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The Monthly Newsletter of RCTS Chichester Branch.

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Front Cover by Roger Sandford ©
Clan Line at St Denys on 26 April 2025

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Joe Whicher

What's on for the Railway Enthusiast in June

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	Bluebell Railway Website	Bluebell E-Mail Contact	01825 720800
Isle of Wight Railway	IOW-SR Website	IOW Steam Railway Email	01983 882204
Kent & East Sussex Railway (K&ESR)	K&ESR Website	enquiries@kesr.org.uk	01580 765155
Watercress Railway (WR)	Watercress Website	info@watercressline.co.uk	01962 733810
Amberley Museum	Amberley Museum	office@amberleymuseum.co.uk	01798 831370
Hayling Light Railway Trust (HLRT)	HLRT Website	haylinglightrailway@yahoo.com	07902 446340
Littlehampton Miniature Railway (LMR)	LMR Website		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

Broad Street Station



The Editor writes :-

Following Adrian Wright's splendid presentation in April to Chichester, RCTS on the North London Line, **Adrian Willats** has forwarded some images he took at Broad Street Station in 1982.

For a starter (no pun intended!), here is Adrian's image of the Broad Street Signal box. More images to follow next month!!

What's on for the Railway Enthusiast in June

Railway	Start Date	End Date	Event
Stansted Park Light Railway	01/03/2025	29/10/2025	Running on Wednesday's and Saturday's
Hayling Light Railway Trust	01/04/2025	30/09/2025	Summer Timetable - (See website for details)
Littlehampton Miniature Railway	05/04/2025	02/11/2025	Summer Timetable - (See website for details.)
Bluebell Railway	25/04/2025	15/11/2025	Fish and Chips Supper Trains - Various dates - See website
Bluebell Railway	25/04/2025	17/07/2025	Wealden Rambler Afternoon Tea - Various Dates - See Website
Bluebell Railway	27/04/2025	27/06/2025	Golden Arrow Luncheon 2025 - Various Dates - See Website
Bluebell Railway	03/05/2025	01/11/2025	Bluebell Railway Yard Visits - Various Dates - See website
Bluebell Railway	23/05/2025	07/11/2025	Pie and Mash Supper Trains - 23/5 and 7/11 only
Watercress Railway	24/05/2025	01/06/2025	A day out with Thomas!
Bluebell Railway	29/05/2025	01/06/2025	Jay Miller's Circus
Isle of Wight Railway	01/06/2025		Summer Cider Festival
South Downs Light Railway	01/06/2025		South Downs Belle
Kent & East Sussex Railway	01/06/2025		Junior Engineering Experiences
Kent & East Sussex Railway	06/06/2025	07/06/2025	CAMRA Real Ale & Cider Festival 2025
Bluebell Railway	07/06/2025		Sunset Observation Rides on the Golden Arrow
Bluebell Railway	07/06/2025	08/06/2025	Dinosaurs at the Railway
Isle of Wight Railway	14/06/2025	15/06/2025	A celebration of Gin and Steam!
Amberley Museum	14/06/2025	15/06/2025	Emergency Services and Fathers' Day (15th) Event
Bluebell Railway	14/06/2025	15/06/2025	The Gruffalo
Watercress Railway	14/06/2025	15/06/2025	Retro Wheels & Rails
South Downs Light Railway	15/06/2025		Father's Day
Kent & East Sussex Railway	21/06/2025	22/06/2025	Traction Engine Display
Bluebell Railway	22/06/2025		Land Rover Day
Watercress Railway	28/06/2025	29/06/2025	Hey Duggee Meet and Greet
Bluebell Railway	28/06/2025	29/06/2025	Model Railway Weekend
Kent & East Sussex Railway	28/06/2025		SteamPunk & Mixology on the move Events
South Downs Light Railway	29/06/2025		Two Train Day

