

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG



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The Monthly Newsletter of RCTS Chichester Branch.
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Front Cover by Ian McKey ©
 How it all started!!

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Joe Whicher, Adrian Willats**
What's on for the Railway Enthusiast in July

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	Bluebell Railway Web site	Bluebell E-Mail Contact	01825 720800
Isle of Wight Railway	IOW-SR Website	IOW Steam Railway Email	01983 882204
Kent & East Sussex	K&ESR Website	enquiries@kesr.org.uk	01580 765155
Watercress Railway	Watercress Website	info@watercressline.co.uk	01962 733810
Amberley Museum	Amberley Museum	office@amberleymuseum.co.uk	01798 831370
Hayling Light Rail-	HLRT Website	haylinglightrailway@yahoo.com	07902 446340
Littlehampton Minia-	LMR Website		01903 719876
South Downs Light	South Downs Light	info@south-downs-railway.com	07518 753784
Stansted Park Light	Stansted Park Light	help@sp-lr.co.uk	02392 413 324

RCTS Chichester Meeting Wednesday 17th December 2025

Chichester Branch AGM will be convened at our December meeting.

Following the official business we will be holding a members photo event. If you would like to be considered for a short presentation or require further information please contact us by email chichester@rcts.org.uk with brief details of what you would propose to show to our audience.

All emails will be acknowledged.

What's on for the Railway Enthusiast in July

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	25/10/2025	Wealden Rambler Afternoon Tea - Various Dates - See Website
Bluebell Railway	27/04/2025	16/11/2025	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
Isle of Wight Railway	01/07/2025	05/08/2025	Fish & Chip Evenings (Tuesdays Only!)
South Downs Light Railway	05/07/2025	06/07/2025	Teddy Bears' Picnic
Amberley Museum	05/07/2025	06/07/2025	Large Steam Show
Bluebell Railway	05/07/2025	06/07/2025	Reptiles at Kingscote
Isle of Wight Railway	05/07/2025	06/07/2025	The 1940s Experience
Bluebell Railway	05/07/2025		An Evening with Elton John: Tribute Night at Sheffield Park
Watercress Railway	11/07/2025	13/07/2025	Diesel Gala
Bluebell Railway	12/07/2025	13/07/2025	Baby Dino Days
Kent & East Sussex Railway	18/07/2025	20/07/2025	K&ESR Diesel Gala
Bluebell Railway	19/07/2025	20/07/2025	Southern at War
Isle of Wight Railway	19/07/2025		Real Ale Train
Amberley Museum	19/07/2025	20/07/2025	Rail Gala
Bluebell Railway	23/07/2025	29/07/2025	Railway 200 Inspiration Train
Kent & East Sussex Railway	23/07/2025	30/08/2025	Early Service - Summer Explorer 2025 - See K&ESR Website for details
Amberley Museum	24/07/2025		2pm-3.30pm - The Industrial Railway at Amberley
Bluebell Railway	25/07/2025	05/12/2025	Murder Mystery at The Bluebell Railway
Watercress Railway	25/07/2025	27/07/2025	Teddy Bears' Picnic
Isle of Wight Railway	26/07/2025		The Steam Railway Proms
South Downs Light Railway	27/07/2025		Two Train Day

Southern & Local Engineering Works - July 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date	
6/7/2025	6/7/2025	<p>Engineering work is taking place between Southampton Central and Fareham, closing all lines.</p> <p>The 07:30 Southampton Central to Brighton train will start from Fareham at 07:54 and run to Brighton from there.</p> <p>A replacement bus will depart from Southampton Central earlier at 07:08 running to Fareham to meet the train.</p>
13/7/2025		<p>Due to urgent track repair work between East Croydon and Gatwick Airport, all lines in the area will be closed for the whole day on Sunday 13 July.</p> <p>This will affect journeys between central London and Gatwick Airport, as well as journeys between London and parts of Surrey, Sussex and the south coast, including to/from Brighton.</p> <p><u>Here's what you need to know:</u></p> <p>If you're planning on travelling between London and Gatwick Airport you will need to travel by train to East Grinstead and then use buses to/from the airport.</p> <p>Alternatively, direct Southern trains will also run between London Victoria and Gatwick Airport but they will use an alternative route. All journeys between London and Gatwick will take much longer so please ensure you allow plenty of extra time to reach the airport.</p> <p>If you're planning on travelling between London and Sussex / the south coast, you'll need to travel by train to East Grinstead and then use buses across to Three Bridges. Trains will run from Three Bridges to and from Brighton / Horsham / Littlehampton / Ore / Portsmouth.</p> <p>For journeys towards parts of Surrey including Redhill or Tattenham Corner, as well as between Redhill and Tonbridge, replacement buses will be in operation.</p> <p>All journeys will take longer than normal, so please allow extra time.</p>

