

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

Wednesday 22 May
At 19:15

With Lance King in Ulster
The Great Northern Railway Lines: 1957-1965



Leslie McAllister pays a tribute to his late friend Lance King, with a selection of Lance's colour photography taken in the North of Ireland in the last years of steam traction. Leslie witnessed much of what is included, as a schoolboy!

The 1960s saw a halving of the Province's railway mileage, but not before Lance faithfully recorded train working on the former Great Northern Railway lines. Both the main line from Dublin, the much-lamented route to Derry (which closed in 1965) and several branches will be covered. Steam hauled both passenger and goods trains and saw extensive use at holiday periods – all faithfully recorded. Even a glimpse of the Sligo Leitrim and Northern Counties Railway and the County Donegal narrow gauge lines. Lance did not ignore modern traction, which appears from time to time during the presentation. A heady mixture of nostalgia at a time of change!

"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.

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**Front Cover Poster by
Roger Sandford ©**

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Alan Wallbank.

What's on for the Railway Enthusiast in May

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 May

RailwayName	StartDate	EndDate	EventText
qry_MonthlyEvents RailwayName	StartDate	EndDate	EventText
Kent & East Sussex Railway	01/05/2024		Fish & Chip Evening Special
Isle of Wight Railway	04/05/2024	06/05/2024	19th Isle of Wight Real Ale Festival
South Downs Light Railway	04/05/2024	05/05/2024	Miniature Transport Days
Kent & East Sussex Railway	04/05/2024		Star Wars - May the Fourth be with you
Kent & East Sussex Railway	04/05/2024	06/04/2024	Extinct Express - A ride with Dinosaurs!
Amberley Museum	06/05/2024		Motorcycle Day
Bluebell Railway	10/05/2024	12/05/2024	Branch Line Gala 2024
Kent & East Sussex Railway	11/05/2024		Morning Bird-watching Tours
Isle of Wight Railway	11/05/2024	12/05/2024	Model Railway Exhibition
Kent & East Sussex Railway	15/05/2024		Fish & Chip Evening Special
Amberley Museum	17/05/2024		Discovery Day - The Relocated Buildings at Amberley
Bluebell Railway	18/05/2024	19/04/2024	Road Meets Rail Event
Kent & East Sussex Railway	18/05/2024	19/05/2024	1940s Weekend!
Amberley Museum	18/05/2024	19/05/2024	Home Front Day
Isle of Wight Railway	19/05/2024		Festival of Transport
Watercress Railway	25/05/2024	02/06/2024	A Day out with Thomas
Kent & East Sussex Railway	25/05/2024	27/05/2024	Extinct Express - A ride with Dinosaurs!
Amberley Museum	27/05/2024		Storrington and District Classic and Sportscar Enthusiasts (SADCASE Day)

Michael David Cox

1945 – 2024

At the recent RCTS Annual General Meeting it was revealed 71 members had passed away in the preceding twelve months. Sadly one of those was our very own Chichester member Michael Cox, who received special mention for his role in ensuring the survival of Chichester branch during troubled times several years ago.

Michael was an orphan, marrying his devoted wife Heather in 1966 and raising two loving daughters. He lived for many years in Australia and New Zealand, pursuing a career in television, including working for the BBC in the UK.

In later life, on moving to live in Littlehampton, Michael was greatly involved at Chichester Cathedral, prominent at the Fellowship. His passion however was railways, loving nothing better than a lengthy rail journey, 1st class of course! This interest saw him join the RCTS and he began regularly attending Chichester branch meetings, where we first met in 2010, subsequently becoming good friends.

Michael's management skills came to the fore in 2015 when he took over temporarily as RCTS Chichester branch chairman, when the previous incumbent stood down in somewhat acrimonious circumstances. As a key member of the team he steadied the ship and moved the branch into smoother waters, until his friend and colleague Richard Ashby succeeded him, leading to continued stability.

Always supportive, Michael continued to perform many important tasks, ensuring our local branch of the Society continued to thrive. In the latter years of our meetings, held at County Hall, he arrived somewhat ahead of everybody else to prepare the room for our arrival, following its day-time use.

Sadly Michael's health deteriorated in recent years and he moved to a care home following the death of his wife in 2022.

He is very much missed by all those who knew him at RCTS. We have much to thank him for. His friendship, advice and contribution to the Society's success, so very much appreciated.