Southern & Local Engineering Works - March 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date	
2/6/2025	6/6/2025	<p>Monday to Thursday: The 22:35 London Victoria to Chichester train will terminate at Barnham. A rail replacement bus will run from Barnham to Chichester.</p> <p>The 23:15 Barnham to Bognor Regis train will not run. You should instead travel on the 23:45 Barnham to Bognor Regis train.</p> <p>The 23:45 Portsmouth Harbour to Bognor Regis train will be diverted to terminate at Littlehampton. A replacement bus will run from Barnham to Bognor Regis.</p> <p>Tuesday to Friday:</p> <p>The 04:55 Chichester to Brighton train will start from Barnham. A connecting with bus will depart earlier from Chichester to connect with the train.</p>
8/6/2025		<p>All day on Sunday, buses will replace trains between Southampton Central and Havant.</p> <p>Trains between Southampton Central and Brighton will be diverted to run between Brighton and Portsmouth & Southsea.</p>
22/6/2025		<p>All day on Sunday, buses will replace trains between Southampton Central and Havant.</p> <p>Trains between Southampton Central and Brighton will be diverted to run between Brighton and Portsmouth & Southsea.</p>
29/6/2025		<p>Engineering work is taking place between Three Bridges and Billingshurst, closing all lines.</p> <p>All day on Sunday, buses will replace trains between Three Bridges and Horsham / Billingshurst.</p> <p>Trains between London Victoria and Portsmouth Harbour will be diverted via Hove. Trains to / from Bognor Regis will run between Billingshurst and Bognor Regis only.</p>

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

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

41 Years of Mid Hants Railway Footplate Crew by John Barrowdale ©

Part 6

I found in life that you only come to appreciate the work of your last grade when you move up to the next and this applied with footplate work. I was allocated with a driver who on the footplate was ok with me but off the footplate he barely acknowledged me and a good afternoon towards him when working in the yard at Ropley was greeted with a complete blank. I also suggested to him that as he lived in Clanfield we could come up together and share transport and save on petrol costs, but to no avail. I put the downside of my negative experiences as a third man into practice with my trainees. If they were complete novices, I obviously had to take them through all the steps of the job, but I was as patient as I could be and let them do as much work as was reasonably possible. With trainees who had come to me from other crews, I tended to let them get on with it as best I could and tried hard not to take the shovel off them if they got into difficulties but sometimes it was unavoidable. I made suggestions where I felt they were going wrong or wait until we got to M & FMs station as long as the water in the boiler was covering the firebox crown well and there was a reasonable amount of boiler pressure. I then said look inside the firebox when we stopped and tell me what you think is wrong with the fire which caused us not to arrive in ideal conditions. Usually, they spotted the cause and would say the left side is a bit thin on coal or there is a hole in the grate $\frac{3}{4}$ of the way down or perhaps the right-hand back corner has burnt through too much. I would then say repair the damage with well-aimed coal and remember what you learnt there for the next time. I felt this method worked well and years later many of my trainees commented on the way I did it as they felt they learnt well by it. By the end of 2001 I felt that my relationship with my driver outside the footplate was no better and asked to move to a new crew. Two things I learnt afterwards was that I was not the only one he blanked as it was common behaviour on his part and secondly, I heard he was quite disappointed that I had asked for a move much to my surprise. During 2001 I had been out with various drivers on mid-week turns sometimes on my own and sometimes with a trainee so plenty of variety and getting use to other people's methods. If a driver was not happy with an aspect of how I or the trainee was doing, I never argued as he was in charge of the engine, but these occasions were rare and often you picked up good advice.

In 2002 I fell on my feet with my new crew as I was teamed up with driver Nigel Stinchcombe (known as Stinch throughout the railway) and third man John Sowerby (known as Russian John from his day job as a Russian to English translator). He had a knowledge of other languages as well. I always remember the look on the faces of two Ukrainian teachers on a school trip with a party of senior school pupils from Ukraine when they came up to the engine with a member of the Alton station staff to see if they could visit the footplate. They stood back in amazement when John started speaking in fluent Russian to them. I found John very able on the footplate and considered him worthy to be a fireman, however there was one big problem that prevented this. He was colour blind so could not call signals out. Our fixed crew were together until well into 2005 and we got on like a house on fire or perhaps a firebox on fire! Obviously sometimes due to holidays we had a change of a crew member plus there were still mid-week turns to be filled by who was ever available so we all experienced other crew situations. Stinch was a MOD Police Sergeant when I first joined his crew and later became an inspector and is due to retire in 2025. All the time I have known him he commutes from Braintree in Essex to carry out his

41 Years of Mid Hants Railway Footplate Crew by John Barrowdale ©

Part 6 Continued.

