

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

Wed 24 September 19:15

The Southern Diesel Electric Multiple Units



Watercress Line Operations Manager Richard Bentley's talk covers the development of the Diesel Electric Multiple Unit (DEMU) by the Southern Region, the link between them and the Mid Hants route (1957 to 1973), and the history of the Watercress Line own unit 1125 which worked some of the services on the last day of BR operation.

Suggested donation on the door. £3 Members £4 Guests

Join us - No Membership or Advance Booking Required

The Monthly Newsletter of RCTS Chichester Branch.
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Front Cover by Roger Sandford ©
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What's on for the Railway Enthusiast in September

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	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 September

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
Bluebell Railway	25/07/2025	05/12/2025	Murder Mystery at The Bluebell Railway
Watercress Railway	16/08/2025	01/11/2025	RAT (Real Ale Trains) - Various dates - See Website
Watercress Railway	16/08/2025	25/10/2025	The Watercress Belle - Fine Dining Train - Various Dates: See Website
Watercress Railway	30/08/2025	01/11/2025	Murder Mystery Evenings - Various Dates - See website
Watercress Railway	31/08/2025	02/11/2025	The Royal Wessex Fine Dining Sunday Lunch - Various dates: See Website
Watercress Railway	03/09/2025	16/10/2025	Cream Teas on the Train - Various dates: See website
Bluebell Railway	05/09/2025	07/09/2025	Diesel Gala
Isle of Wight Railway	06/09/2025	07/09/2025	Cider & Cheese Festival
Kent & East Sussex Railway	06/09/2025	07/09/2025	Country Fair At Tenterden and Bodiam Stations
South Downs Light Railway	07/09/2025		South Downs Belle
Bluebell Railway	12/09/2025	24/10/2025	Diesel Footplate Experience – drive the Class 73! Various Dates - See Website
Watercress Railway	13/09/2025	14/09/2025	Engineering Open Weekend
Amberley Museum	13/09/2025	14/09/2025	Miniature Steam Weekend
Bluebell Railway	19/09/2025	21/09/2025	Bluebell Beer Festival
Watercress Railway	20/09/2025		The Wine Line
Kent & East Sussex Railway	21/09/2025		Stationary Engines
Amberley Museum	21/09/2025		Autumn Bus Show
Watercress Railway	27/09/2025	28/09/2025	Wallace & Gromit Present Cracking Hobbies
South Downs Light Railway	27/09/2025	28/09/2025	End of Season Gala
Bluebell Railway	28/09/2025		Trainmaster Children's Play Sessions at Sheffield Park

Southern & Local Engineering Works - September 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date	
7/9/2025		<p>All day on Sunday, buses will replace trains between Havant and Portsmouth Harbour. Journey times will be increased when using replacement buses.</p> <p>Check before you travel:</p>
7/9/2025		<p>From the start of service until approximately 07:00, Southern trains between London Victoria and Brighton will be diverted, and will instead run between London Bridge and Brighton. These trains will not call at Clapham Junction.</p> <p>Until approximately 08:45, trains to London Victoria will not call at Battersea Park. You should instead travel to Clapham Junction, then from Clapham Junction to London Victoria to complete your journey. Trains from London Victoria will call at Battersea Park as usual.</p> <p>Until approximately 06:30, replacement bus services will run between London Victoria and Clapham Junction, between Clapham Junction and East Croydon, and between London Victoria and London Bridge.</p> <p>Check before you travel:</p>
15/9/2025	18/9/2025	<p>Engineering work is taking place between Brighton and West Worthing, closing all lines overnight from Monday evening until Friday morning.</p> <p>From 23:30 until the end of service each night, buses will replace trains between Brighton and Worthing / West Worthing.</p> <p>Additionally:</p> <ul style="list-style-type: none"> • The 22:20 Southampton Central to Brighton train will not call at Southwick or Portslade. A replacement bus will run from Worthing to Brighton calling at these stations • The 22:52 Portsmouth Harbour to Brighton train will terminate at Littlehampton. A replacement bus will run from Littlehampton to Brighton, departing at 23:53 and calling at all stations <p>Check before you travel:</p>

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

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

Southern & Local Engineering Works - September 2025



Some Engineering works likely to affect journeys in our area.