Roger Sandford
Chichester Branch Chairman ©

Members Weekend & Officer's Conference

This event will return in 2024 to the traditional format based in Portsmouth

Friday 27 to Sunday 29 September

Members will have organised group outdoor visit options to

- The Eastney Beam Engine Houses
- The Isle of Wight Steam Railway Gala Event
 - Eastleigh Railway Works
 - The Watercress Railway
- Going aboard a WWII submarine

Our hotel base is within a few minutes walk of Portsmouth Harbour rail and bus stations, adjacent to the Historic Dockyard and just a few hundred yards from the Gunwharf Quays leisure complex and Spinnaker Tower.

A Friday early evening light meal followed by a double header railway speaker presentation. Saturday evening dinner with guest speaker and Sunday morning Officer's Conference will all be located at our hotel.

Bookings open soon - make a diary note of the dates.

Roundstone Level Crossing Accident 22nd September 1965. By Ian McKey ©

At the Chichester RCTS Branch Meeting last month Malcolm Garner gave a talk on the tragic Hixon Crossing accident in 1968 that claimed the lives of both Railwaymen and members of the public. Three years earlier, at Roundstone Crossing, between Angmering and Goring, another level-crossing accident occurred which also tragically claimed the lives of three people. It happened in thick fog at approximately 9:30 in the autumn morning of 22nd September of 1965.

This article is largely based on the Ministry of Transport (MoT) Railway Accident Report issued in respect of this accident in 1966.

Location

Roundstone crossing is on the double track Brighton to Portsmouth line, electrified on the third rail system, between Goring-on-Sea nearly 2 miles away on the Brighton side to the East, (the Up direction) and Angmering $\frac{5}{8}$ mile to the West, in the Down direction.

Description of the Crossing Location

This description has been taken from the MoT Accident Report (updated to past tense!)

The crossing had a pair of gates on either side which swung across the line when open to the road. They were worked simultaneously by a wheel in the gate box on the Up side of the line and on the Portsmouth side of the road. The gates were normally kept open to the road and were interlocked with protecting signals, these being the Down home signal, No. 2, being a semaphore 158 yards from the crossing box with the distant signal for Angmering below it, and the Down distant signal No. 3, a 2-aspect colour light 1158 yards from the crossing box. This signal acts also as the outer distant for Angmering.

The protecting signals in the Up direction were not connected with the accident but they were as follows. The Up home semaphore signal No. 1 was 107 yards from the crossing box and it also served as the advanced starting signal for Angmering. The Up distant Angmering semaphore signal was therefore, also the Up distant crossing signal and it could not be cleared by the Angmering signalman unless the crossing home signal arm is off. Further electrical locking prevents No. 1 lever being fully restored in the frame after having been pulled and thus releasing the gate lock lever to allow the gates to be opened to the road, when the Up advanced starting lever has been pulled in Angmering box.

Working the Crossing

This section too has been taken from the MoT Accident Report

The crossing keeper's instructions were simple. The large gates must be closed and locked across the roadway three minutes before a train is due to pass and may be opened again as soon as the train has passed, unless a train in the other direction is approaching.

The crossing keeper's box was equipped with 3 position block indicators and repeater block bells for each line and the crossing keeper was also provided with the working timetable of trains.

For Up trains he generally closed the gates to the road and pulled his signal levers when Line Clear is shown for a train on the Up line indicator, but for Down trains he generally waited until "Train on Line" is sent from Goring signalbox. Some variations in this procedure could be carried

Roundstone Level Crossing Accident 22nd September 1965. Continued..

out to avoid unnecessary delays at the crossing particularly when an Up train is booked to stop at Angmering. The crossing keeper had to observe the trains as they pass and make sure that he had seen the tail lamp before he opened the gates to the road. He must of course also ensure that no train was approaching in the opposite direction. When he opened the gates the block indicator for the line on which the train had just passed would still be showing "Train on Line", and in certain circumstances when shunting is carried out at the box ahead must remain in this position for some minutes before the signalman can give the Train Out of Section signal.

The Vehicles

The train consisted of two 2-BiL Units weighing a total of 150 tons and 259ft length over buffers. The leading vehicle was a driving-trailer-composite. No. 2105, built in 1937.

The Bus was a Leyland PD3 otherwise locally known as a "Queen Mary". It was numbered 939 in the Southdown fleet and its registration was 6939 CD. It was working on route 31 the 09:01 Worthing to Southsea. It was first in the queue of vehicles wanting to go across the level-crossing.

What Happened?

In short, Crossing Keeper Mr Coleman became confused about what trains had passed over his Level-Crossing!

