ever they may be, will be most welcome. We also warmly welcome your membership and if you wish to join, complete the attached Membership Form and post to Mr. B.D.Harding, 7, Grantham Road, BITTERNE, Southampton. The Subscription is £1 per year (10/- in under the age of 18). Please make your cheque or Postal Order payable to 'Hampshire Narrow Gauge Railway Society' and cross 'N.P.Bank, Ltd.'

Please help us to form the.....

NARROW GAUGE CENTRE OF THE SOUTH

Charles Burns: The Hampshire Narrow Gauge Railway Society - Cover Page



Charles Burns: The Hampshire Narrow Gauge Railway Society - Page 2

Random recollections of
THE LINE.

by R.J.Reed

who remembers the B.W. Line as a
country branch still in its heyday,
forty years ago.

My first introduction to the Bishop's Waltham -
Botley line was on a September morning in 1924,
on the way to face the ordeal of the first day at
a new school. After a two mile cycle ride, I
arrived lonely and friendless, on the platform at
Bishop's Waltham, to catch the 7.50 to Botley, en
route for Eastleigh.

In those days, Bishop's Waltham Station was
quite a busy place, very different from its present
air of neglect. On the far side of the station,
the line continued for nearly half a mile, carrying
coal waggons to the gas works, which at that time,
produced gas for Bishop's Waltham. There were also
a lime works and a brick yard, each with its own
siding. Adjoining the station was an extensive
coal yard, used by the local coal merchants of the
day.

The train consisted of a single carriage, which
on the outward journey was pushed by a tank engine;
the driver being in the guard's van at the front,
driving by remote control. There was a regulator
handle connected to the engine by two cables along
the roof of the carriage, and a third cable to
operate the whistle.

I often wondered if the driver actually drove,
or whether a pull on the whistle cable was a signal
to the fireman to take over. The mysteries of
notching up were totally unknown to me in those
days, but I doubt if the driver would have had
any control over this. On the return journey, of

Charles Burns: The Hampshire Narrow Gauge Railway Society - Page 3

course, the driver assumed his normal position on the engine.

The carriage had a central entrance. To the left was the first class compartment, with the guard's "van" beyond; while to the right was the third class. This compartment was divided into two with a communicating door, the further part being the "smoker", and was by common consent, men (and boys) only. It had a central gangway with two pairs of transverse seats each side. The seat covering was of woven cane, or something similar. The other part of the third class had some transverse seats and some lengthwise, tram fashion. The first class I never entered, and I do not remember it ever being occupied.

Each morning before the train was due to leave various farmers' drays arrived, bringing churns of milk and taking back the empty ones. They were the old conical shaped churns and it was quite an education to see how the staff handled them, rolling them along on the lower rims.

In the strawberry season, there would be hundreds of baskets of strawberries to be loaded. All these, together with chickens, rabbits and other farm items were duly loaded into the "van" with much banging and clanging; and with a blast on the whistle we would be off.

The signalman would lean out of his box on the far side of the level crossing, holding the staff which the fireman would take from him as we passed and although we were always hopeful, he never missed it! A stop at Durley Halt to pick up a few regulars, and a few minutes later we would arrive at Botley.

Occasionally, on the return journey in the evening, the train would pull up at a point where the line runs close to the road, and a privileged passenger, no doubt a colleague of the driver,

would alight from the engine, climb over the fence and disappear into one of the houses opposite. How I used to envy him his trip on the footplate.

I never did the journey again after leaving school as the line was closed to passenger traffic soon after that, so I am looking forward to being able to travel again over at least part of the track.

MEMBERSHIP SUBSCRIPTIONS ARE NOW DUE. Your prompt payment will be greatly appreciated and a form is enclosed for your convenience in remitting. Alternatively, you are invited to complete the Banker's Order on the reverse side. Forms in either case should be returned to Mr. P.A.Cobham, Membership Secretary, H.N.G.R.S., 35, Castle Street, Portchester, Fareham, Hants, and NOT TO YOUR BANK.

MEETINGS. IMPORTANT ANNOUNCEMENT. Please note that the meeting which was to have been held on Friday 16th April has been cancelled. Instead, a meeting has been arranged for FRIDAY 30th APRIL at the 1st Eastleigh Scout Hall, Chamberlayne Road, Eastleigh. As usual, doors will be opened at 7.30 p.m. in readiness for a 7.45 p.m. start.