MHR driver duties. That's dedication for you. In 2005 further crew changes happened and I came off Stinch's crew which was sad as I lost both him and John but fell on my feet again as I was teamed up with Neil Cox, a lovely guy from Southampton whose day job was running a yacht rigging company. Trainees/third men continually changed now and I ended up training a large number of them several of whom are now drivers on the MHR.

In March 2006 I was able to retire early, 3 months before my 54th birthday from the day job after 37 years working for HMIT which became HMRC in my final year. About August that year I had a phone call from Bob Allen the MHR Engineering Officer asking me if I would like to instruct firing on MHR Footplate experiences. Most of these were manned by a regular driver Mike Burke and either fireman Tony Wood or Graham Varney owing to most MHR footplate staff not wanting to go out with complete novices for just a day or a half day depending on whether they were advanced or introductory footplate experiences. I thought about it quickly and said I suppose so with a bit of doubt coming over, which Bob picked up on. He then said you do get paid £50 a day. 'Paid' I said back. That has to be one of the best kept secrets on the MHR and I was surprised that others still were not interested in doing it. Bear in mind that is £50 for a 10 to 10 1/2-hour day, but better than nothing and would help my civil service pension go further. I said "Yes please" to Bob and I ended up doing the footplate experiences from that year to 2019 when Covid put paid to them in early 2020.

I found these duties most enjoyable and it was lovely to pass on my knowledge and the enjoyment of my hobby to others and be paid to do it into the bargain. The season for these experiences went from March to October and would involve a duty once or twice a month, as a few more staff joined our numbers. By the 20 teens there were about 5 regular drivers and 4 firemen doing these turns.

Part 7 will go into more detail about these turns and the various incidents that happened.



**Adams designed LSWR
T3 4-4-0 No 563 at Ropley
on the 12.26 from Alresford
Freight on the 26/04/25**

No. 563 was built in 1893 at Nine Elms and was the last T3 to be in service . It was withdrawn in 1945 but luckily was eventually incorporated into the National Collection. The T3 is now owned by the Swanage Railway Trust

Image by John Barrowdale ©

John Barrowdale's other Railway Firing job!



John writes :-

I was down firing this locomotive at Woody Bay on the restored part of the Lynton & Barnstaple Railway from 5th to 7th of May.

It is a Bagnall (Stafford) built locomotive of 1945 built for the Tongaat Sugar Co of South Africa and returned to the UK in 1993. After having several owners it was returned to steam in 2014 and after a boiler inspection in April 2017 it was found to have very thin boiler plate and was withdrawn from service.

A group of L & B members purchased him and in recent years he was restored to working order after buying a new marine boiler to replace the earlier one and steamed again in August 2024.

There were a lot of teething problems last year and he did not steam well, but this has been resolved by altering the brick arch and air flow. He was originally named 'Charles Whytock' a director of the sugar company and ran under that name at Woody Bay from 2014 to 2016 in green livery. He has since been repainted in maroon livery and named after 'Sir George Newnes' who pushed for the building of the Lynton & Barnstaple Railway which opened in 1898.