20/9/2025	21/9/2025	<p>On Saturday and Sunday, no Southern services will run to / from London Victoria.</p> <p>Saturday: Replacement buses will run between Clapham Junction and Balham, calling at Wandsworth Common. Trains will run to an amended timetable between Balham and West Croydon via Crystal Palace and Norwood Junction, and between Balham and Epsom Downs via Selhurst and West Croydon. Trains to / from Uckfield will only run between East Croydon and Uckfield. No trains will run between London Bridge and Beckenham Junction.</p> <p>Sunday: Replacement buses will run between Clapham Junction and Streatham Common, calling at Wandsworth Common and Balham. Trains will run to an amended timetable between Streatham Hill and West Croydon via Crystal Palace and Norwood Junction, and between Selhurst and Epsom Downs via West Croydon.</p> <p>Saturday and Sunday: Trains to / from Brighton / Eastbourne / Ore / Littlehampton / Portsmouth Harbour / East Grinstead will be diverted to operate to / from London Bridge, and will run to an amended timetable with some extended journey times. Trains to / from Horsham / Dorking will also run to / from London Bridge, running non-stop between Mitcham Eastfields and London Bridge. Trains will run to an amended timetable between London Bridge and Caterham / Tattenham Corner via Tulse Hill. Trains between London Bridge and London Victoria via Sydenham and Crystal Palace will not run. No direct services will operate between London and Reigate. Trains will be amended to run between Reigate and Redhill only. You should use alternative trains between Redhill and London. No Southern trains will call at stations between London Bridge and East Croydon via Sydenham.</p> <p>No trains will run between East Croydon / Clapham Junction and Watford Junction.</p>
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Southern & Local Engineering Works - September 2025



Some Engineering works likely to affect journeys in our area.

27/9/2025	28/9/2025	<p>Buses will replace trains between:</p> <ul style="list-style-type: none"> • Chichester and Havant • Chichester and Portsmouth Harbour • Havant and Southampton Central <p>Check before you travel:</p>
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May's Miscellany: by Geoff May ©



Stanier Class 4MT 2-6-4T 42616 awaits departure from Birkenhead Woodside on 28th August 1966 with a through train for Paddington via Chester, a service that lasted until March 1967. This grandiose terminus was opened in 1878 but was closed in November 1967 and although a listed building, was sadly demolished less than a year later.

Help is always needed and would be much appreciated!!

From the Chair

We are about to enter the 19th season of meetings held in Chichester as part of the RCTS network of branches. Richard Bentley the Operations Manager at the Watercress Line is our guest on 24 September, details at the front of this Newsletter

We are looking forward to the future and your thoughts and suggestions for future meeting speakers are always welcome, together with other activity suggestions. We are currently looking at a couple of outdoor visits which if our endeavours are successful we will advise of how you can participate in due course.

It is a small but ageing dedicated team who keep the branch active and, for a variety of reasons, are having to re-evaluate their own future involvement. We are looking for helpful volunteers to assist in the following activities.

Newsletter Editor

Previous appeals for a Newsletter editor have been unsuccessful. The current editor is standing down at the end of this year. As previously advised the editor is not expected to write articles etc. themselves, although they would be welcome to do so. The requirement is to compile and format the Newsletter each month ready for circulation, which will be actioned elsewhere. Help and support in the process is available.

Committee Treasurer Post

Our current treasurer will be standing for re-election at the December 2025 AGM but this will be his final year having completed 13 years of loyal service to the branch in this role. This is an ideal opportunity for somebody to join the committee, shadow and assist in this role before taking full responsibility in December 2026. There is no expectation a new treasurer would serve the branch for such a lengthy period as previously. As with all we do help and assistance is close at hand.

Meeting Thanks and Report Review

Join the team who thank the speaker at the end of their meeting presentation and write a 200/250 word review of the meeting. This would be on a rota basis and probably only be required once a year. The appropriate date and speaker agreed and arranged in advance.

Attending a pre Meeting Meal with our Guest Speaker

We normally host a meal for our guest speaker at the Nag's Head in St Pancras at 17:15, a short walk from the Bassil Shippam Centre.. The branch pays for the speaker's meal, others attending pay for their own. We are looking for other members who would like to join the group and can arrange specific dates in advance.