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

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

Southern & Local Engineering Works - July 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date	
13/7/2025		<p>Engineering work is taking place between Horsham and Barnham, closing all lines.</p> <p>Buses will replace trains between Horsham and Pulborough / Barnham via Arundel.</p> <p>Trains between London Victoria and Portsmouth Harbour will run to an amended timetable with extended journey times. These trains will be diverted via Hove and will run as part of Littlehampton trains between London Victoria and Worthing. These trains will call additionally at Three Bridges.</p> <p>Bognor Regis trains will run between Bognor Regis and Barnham.</p> <p>Only Thameslink trains will run between Three Bridges and Horsham.</p> <p>Journey times will be increased when using replacement buses.</p>
14/7/2025	18/7/2025	<p>Engineering work is taking place overnight (ending Friday morning) between Horsham and Barnham, closing all lines.</p> <p>From approximately 22:00 until the end of service on Monday to Thursday evenings, buses will replace trains between Horsham and Barnham, with some buses extended to run to Bognor Regis / Barnham / Portsmouth & Southsea.</p> <p>Mostly only Thameslink trains will run between Three Bridges and Horsham.</p> <p>Journey times will be increased when using replacement buses</p>
19/7/2025	20/7/2025	<p>Engineering work is taking place between Littlehampton and Bognor Regis / Chichester, closing some lines.</p> <p>Saturday:</p> <p>The 22:16 London Victoria to Bognor Regis train will be diverted to Chichester and not call at Bognor Regis.</p> <p>The 22:35 London Victoria to Chichester train will be diverted to Bognor Regis and not call at Chichester.</p> <p>Trains to London Victoria will start from Littlehampton.</p> <p>Sunday:</p> <p>Until approximately 09:15 on Sunday morning, buses will replace trains between Littlehampton and Bognor Regis / Chichester and between Havant and Southampton Central. Journey times will be increased when using replacement buses.</p> <p>Trains will run to an amended timetable between Brighton and Littlehampton and between Chichester and Portsmouth Harbour.</p> <p>Trains to London Victoria will start from Littlehampton.</p>

Southern & Local Engineering Works - July 2025



Some Engineering works likely to affect journeys in our area.

27/7/2025		<p><u>Engineering work</u> is taking place between Southampton Central and Havant, closing some lines.</p> <p>The 07:30 Southampton Central to Brighton train will start from Havant at 08:10.</p> <p>A replacement bus will run departing earlier from Southampton Central at 06:46 to meet the train at Havant.</p>
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**Built in 1953 by BR to a
LMS Ivatt design
2MT 2-6-0 No. 46521**

Seen at Bridgenorth on the
Severn Valley Railway.

Note the bell on the engines
left hand running plate. The
bell was probably the personal
whim of the then owner,
Charles Newton.

Image by Ian McKey ©

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

Part 7

Footplate experiences were either Introductory or Advanced. The former being just a half day where each participate would have a turn at driving and a turn at firing a single locomotive with no train attached. Three people would be on the footplate with the instructing fireman and driver and would have three round trips with each person having a go at driving and firing in one direction. The morning session started at 9.30 and ended at 12.30 approx, then the crew had their lunch before 3 new participants turned up for the afternoon session which started about 13.00 and ended at 16.00 approx. The ½ day included a guided trip round the workshops at Ropley. By the time I did my final footplate experiences in 2019, the cost of an introductory experience cost £350.

The advanced experiences consisted of an engine and 4 to 5 coaches attached with 6 people doing a trip driving one way and a firing trip the other way over the whole length of the line from Alresford to Alton and vice versa. They were allowed to take 4 relatives or friends with them for free who remained in the coaches during the journeys together with 4 of the 6 not doing the driving and firing on each trip. The participant also got a free lunch in the West Country buffet but there were no visits to the workshops due to lack of time. These cost £500 each by 2019. These sessions all started with the driver and fireman going through all the controls each would be expected to use during their trips, safety briefings and in the case of firing how to use the shovel effectively. Overalls were also provided by the railway but participants supplied their own work boots or steel capped shoes.