The fog had caused some delays in the line service and trains were running late.

The Crossing Keeper had closed the gates for some little while and had a queue of traffic building up at the gates. He listened in to the telephone conversations between the Signalmen and thought he heard the Signalman at Goring tell his counterpart at Angmering that the "0847" was not in section. Without further checking, he put his signals to the "On" position and opened the gates to road traffic. The Southdown "Queen Mary", the first vehicle in the queue, started to move across the level-crossing.



A Newspaper Image of the aftermath of the accident

At the time that the Crossing Signals were set to "On" the train had already passed the distant signal which had been "Off" when the train passed. Owing to the fog the train driver (Mr Parker) did not see the level-crossing home signal at danger nor the crossing gates and the bus until he was nearly upon them. He was able to apply the brakes fully, but in the short time left, they had little or no effect. The bus was hit by the train and carried some 54 yards down the line before train and bus came to rest. Shortly after the accident, fire broke out on the bus and spread quickly, fuelled by spilt diesel from the bus's fuel tank which, unfortunately, was on the

side of the bus hit by the train. The fire spread from the bus to the first carriage of the train, the front bogie of which had been derailed. The other three carriages were undamaged.

After the train and wreckage of the bus came to a halt, the train driver escaped from his cab via a side window and then went to the aid of the bus driver, where he was joined by another

Roundstone Level Crossing Accident 22nd September 1965. Continued..

railwayman (Mr Sharp, a Civil Engineer) who had been a passenger in the 7th compartment of the 1st Carriage. They got the bus driver to shut off the bus engine and then helped him out of his cab. The train driver then went to protect the Up line. On Parker's return he saw the bus and the first carriage of the train were now well alight with fire

Mr Sharp continued to help passengers out of the bus including some from the top deck who were rescued by means of a ladder, but the fire spread quickly and not all the bus passengers were saved. In total, three bus passengers lost their lives.

Conclusions and Recommendations

Colonel Reed concluded that the cause of the accident was Crossing Keeper Coleman's assumption that he had missed seeing the 0847 Brighton - Portsmouth train going through his crossing and that there was no train heading towards him on the Down line. Coleman could have tested his assumption simply by ringing either of the signalmen, and even without doing this he could have prevented the accident by waiting a minute after putting back the signals before opening the gates. This would have enabled him to make sure that no train was approaching at speed having passed the distant signal before it was put back to caution.

He also noted:-

- that the Guard had correctly gone to protect the rear of his train but had not first gone forward to ensure that the Up line was being protected. That was where, in the first instance, the greater danger lay.
- Neither signalmen in Angmering and Goring had sent "Obstruction Danger" to the other as they should have done.

Colonel Reed's recommendations concluded that the installation and use of an automatic Half Barrier crossing would have prevented this accident. He recommended that such a crossing should be installed at Roundstone.



This image shows the extent of the damage caused to the bus. The train suffered fire damage to the 1st Carriage only.

It was noted in the investigation that the one compartment in the first carriage that had remained with doors and windows closed escaped with virtually no damage

Image from
Worthing Herald

Southern Engineering Works - May 2024



SOUTHERN

Engineering works likely to affect journeys in our area.

Date From	Date To	
01/05/2024	03/05/2024	From approximately 23:30 until the end of service on Monday to Thursday evenings, trains from London Victoria to Worthing / Chichester will be diverted to run to Brighton Buses will replace trains between Brighton and Worthing / Chichester.
05/05/2024		All day on Sunday, buses replace trains between Havant / Barnham and Southampton Central. Trains which usually run between Brighton and Southampton Central / Portsmouth Harbour and between London Victoria and Portsmouth Harbour will be diverted and run to / from Bognor Regis. If you're travelling to Southampton Central / Portsmouth Harbour, please change at Barnham for the replacement buses.
11/05/2024	12/05/2024	All weekend no service will operate between Chichester and Southampton Central. Rail replacement buses will run between Chichester and Portsmouth Harbour. <i>Replacement buses will run between Havant and Southampton Central at the start and end of the day, when there is no Great Western Railway or South Western Railway train alternative.</i>
18/05/2024	19/05/2024	No trains will operate between Chichester and Portsmouth Harbour / Southampton Central. Rail replacement buses will run between Chichester and Portsmouth Harbour. <i>Your ticket will be accepted on Great Western Railway and South Western Railway services between Portsmouth and Southampton Central.</i>
20/05/2024	24/05/2024	From 22:25 until 05:45 each morning, buses will replace trains between Horsham and Barnham.
28/05/2024	30/05/2024	The 22:35 London Victoria to Chichester train will terminate at Barnham. A rail replacement bus service will run between Barnham and Chichester.
29/05/2024	31/05/2024	The 04:54 Chichester to Brighton train will start from Barnham. A rail replacement bus service will run earlier from Chichester to connect with the train at Barnham.