Continued on page 9..

Assistance in Preparing the Meeting Room

We need regular help simply setting out chairs, tables, and sundry items of equipment before each meeting starts and tidying the room at the end of the evening. Ideally an 18:15/18:30 arrival at the hall would be ideal.

Distribution of Publicity Material

Each meeting season we produce a DL size leaflet and a monthly meeting poster. Can you help circulate our branch and activity details? Can you suggest where we might be given further exposure? We already appear in the monthly Sussex Local Magazine for example. Would your local convenience store display our meeting details?

If you would like further information, have any questions, or you can offer assistance with any of these activities, please email:

[**chichester@rcts.org.uk**](mailto:chichester@rcts.org.uk)

Help will be much appreciated. It's your branch and we very much want it to continue to flourish.

Thank you for continuing to support RCTS Chichester Branch.

Roger Sandford

Chairman

A1 Terrier No 72 "Fenchurch" approaches Sheffield Park on 28th July 2025

© Ian McKey



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

Part 9

These are some of the questions, comments and observations made to me or someone else on my crew over the last 41 years of footplate work.

1. Where do you get your coal from? Sensible question but very difficult to answer these days. When I first started much of it came from Lady Windsor colliery in South Wales which back then was one of many deep mine pits in this area and the lumps were often very large meaning you had to use a pick to break them up along the seams to get them through the firebox door. I think we moved onto a Yorkshire pit source, then for several years we used one of the remaining deep mines near Coventry called Daw Mill. We then started using open cast coal from Ayrshire for a few years as the deep mine source gradually reduced, then open cast from Northumberland and finally open cast from South Wales. These days it comes from an agency based in the Irish Republic, but of course not sourced from there and can be from Kurdistan, Poland, Columbia or where ever they can source it from. Russian coal was also used until they illegally invaded Ukraine three years ago.
2. What's the engine's name? Stupid question as it would be on the side of the locomotive if it had one! I reply it never had one and usually I'm greeted by a very sad mournful face from a female visitor. 99% are female who ask this question. I then explain that of the 20048 locomotives inherited by BR in 1948, only about 1 in 8 had a name and while if you viewed locomotives along a main line from London would result in many named engines there were long stretches of track on secondary cross-country lines and branch lines where you would be lucky to see a single named locomotive all day.
3. A female school teacher once in charge of a class of junior school children observing the tender filling up with water from the up-platform water column below the picnic area at Ropley actually asked my driver from her elevated view what are you filling it up with!! Glad she was never my teacher.
4. My dad or my grandfather used to drive 'The Flying Scotsman' is a very common comment over the years. Why they add the superfluous 'The' in front of the name which is not on the nameplate is anybody's guess and not just used on this particular engine. I always greet this comment by saying which MPD (I actually say engine shed) did your father or grandfather work at when he drove 'Flying Scotsman', wondering whether they are confusing the 10.00 departure from Kings Cross every day or the actual locomotive. Then they tell me the shed which can be Westbury, Ramsgate, Cardiff Canton, Saltley, Edge Hill, South Lynn, Inverness, Fort William etc all miles away from where the locomotive regularly worked from. Rather than telling them their relative is kidding them with porkies, I say 'that must have been nice for him' trying not to sound too sarcastic in my voice.
5. Why is all that steam coming out of the front when you start the engine off? Another sensible question. I explain it is coming out of the cylinder drain cocks to extract any water that has gathered in the cylinders when the loco has been waiting around for a while and the steam has condensed to water. Whilst steam can be compressed by the pistons, water cannot and you run the risk of blowing the cylinder covers off costing thousands of pounds worth of damage to repair.

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

Part 9

6. When at stations I encourage members of the public to come up onto the footplate and often they have children with them. When they feel the heat of the fire, the usual comment is 'how do you stand the heat all day' as they cower back from the fire. I usually close the firebox door and say we run with the door closed most of the time except when adding coal or running downhill, plus you get use to the heat. Faces of small children are closer to the heat, so I don't want to roast them!