The first shock for them was the instruction to fire left-handed as most of our engines were left hand drive except the U class 31806 and on rare occasions back then when we used ex austerity 0-6-0STs like Thomas and Douglas from Rev W. Awdrey stories. The reason for this was basically traditional footplate practice of not getting drivers and fireman in the way of each other and staying on each respective side of the footplate, plus on these experiences the driving instructor stood behind the person doing the driving and a third person on the left side of the engine made it crowded. It was amazing how many participants did not take in how to hold a shovel correctly despite me showing them beforehand with several demonstrations. (took me back to my early footplate days!) I found that women participants took this in better than blokes as they listened. The trouble with blokes is that most had dreamt about doing this since they were little boys whereas the ladies had not, and the guys were so overwhelmed with being in a locomotive cab they just could not wait to get going.

You had to be at least 16 to do these experiences and the upper age was officially 75 but this was often stretched a bit as the railway needed the money. The youngest I ever had was 16 and the oldest 80 and coincidentally were both female. The younger one actually joined the railway later as a volunteer and got on the footplate eventually as a trainee but she was very petite and also suffered from autism and did not last long. She was a brilliant artist and did some great paintings of locomotives.

Next follows various incidents and accidents that happened during my 14 years of doing these experiences. These are not necessarily in date order as all these articles are just done on pure memories inside my head. A friend thought that I had kept comprehensive notes but that is not the case.

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

Part 7 Continued.

1. The most dangerous incident was on an advanced course at Alton station when the wife of one participant when leaving a carriage managed to fall between the platform and the coach down onto the track. Nobody actually saw her do it. We just heard her shouts for help. She was not in the first flush of youth and it took several of us to lift her onto the platform. An ambulance was called as a safety measure and she & her husband were taken to Winchester hospital for a checkup. I assume he was given another outing at a later date.
2. The next incident happened at Ropley when we were stationary on the footplate. An elderly participant was talking to me when I noticed his speech started to slow down and he started falling. I managed to grab him before he hit the deck and put him onto the fireman's seat to recover. I think he just fainted from the heat, but again no chances were taken and again he was taken to Winchester hospital. From then onwards during the pre-instructions at Alresford, I always added if you feel faint let the crew know straight away so that you can sit down. A cab on a sunny day especially in an enclosed cab can get very hot and I have known crew members suffer from getting too hot.
3. A chap came on an advanced experience and mentioned at Alresford he had worked on the footplate back in the 60s at Tunbridge Wells Shed. I said he probably could teach me a thing or two from his everyday experience. We had 34016 Bodmin on an advanced and I thought this would be an easy trip for me to Alton. I did refresh his memory beforehand however, by the time we got to Ropley, things were not going well with low boiler pressure and the water level low. We stopped for a blow up and left when we recovered to M & FM. On the 1 in 60 gradient things took a nose dive again and I could see he was not aiming the coal correctly despite my instructions so I had to take over and the pressure started to come back and we arrived at M & FMs in a reasonable state. When we were waiting in the station, he admitted to me that he had never fired a Bulleid Pacific in his life. He said they only had tank engines mainly at Tunbridge Wells, especially BR class 4 2-6-4Ts so he was not familiar with wide fireboxes.
4. Never go by appearances was something I learnt very quickly. On one advanced course, among the 6 people doing it, was a father and son and a guy who was probably in his latter sixties. I did not hold out a great deal of hope for the latter, but the father and son were tall well-built chaps in their late forties and early twenties respectively. The dad drove first while the son fired. We left Alresford ok and between the former A31 road bridge and Bighton road overbridge the lad started to flag and handed the shovel to me to carry on much to his dad's great amusement. Dad through laughter said to his son fancy letting that old man (me) take over from a stomping guy like you. After our quick stop at Ropley, I decided to see if he was ok to carry on to M & FMs and he seemed ok to do this and this time he did manage it. I always resisted taking over if I could as they had either paid a lot of money to do this experience, or somebody had paid for them. Later in the day the older fellow's turn for firing came up and he built the fire up well before leaving Alton. On the journey I always told participants when to fire the loco and where abouts to aim the coal and he added more coal extremely well. So good in fact, I asked if he had done it before. "No", he said "but I was a bricklayer all my life and was use to aiming sand and cement into a cement mixer revolving round", so he used the same actions on a locomotive, hence why he was so good.

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

Part 7 Continued.

The 80 year old lady (who did not look anywhere near that age) was ok driving, but could only throw the coal about three foot into the firebox, so I just let her do that area and did the long throws down the sides and to the front myself. She did enjoy herself however. In fact, I never came across anyone who did not enjoy their day over all the time I did these duties.