For the latest updates on Engineering work please follow the link below :-

[Planned Changes to Train Times | Southern Railway](#)

May's Miscellany: by Geoff May ©



Steam and electric traction rubbed shoulders at Liverpool Lime Street for a little over five years in the 1960's. On the 16th July 1966 25kV AC Electric Locomotive Class AL5 E3090 had arrived with an express from Euston alongside Stanier Class 5 4-60 45376 which had arrived on the 15.04 SO service from Caernarfon. 45376 was a 'one shed' engine that spent its entire working life under BR ownership allocated to Liverpool's Edge Hill MPD until withdrawal in March 1968. E3090 was classified as Class 85/0 and later 85/1 under the TOPS system before withdrawal



Industrial Action on the Railways

Further strikes have been called by ASLEF, the drivers Union in support of their wage and conditions dispute. It will impact our region in common with most, if not all, of the rest of Britain.

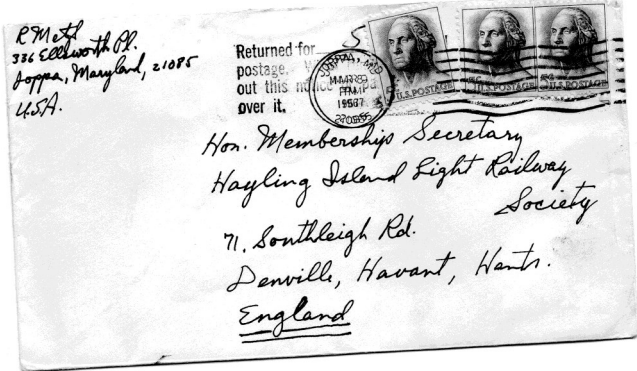
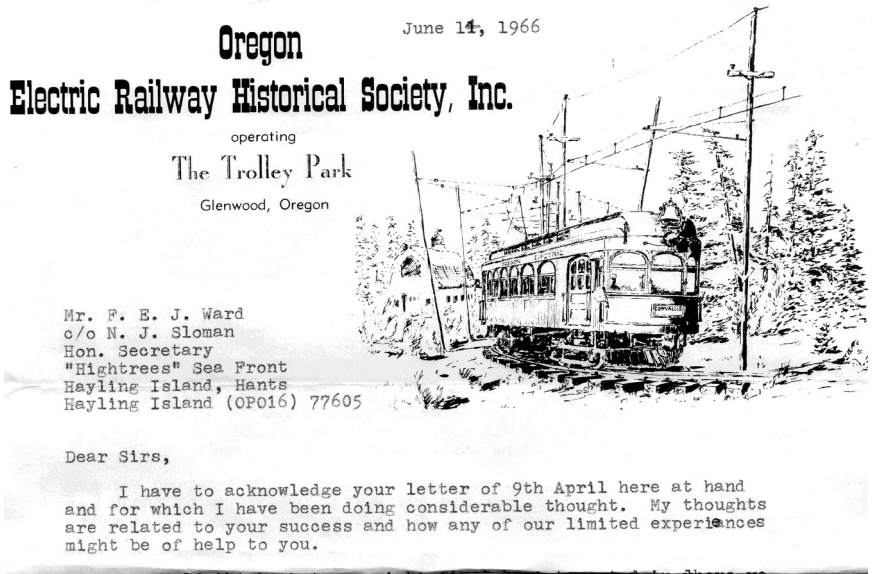
Southern, Southeastern, South Western (Including Island Line) and Thameslink will all be affected by strike action on the 7th May.

Additionally all main train operators, including the above companies, will have an overtime ban from Monday 6th May to Saturday 11th May which may alter the timetable of trains that will be running.