The National Transport Trust - No.13

A series of monthly items provided by Joe Whicher ©

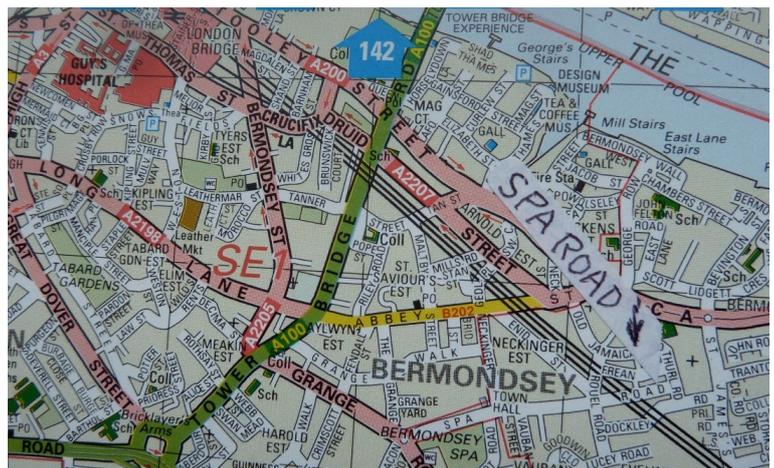
1836 SPA ROAD STATION

Spa Road railway station in Bermondsey, south-east London was the original if very temporary - terminus of the capital's first railway, the London and Greenwich Railway. It opened on 8 February 1836, with the other end of the line at Deptford.

The extension to London Bridge - the line's true terminus - opened on 14 December 1836. The extension from Deptford to Greenwich opened on 12 April 1840.

The station closed for upgrading from 1838 to 1842. In 1872 it was re-sited some 200 yards to the south-east and in October 1877 it was renamed Spa Road & Bermondsey. It closed finally on 15 March 1915, by which time the railway that served it was the South Eastern and Chatham Railway.

The remaining evidence of the original station was renovated in 2009. The main arch over the roadway is flanked on either side by narrow pedestrian arches carried on columnar piers, those on the outside in brick and those on the inside in cast iron in Doric form. Its remaining arches are Listed Grade II.



Meeting Report for 23 April 2025

Presenter: Adrian Wright

Presenter Adrian Wright came to us from Chelmsford giving a very comprehensive talk on the North London Railway, not to be confused with the North London Line which is a marketing term. The NLR Society have published several good books on the line.

This was a short railway of only 15 miles built initially for goods traffic from West India Docks, extending piecemeal eventually to Chalk Farm opened from 1850 to 1851 with later extensions westwards in 1872 and a new branch from Dalston to Broad Street opening in 1865 to take pressure off Fenchurch Street, the latter costing £1.3m. The line was famous for the short distances between stations and for the large number of connecting lines to main lines heading north, north east and north west.

At one time the railway had 9 locos available for every route mile of railway! Average travelling time between stations was 3 minutes, and nowadays there are 8 trains per hour. Traffic was at its busiest on the Broad Street Branch with 80,000 people carried daily and it was the first railway to introduce automatic ticket machines in 1894. Prior to Bow works being opened, first for construction of carriages and wagons in 1853 then construction of their own locos, in 1863, all earlier locos were supplied by contractors. The last loco of 161 was built in 1906 and afterwards they just did overhauls until the works closed in 1960.

Apart from one 0-4-2 CT all locos were either 4-4-0Ts or 0-6-0Ts, the crane tank being the oldest loco inherited by BR in 1948. Only one 0-6-0T is preserved, being 58850 on the Bluebell Railway. Their early 4-wheel coaches had buffers at one end and a cup connection at the other end to take up less platform space. Very little goods traffic was generated at the stations along the line, most having no goods sidings at all, leaving the large amount of goods traffic mainly generated from the docks. Beeching tried to close it as another poor example of his lack of foresight, but it was opposed and saved by the efforts of local councils.



May's Miscellany: by Geoff May ©



Mechanised Coaling - Crewe South August 1965

Merchant Navy Class 35005 "Canadian Pacific" at the Watercress Line



Bullied Merchant Navy Class 35005 "Canadian Pacific" returns to work after a 14 year restoration.

The Canadian Deputy High Commissioner addressed the crowds at the naming ceremony on the 19/03/25.

Image by John Barrowdale ©

Ticket to Ryde By Richard Rickard ©

This year we celebrate RAIL200 – the 200th anniversary of the opening of the World’s first steam hauled passenger railway between Stockton and Darlington. This new transport option opened up long distance travel, at speed, and ‘kick started’ the first UK industrial revolution. The new railway companies quickly needed a reliable means of counting their passengers and accounting for payment for their journeys. The answer was the widespread adoption in the 1840’s of the Edmondson ticket, pre-printed with journey details and serial numbered, and date stamped at the point of issue.