On a day when I was not on duty, one of my colleagues had a chap who turned up for an experience and said "could he have the money back instead as someone bought it for him as a present." My driver colleague said no as you have taken a place which we could have sold to someone else so he had to take part. At the end of the day, he really enjoyed it and was glad he couldn't get a refund! Another good friend of mine was a regular driver on these experiences but he was not confident letting the participants drive without his hand hovering over theirs and grabbed the regulator and brakes at times. That is the last thing you need to happen if you are trying to get the feel of a locomotive. I would have been furious if I was paying those prices and I often took it up with him after we dropped the participants off. He said he did not want them to damage the engine or not stop in time so he carried on. Strangely we never had complaints about it as far as I knew.

The footplate experiences came to an end when Covid broke out in March 2020. In fact, there had been none since October 2019 as we did not do them between Nov and the end of February. They would not recommence until 2023, but the prices went up quite a bit to £720 for an advanced one and £500 for an introductory one.

Canadian Pacific on the Watercress! - John Barrowdale was there!



These pictures were taken on the evening of Wednesday 11th June at Alresford and Ropley showing 35005 Canadian Pacific on the Guildford and Woking Regional Group of the WLHRT special which left Alresford at 19.30, then did a run past at Ropley before continuing to Alton then home to Alresford arriving back about 21.40. The driver looking out of the cab in both pictures was Richard Faithfull who resides in Petersfield. A great evening out.

© John Barrowdale

The National Transport Trust - No.14

A series of monthly items provided by Joe Whicher ©

SOUTHAMPTON TERMINUS STATION

1839 – 1966 Designed by Sir William Tite for the London & Southampton Railway.

The Royal Pier was opened in 1833 and was the first jetty or pier at Southampton.

The London & South Western Railway (LSWR) arrived in 1840, linking London to Southampton Terminus Station (although not officially named as such until 1923), less than a mile from Royal Pier.

A temporary terminus for the line was opened at Southampton Northam Road in June 1839 because of a dispute over the crossing of Northam Road. The new terminus was eventually opened the following year.

The maritime trade grew rapidly, quays and several dry docks were built, however the Dock Company was in a poor financial position resulting in the LSWR purchasing the docks in 1892 for £1,360,000.

The fine Italianate building was designed by Sir William Tite and included a train shed and six platforms. Some tracks running through the station to the docks have been maintained for infrequent services to connect with cruise ships. The station closed in 1966 and was re-named South Western House.

The Red Plaque was erected during May 2016



Sir William Tite, architect



Meeting Report for 23 May 2025

Presenter: Ian Wright

Our speaker presented some of his many slides taken on two rail charters, to Russia and Belarus in 1992 and Ukraine in 2003.

Whilst the principal purpose was to travel behind and view steam locomotives, there was the opportunity to enjoy the culture and scenery of these perhaps, not too often visited countries. Views of the Moscow river, the Russian White House, serving as the Russian Parliament and a bendy trolleybus setting the scene, not forgetting of course the 5' gauge railway.

Heavy freight locomotive class L 2-10-0 and LV 2-10-2 plus the EM Class 0-10-0 were all featured. A glimpse of the U class 4-6-0 loco used to haul Lenin's funeral train, brought history almost back to life.

Over the border in Belarus even by 1992 it was obvious Germans, despite World War 2 ending 47 years earlier were still not welcome by many. Of railway interest the workings of a mechanical stoker were highlighted. Fascinating to see out of use steam engines stored in massive 'dumps' attractive to the 'spotter' element on the tour.

A feature of the tour were special 'run pasts' at scenic locations, where participants could leave the train to capture memorable photo shots.

Into Ukraine and splendid views of the Kyiv Funicular railway connecting the historic upper town to Podil overlooking the Dnieper river.

Much to enjoy and digest, with around 160 slides viewed.