This is expected to be an evening of more than usual interest, for the Society's President, Mr. R.C.U.Corbett, will be talking about visits he has made to some of the lesser known Continental narrow gauge railways. His talk will be illustrated by a selection from the large number of colour slides he has taken.

Make a note of the date: Friday, 30th April. THE FESTINIOG SOCIETY's local branch is holding a meeting at 7.0 p.m. on 10th April, 1965, in St. Michael's Church Hall, Bugle Street, Southampton. The speaker, Mr. Elvy, will talk about volunteer work in the early days of the line's re-opening. An invitation to attend is extended to H.N.G.R.S. members.

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Charles Burns: The Hayling Light Railway Society - Introduction Page 1

Hayling Light Railway Society

Hon. Secretary
N. G. Sloman,
1 Beaufort Avenue,
Fareham, Hants.

London Representative,
R. S. Cromwell,
Wishford, The Marld,
ASHSTEAD, Surrey.
Ashstead 3123.

Dear Sir,

The prime aim of the Society is to provide a modern, frequent and economic public transport service between Havant and Hayling Island now that British Railways are to be permitted by the Minister of Transport to close the existing railway line.

Havant is a rapidly expanding industrial area and Hayling Island is a desirable place to live. The Island is also a popular seaside resort. The loss of rail facilities will make the situation intolerable at times. We aim to improve on the present rail service to the benefit of residents and visitors alike. We intend to make provision for prams and pushchairs.

We propose to operate the line with modern electric railcars which will be cleaner and quieter than the present train and will completely eliminate the hazard of lineside fires.

Additional cars will augment the service at seasonal peak periods when it is hoped to run vintage cars in their original colours as a tourist attraction.

Request stops will be provided at North Hayling, Langston and Havant Town Hall and elsewhere as public demand indicates. The cars will have road-level loading and there will be no need for raised platforms. Stopping places will be marked by a paved area and a stop sign.

Electrically operated barriers will be installed at the Langston crossing. These will be controlled by the railcar driver. The barriers will be down only while the car is crossing the road thus reducing the present $4\frac{1}{2}$ minute wait to about 30 seconds. The railcar will retain the present priority over road traffic and therefore will not be affected by the congestion that builds up on this stretch of road.

Signalling throughout will be fully automatic controlled by the passage of the trolley along the overhead wires. Safety devices will be incorporated in the driving cabs so that the cars will be able to run at normal speeds even in fog. Snow and ice will have little effect on the vehicles so that a regular transit time of thirteen minutes from end to end can be maintained whatever the conditions.

Charles Burns: The Hayling Light Railway Society - Introduction Page 2

Full-time drivers will be employed for day-to-day operation with part-time drivers for peak periods. All drivers will be subjected to an extensive training course and will have to pass the stringent Ministry of Transport tests for drivers of these vehicles.

A lengthman will be employed to keep an eye on the state of the bridge and the permanent way. Maintenance of track and cars will be carried out by members under expert supervision.

It will also be necessary to construct passing loops at intervals along the line and this will be done by members under supervision. Erection of the overhead traction equipment and maintenance thereof will be performed by members.

British Railways have stated that the annual takings of the line amount to £10,000. This is sufficient for us to show a profit with our method of working but we do not consider it is a big enough margin. To attract passengers to the line we propose founding a railway and tramway museum at Hayling Island station. A preservation group are negotiating the purchase of one of the "Terrier" tank engines which have operated on the line since 1872. It is intended to acquire some rolling stock to keep it company. It will be repainted in its original L.B.S.C.R. colours and stabled in the bay siding of Hayling Island station where the original signal still stands guard. On special occasions the train will be steamed for a ceremonial journey.

The line will be operated by a Limited Company with a subscribed or guaranteed capital. It is intended that working membership of the Society will confer the right to purchase a Preference share in the Company.

The annual subscription for working membership has been fixed at £1 for which the member will receive the above right of share purchase and to partake in any excursions, functions etc., the Society may arrange at preferential rates. Free admission to the Museum also will be included. The member will be expected to contribute assistance to the Company by working on or for the line in his or her spare time.

Associate membership annual subscription is 5/-. This will give the member the right to partake in any functions, excursions etc., the Society may arrange at preferential rates and will include free admission to the Museum.

Charles Burns: The Hayling Light Railway Society - Introduction Page 3

Ball pens engraved "Hayling Light Railway Society" are available from the officers of the Society price 1s.5d. post free. Branch Line Handbooks' booklet of the history of the line are also available at 4/- post free.