Think back to your most recent railway journey. How did you pay for it? Your ticket might possibly have been a plastic travel card printed by a machine in return for your plastic payment card. More probably, it will have been a lifeless array of pixels on your smartphone, to be scanned at the platform barrier- hopefully without the embarrassing need of assistance from a railway employee! Whatever option, it’s very unlikely that you’ll be keeping the ticket as a ‘souvenir’ – a fond memory of your journey.

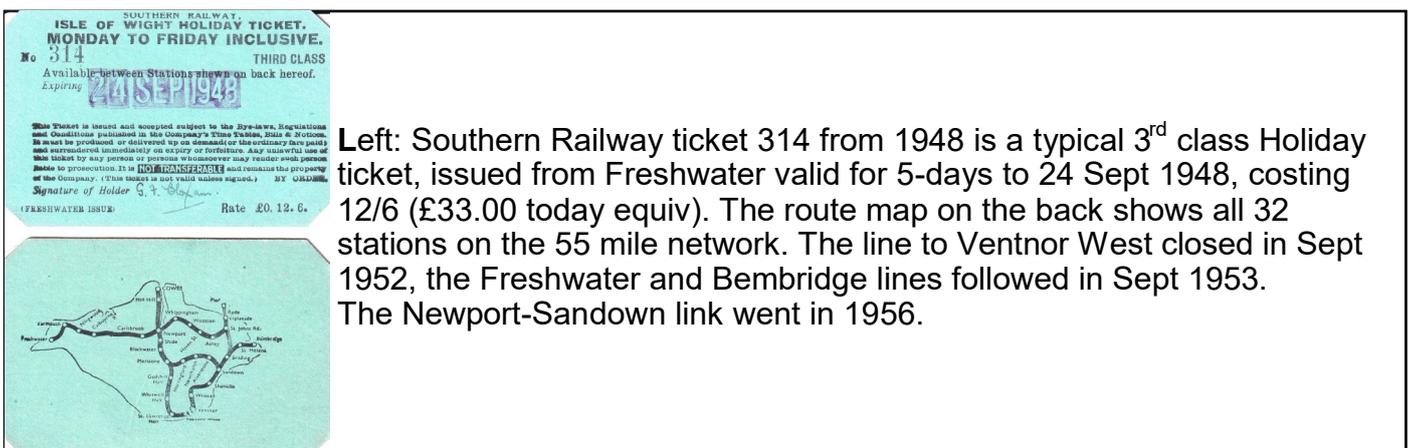
It wasn’t always like this of course, particularly where holiday travel by train was involved. Until the late 1960’s and the end of steam traction in the UK, the journey was very much an integral part of the holiday, not just a stressful experience between home and destination. Along with the holiday postcards and photos, what better than to hang on to the railway tickets as souvenirs?

Back then your railway ticket was a miniature work of art - usually pre-printed on cardboard, with all your journey details and individually dated when you - or more probably your mum or dad - bought it from the clerk behind that little window at your local station. This was the ticketing system invented and patented by Thomas Edmondson (1792-1851), the system that became the worldwide standard for over 100 years, until more flexible mechanical and electronic systems became possible.

Back in those times, when most holidays were taken within the UK, the sunny Isle of Wight was a hugely popular destination, particularly for families from the industrial Midlands and North of England on their week or two away from the factory. A super fast electric train 90 minutes from Waterloo, a ferry boat cruise from Portsmouth Harbour - let’s go down and have a peek into the engine room, especially if it’s a ‘paddler’ - and then, perhaps most fun of all, a vintage steam train journey along Ryde Pier to the shore and onward to your seaside holiday at Sandown, Shanklin or Ventnor. Don’t lose the tickets!

Despite the vigilant ticket collectors at the exit barriers, a surprising number of these tickets have survived, and we can enjoy them again today as reminders of past times and lifestyles.

Perhaps the most popular option for many Summer visitors to the Island was to buy a Holiday Runabout ticket - a week of unlimited railway travel for just 10/- (50p) in 1962 - equivalent to £15.00 today, and the kids could have one for just 5/- (25p). Even with the closures of the 1950’s, the trains still went to Ryde, Sandown, Shanklin, Ventnor, Newport and Cowes – all the main towns.