May's Miscellany: by Geoff May ©



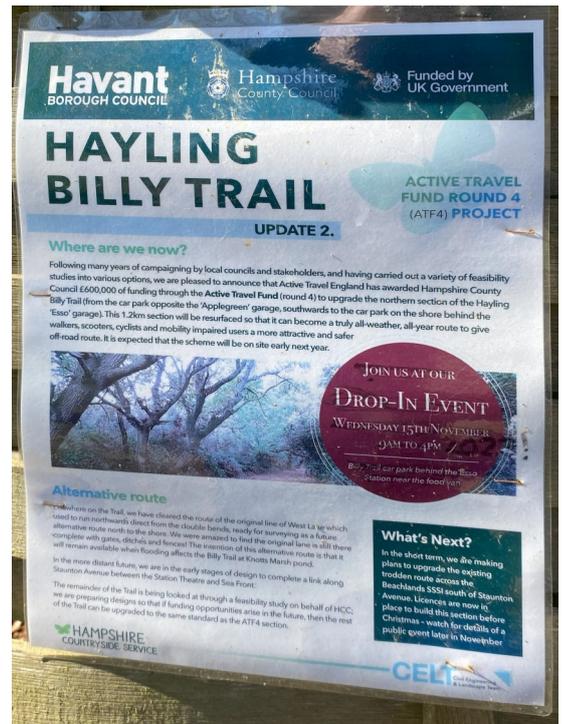
Mechanised Coaling - Patricroft August 1967

Hayling Billy trail walk by Alan Wallbank ©

To celebrate fifty years closure of the Hayling Billy in 2013, I made a very successful film about the history of the line. This was followed by two others charting various events following closure up to 2021, which included using material left over from the 2013 film. At the end of February this year, I intended to walk the trail from Havant to Langstone, but ended up walking all the way to Hayling, the furthest I have ever walked since pushing my broken down motorcycle on various occasions in my late teens and early twenties! I wanted to see if anything had changed over the years as the three films were a considerable undertaking.

I donned my walking boots on a beautiful cloudless morning and joined the trail at the 'Spring' in Havant. I was soon walking under the huge bridge that supports the Havant bypass. For those not aware, its oversize construction was due to the 'Hayling Light Railway Society' that planned to run single deck trams on the old line, with vintage double deckers also running on special occasions. I was soon at the end of this part of trail where the line crossed the Langstone Road. On then left side were the old railway cottages that can be seen in the background when I interviewed Peter Keat in 2013, the then chairman of the Gosport Railway Society. On the 7th December 2021 the cottages were set alight and about a year or two later the fire damaged structure was demolished. I understand that the council required the cottages to be rebuilt, but as yet no construction work has begun. I crossed the Langstone Road here to find that the wooden bench placed in memory of crossing keeper Jack Dalton had gone, leaving just a vacant concrete base where a wooden seat once stood. It was a surprise golden wedding anniversary present from Michael Marsh to his wife Joan who was Jack's daughter.

I then crossed over Langstone Bridge where a full car park and pop up cafe lie on the seaward side. The trail to Hayling starts here where I was very surprised to find a new tarmac surface. At one time the council would not allow anything to be laid on the trail due to environmental issues, but over the years they have permitted other surfaces, although even these were not suitable as the last attempt saw parts of the trail flooding during





periods of rainfall. I then walked up to the semaphore stop signal where I filmed the ceremony of its installation several years ago. Sadly again, it looks as if vandals have been using missiles to smash the red and blue lenses with one going straight through the signal lamp! One useful addition here are railings placed on the western and northern concrete edges to stop people falling into the sea.

When I filmed the signal ceremony, Peter Drury the leader of the Hayling Billy 50 event in 2013, spoke about the new trail surface and how users previously not able to negotiate the rough track,



could now gain access further along the trail. To me it was a pointless upgrade as it stopped at steps where users can head for the oyster beds. Further travel along the straight route to the North Hayling car park was still not suitable for wheel chair or mobility scooters due to the rough nature of the trail. On the other hand it meant that future resurfacing would only require an extension to North Hayling and that's what has been done now with the new tarmac surface being laid last November all the way from Langstone car park to North Hayling where looking back from there we now find a single replica crossing gate. Unfortunately, the smooth surface stops on the Langstone side of the gate so wheel chair and mobility scooters still cannot proceed further without difficulty.

There is another such gate leading on to the last part of the trail, which has its original dirt, stone and muddy puddled surface only suitable for walkers, cyclists and horse riders. When I was last at this car park there was a sign post with distances to Hayling and Langstone, but its not there now so I didn't know how much further I had to walk. Fortunately, I knew of a few locations along the route that would give me an idea of my progress such as a WW11 pillbox and a wooded area on the right hand side. Shortly after the latter, I left the trail and within a short distance I was at the waters edge. It was about here seven or eight years ago that I filmed the exposed roots of a mature tree created by coastal erosion. Was this the same tree today, its trunk now several yards from the shore, a dramatic insight to climate change and rising sea levels. Go back twenty years and the field I was standing in would have been much further west, but another twenty years may see the field disappear altogether!!!