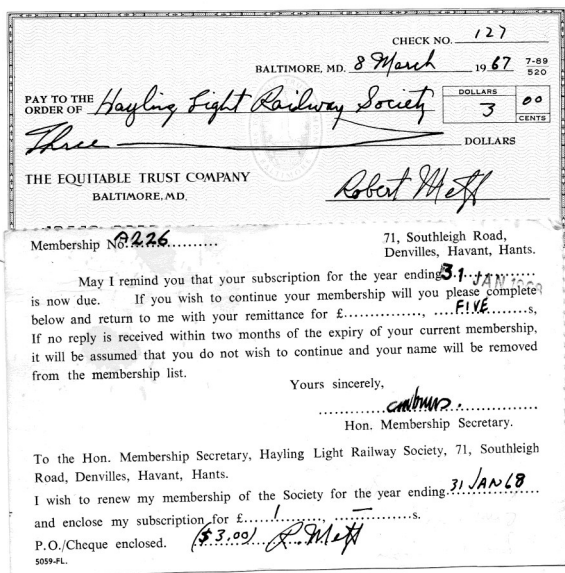
You have been warned!

Hayling Light Railway Society by Alan Wallbank ©

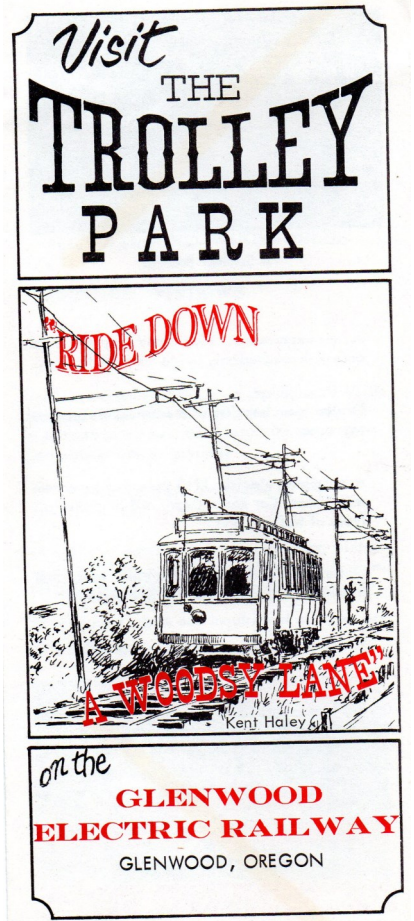
Their plans to run trams on the Hayling Line are well documented, but what is probably less known is that they were also communicating with several Museum lines in the States, such as the 'Central Electric Railfans Association', 'The Glenwood Electric Railway' and the 'Orange Empire Trolley Museum', with some being members of the HLRs. Another, 'The Oregon Electric Railway Historical Society, Inc' provided information regarding their experiences of running a 'Trolley Park', no doubt to stress the problems when building an electric tram system. One, a Robert Metz, sent a cheque for \$3 to renew his membership that was subsequently never cashed!



Left:-
A scan of Robert Metz's American cheque made out in the sum of \$3.00



Editors Note:
No doubt the bank charges for collecting the cheque would be more than the cheque would be worth. I joined a bank in 1970 and in those days cashing a foreign currency cheque was a long and convoluted affair!!



Cathedral Fellowship | Richard's Great Rail Journeys

Many, if not most, of our Branch Members and Supporters will recall Richard Ashby. He was for several years our Chairman and was instrumental in helping the branch thrive after it's restructure almost a decade ago.

Richard will be giving a talk about his love of trains, and the journeys they have taken him on, later this month at Chichester Cathedral.

When: Tuesday 21st May 2024 @ 14:15

Where: Vicar's Hall, Chichester Cathedral

The talk will last for about 45 minutes and is followed by tea and biscuits'. There is a voluntary donation of £2.00.

Click the link below for more details about Richard's talk.

[Cathedral Fellowship | Richard's Great Rail Journeys | Chichester Cathedral](#)

Below: - Richard Ashby contributed several articles to our newsletter. This image was taken on one of his travels closer to home, being of the Lynton & Barnstaple Railway during the spring of 2021 It shows "Lyn" No.762 a replacement for a previous engine that worked the line until 1935 when the original line closed. The new "Lyn" was built by Alan Keef Ltd, and delivered in 2017©



RCTS Chichester Branch - Summer Visit to :- Volk's Railway, Brighton - 26th June 2024



Unmistakably we are in Brighton, on the seafront,
admiring The Volks Railway.

Members only visit to the Volks Railway, Brighton to include escorted tour of shed and workshops.

You must book this event in advance as numbers are limited.

Further details and bookings at :-

chichester@rcts.org.uk

Please note: The [RCTS Privacy Policy](#) applies to everyone participating in, or registering for, this event.

Your Editor enjoying a quiet trip on Volk's Railway in 2015.

© Rosemary McKey