Left: Southern Railway ticket 314 from 1948 is a typical 3rd class Holiday ticket, issued from Freshwater valid for 5-days to 24 Sept 1948, costing 12/6 (£33.00 today equiv). The route map on the back shows all 32 stations on the 55 mile network. The line to Ventnor West closed in Sept 1952, the Freshwater and Bembridge lines followed in Sept 1953. The Newport-Sandown link went in 1956.

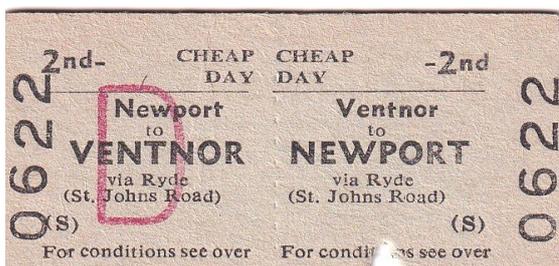
Ticket to Ryde By Richard Rickard © Continued ...



Above: BTC(S) ticket 0036 is evidence that even ‘man’s best friend’ needed a ticket to ride. Fido’s accompanied 1954 Holiday Runabout ticket was valid for 6-days to 08 Oct 1954, priced at 1/11 (£3.65 today).



Left Top: Southern Railway ticket 0032 is an example of the Company’s attempts to generate traffic. A Cheap Day excursion from Ventnor West to Alum Bay. By train to Freshwater, then by West Wight Company’s Omnibus to see the coloured sands. Evidently not a huge response to this offering – it’s undated, and double clipped, indicating that it’s an unsold ‘audit’ return, serial no. 0032.

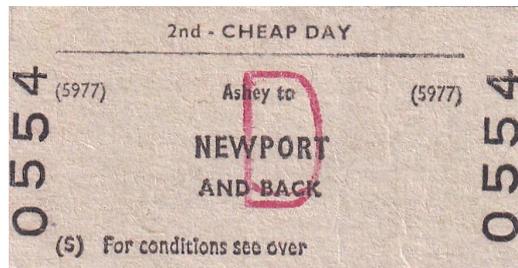


Left Bottom: Ticket 0622 was issued 17 SE 62 at the tail end of the BTC era, as Dr. Beeching was putting the finishing touches to his 1963 Report. A Cheap Day return 2nd class Ventnor-Newport via Ryde St Johns Road.

Ticket to Ryde By Richard Rickard © Continued ...



Above: Ticket 0622 was issued 17 SE 62 at the tail end of the BTC era, as Dr. Beeching was putting the finishing touches to his 1963 Report. A Cheap Day return 2nd class Ventnor-Newport via Ryde St Johns Road.



Above: Speaking of Haven Street, our excursion across the Solent could not pass without rejoicing that the splendid Isle of Wight Steam Railway has recently purchased the original Station buildings and land at Ashley, which were sold into private ownership in 1968 after the Ryde-Newport-Cowes line closed. The IWSR now has initial plans to return the Station to 1926 Southern Railway period image, restore the public rooms, and achieve an income by offering holiday lettings in the rest of the main building. All subject to raising the funds through their recently launched £550k appeal*

Ticket 0554 is a BTC stock Cheap Day return Ashley-Newport dated 28 MR 63. Back then Ashley was a humble unstaffed halt, so this ticket was issued at Newport – indicated by the code 5977.

The IW railways had to cope with very heavy passenger traffic in the Summer - particularly on Saturday 'change-over' days - but very low Winter demand. Even as late as a Summer Saturday in 1965 the Ryde Pier Head - Ryde St Johns Road/Smallbrook section carried 4x 6-coach steam hauled services/hour to the Ventnor line, 1x 4-coach service/hour to the Cowes line - and back, together with several light-engine movements between Pier Head and St Johns for re-coaling. All achieved with 70-year old O2 Class ex-LSWR locomotives and 50 year old ex LBSCR/LSWR coaches.

Today just 5x 2-car ex-London Transport sets can manage a 30-minute interval service on the 8-mile Island Line, Ryde to Shanklin.

Recommended option - change at Smallbrook Junction for the magnificent IW Steam Railway to Ashley, Haven Street, and Wootton, and travel on a REAL steam railway!