Photographs of the line, lineside buildings and equipment are available from Mr. A. A. F. Bell, 5 Croy Close, Donnington, Chichester who will be glad to supply a list and prices on receipt of S.A.E. When writing to Mr. Bell it is essential to state whether proceeds are to go to the Hayling Light Railway Society or the Hayling "Terrier" Fund (see over)

The success of the venture, particularly in negotiations with Government Departments and the British Railways Board depends to a large degree on our numerical strength. We urge you to give your support as Associate members if you feel you are unable to take an active part in the running of the line.

The officers of the Society will be happy to answer any question regarding the line and the Society and happier still to receive your enrolment form completed.

Yours sincerely,

N. G. SLOMAN

To The Membership Secretary,
1 Beaufort Avenue, Fareham, Hants.

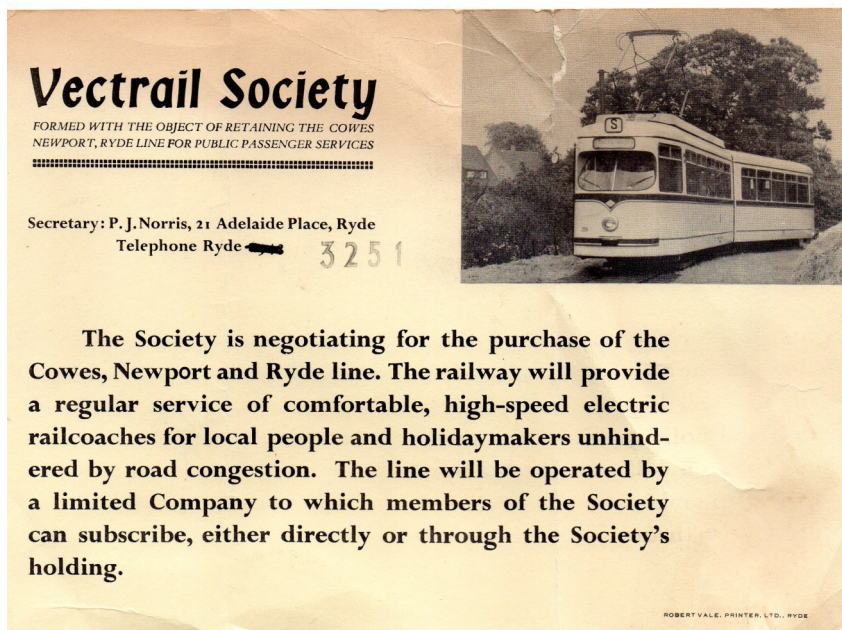
Please enrol me as a member of the Hayling Light Railway Society.

Name Block
Address Capitals
..... Please

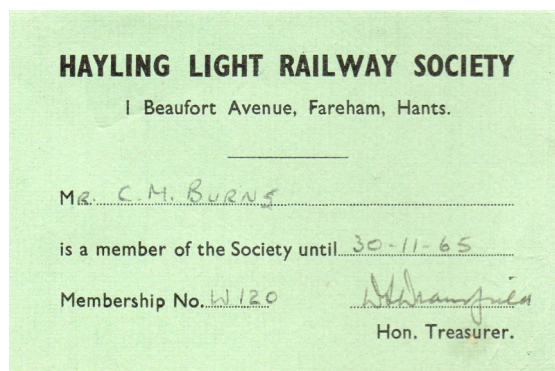
Occupation
Hobbies or other abilities

I enclose £1 for Working *
5/- for Associate * membership being one year's
subscription.

Charles Burns: Additional material !



Left: An information document setting out the aims of the Isle of Wight Vectrail Society.



Above: Charles Burns' Membership card for the Hayling Light Railway Society

Right: An advertising leaflet for a meeting to discuss the future use of the Hayling Railway land.

ROAD or RAIL ?

As the Havant Council are borrowing £18,000 to buy the Hayling Railway for possible future road building

Your Rates are Involved.

If leased to the Railway Company the land could earn rent and rates to offset the interest charges on the loan.