I was soon at journeys end and pretty well on my last legs so thank goodness that I didn't have to walk any further. Opposite the station site is the 1950's looking shop 'Tony Denyer'. It was from an upstairs window that Alan Bell photographed the station and was where I also gained access so that I could use Alan's photo after which I dissolved into today's scene. After a short distance east I came to my destination, the 'West Town Inn' opened in 1867, the year the railway reached Hayling. I had a soup there many years ago and was hoping for a repeat fare and I wasn't disappointed as a large very hot bowl and similar roll arrived to be joyfully consumed after my five mile walk. The bus stop is right outside the Inn, the transport taking me back to Havant in comfort.



The 1950's style
"Tony Denyer"
Shop



The West Town Inn

Broad Street Station Images by Adrian Willats ©

The Editor Writes : _

Following on from Adrian Wright's presentation about the North London line Adrian Willats kindly sent in some images he had taken at Broad Street Station on April 3rd 1982. The EMU's then serving Broad Street were [Class 501s](#) which were built at Eastleigh in 1955/6 and introduced to the North London Line in 1957 when they replaced [LMS EMU's](#), of the 1920s/1930s which in turn were based on [LNWR units](#) built circa 1914 onwards.

The 501s' were built in the style of Southern commuter stock with slam doors. Because of limited clearance through Hampsted Heath tunnel the drop lights in the doors had metal bars fitted to prevent accidents to passengers who might otherwise put their head out at the wrong moment! The units soon got the nickname of Jail Wagons by virtue of the metal bars!!

Passenger comfort was not a priority as there were no gangways between the carriages and no toilet facilities either!

As originally built the units had some compartments and some saloon accommodation but vandalism meant the compartments and saloon partitions were later removed.

The units had a life of circa 30 years, as they were withdrawn in 1985. Some units however did survive as departmental stock, one lasting to 1995 . Two units have been preserved but are not readily accessible to the public.

My grateful thanks to Adrian Willats for his images of the 501 units at Broad Street Station, and also his image of the Broad Street Signal Box which appeared in last months Newsletter.



The connections between two units are shown here. The units were coupled by screw couplings (not shown) which, together with the units' short wheelbase, contributed to the rough riding, which was apparently experienced by passengers!

Broad Street Station Images by Adrian Willats ©



Above: Class 501 EMUs at Broad Street Station are seen awaiting their next turn to Richmond.
Below: A class 501 EMU from Richmond is seen arriving at Broad Street Station



Broad Street Station Images by Adrian Willats ©



These images show a Class 501 EMU that has arrived at Broad Street Station. It started its journey at Richmond.



RCTS Chichester Branch Meetings 2025/6 Season

RCTS Chichester 2025-2026 Monthly Meetings

Bassil Shippam Centre
Tozer Way Chichester, PO19 7LG



Illustrated talks on a range
of railway related subjects
Everybody Welcome

Dates and Times Overleaf

Wednesday 24th September 19:15
1125 & DEMU over the Alps (Watercross Line)
Richard Bentley

Wednesday 22nd October 19:15
The Didcot, Newbury & Southampton Railway
Richard Coghlan

Wednesday 26th November 19:15
Rail Freight Trains around the UK - Steve Bigley

Wednesday 17th December 19:15
AGM plus Local Heroes - Members Photos

Thursday 15th January 14:00
Level Crossing Management - Nick Solti
Afternoon Meeting

Wednesday 28th January 19:15
Railways Remembered: Lake District and
North Lancashire - Charles Roberts
ZOOM MEETING ONLY - See Below

Thursday 19th February 14:00
Lance King in Ulster 1957-1970, The Northern
Counties Committee - Leslie McAllister
Afternoon Meeting

Wednesday 25th February 19:15
Stratford Upon Avon to Cheltenham 1970-1979
Tony Bowles
ZOOM MEETING ONLY - See below

Wednesday 25th March 19:15
Chasing Steam in Western Europe 1970-1974
John Barrowdale

Wednesday 22nd April 19:15
Lines to Midhurst, via Petworth, Petersfield
and Chichester - Bill Gage

Wednesday 27th May 19:15
Signalling Topics - Peter Gibbons

Zoom meeting tickets at £3 must be purchased in advance at
www.rcts.org.uk/branches/branch-chr-chichester

No advance booking required at Bassil Shippam Centre Meetings
Suggested small donation on the door - Guests £4, Members £3
Interval Refreshments - Meeting duration 2.5 hours approx.

www.facebook.com/chichesterrailrcts
E-mail chichester@rcts.org.uk

We Look Forward to seeing you