A

PUBLIC DISCUSSION

will be held in the

BRITISH LEGION HALL,

Brockhampton Lane, Havant

on Saturday, 10th December

at **2.30 p.m.**

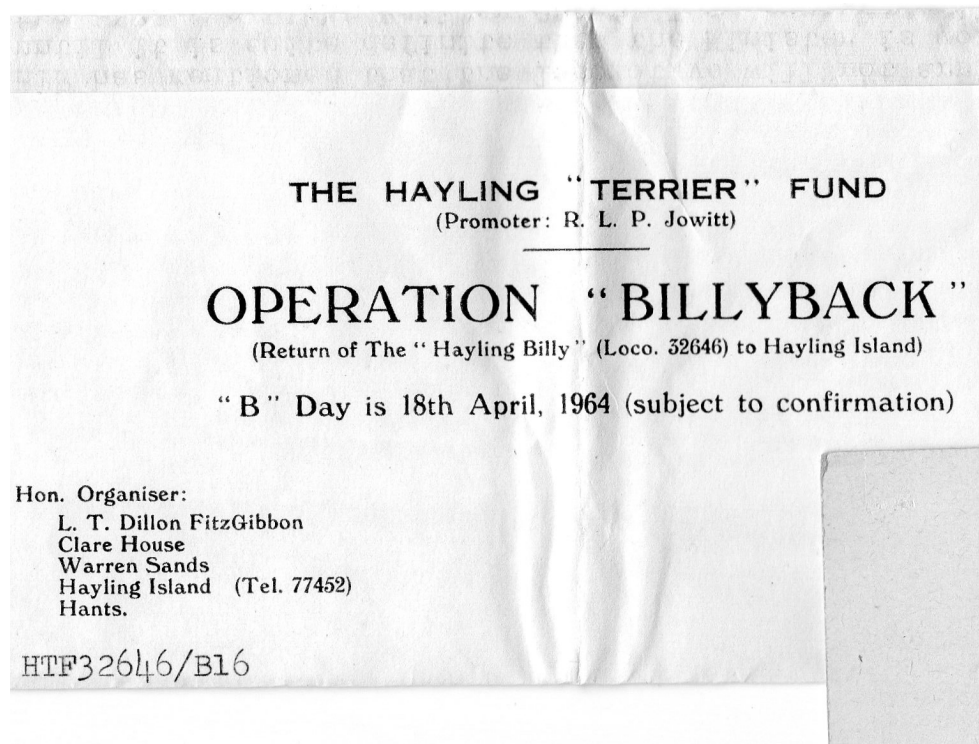
Principal Speaker: **R. Calvert,**
Secretary, National Council on Inland Transport.

*Come to Hear the Facts
and Air Your Views*

It's Your Money !

Printed by The Kingston Press, 96 Kingston Rd., Portsmouth.
Published by The Hayling Light Railway Society,
Hightrees, Webb Lane, Hayling Island.

Charles Burns: Additional material !



Right: A letter header for "The Hayling 'Terrier' Fund"



Southern Rail News

Coastway (West) timetable changes from 2nd June 2024

Following Customer feedback, we are pleased to share our new and improved timetable and from 2 June this year, our West Coastway customers will benefit from:

- Faster** regional journeys, such as between Brighton, Chichester and Southampton, designed to beat the road network.
- New** half hourly services between Brighton and Southampton.
- New** half hourly services between London, Gatwick and Portsmouth Harbour, improving connections to local ferries and destinations.
- Retained** hourly services between Brighton and Portsmouth following public engagement.
- Double the space and frequency** on the busy route between Brighton and Worthing, with trains doubling from two to four per hour all day.
- Improved service reliability** through more robust turnaround times at destinations, reducing the likelihood that customers will be affected by delays earlier in the day.
- More **even departure** times, where trains depart at the same times each hour and at even intervals.

Full details on the new timetable, the outcome of the engagement process and an explanation of changes we were - and were not - able to make as a result of customer and stakeholder feedback is available on our website: www.southernrailway.com/westcoastway

The revised timetable will be available in Journey Planners from 11 March. Please visit the [Southern website](http://www.southernrailway.com) or [National Rail Enquiries](http://www.nationalrail.gov.uk) to check the times of your trains.

An announcement from Transport for London (TfL) ©

As part of a new project to make travel on the London Overground simpler and easier for customers, we're naming each of the six lines. We aim to make the changes by the end of 2024.

The new names are a unique opportunity to honour and celebrate London's many historic locations and stories in the public realm.

Editor's Note: The above text is from the TfL website.

Click [Naming the London Overground Lines - Made by TfL blog](#) see the full article follow