7. The reaction of young children is often amusing to 6 above. When their parents say 'do you want to go up' they sometimes hide behind their parents, scream the place down or have their legs and arms flying all over the place in their attempts not to enter the cab. I say their parents can come up as well, just in case they are scared of the crew. Little girls are far much braver than little boys I found over observing this behaviour.

8. Another observation when visitors are in the cab is the reverser. Reversers vary from steam reversers, lever reversers or screw reversers the latter either being a double handle affair or operated by a wheel as favoured on Urie and Maunsell built locos for example. Now whilst I can understand a young child getting the purpose of the wheel wrong, a parent saying to their children look at the steering wheel kids then I really wonder what is between their ears. A steering wheel, really!

9. Over the years I often wonder whether men tell their female companions they are going out to visit a steam operated heritage railway with all the associated smuts and dirt especially the latter around engine sheds. Well, you would not think so judging by the number of ladies that turn up in white trousers, dresses, shorts and skirts. Invites onto the footplate does not seem to register that dirty marks can occur on their clothing. I have prevented this happening if I notice in time by saying woah and diving down with a rag to wipe the edge on the loco steps clean so they don't end up with a black line on their white trousers as they rub against them. Maybe it is a throwback to the early days of the GWR when their drivers were issued with white trousers as part of their uniform. I recall when in Pakistan in 1990, a driver of an oil-fired steam narrow gauge locomotive having a completely white jacket on which remained clean throughout the day!

10. Network Rail civil engineer apprentices often were allowed to use our line to practise their craft and whilst at Alresford station waiting for the afternoon contingent of introductory footplate experience participants, I invited them up onto the footplate to have a look round. They were all in their late teens or early twenties and probably the first time they ever been in a locomotive cab. I explained the controls and the firebox door was shut as they came aboard. Seriously one of them thought the fire was in the tender, until I opened the fire hole door much to the huge amusement of his fellow apprentices. Poor lad probably took ages to live that one down.

11. Slam door rolling stock on Network Rail finally finished on the Lymington Branch in May 2010, however before that date and since I always find it amusing watching mainly younger people approach MHR slam door coaches. They see the round door stop to prevent damage to the coach paint work when the door is in the fully open position and seem to think by pressing it with their fingers the doors will open automatically if by magic. You see our hard worked platform staff coming up to them 'saying no good pressing that Sir as the doors won't open; you need to turn the door handle.' I expect this behaviour will increase as trains with slam doors on the main line network become a distant memory.

The National Transport Trust - No.16

A series of monthly items provided by Joe Whicher ©

1842 GLASGOW STATION

Opened 1842 from Queens Street to Haymarket as Scotland's first inter-city passenger line. Until 1908, trains were cable hauled up the Cowlairs Incline

Glasgow's second station and Scotland's third busiest, with seven terminal platforms at the High Level and two through platforms at the Low Level. Trains run from the High Level to [Edinburgh](#) via Falkirk High and via Cumbernauld, to Aberdeen and Inverness and to Anniesland via Maryhill and the West Highland Lines to Oban, Fort William and Mallaig. From the Low Level routes are eastbound to Edinburgh via Airdrie and Bathgate and to Springburn and westbound to Milngavie, Balloch and Helensburgh. Next door to the west is Buchanan Street Station on the Glasgow Subway (also with a Red Wheel).

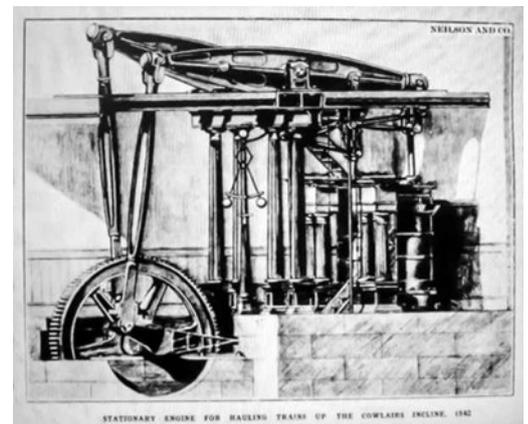


The E&G's plan for a virtually gradient-free route was thwarted by the canal company, which resulted in the 1 in 41 Cowlairs Incline up which, until 1908, trains had to be worked by cable powered from a stationary steam engine. The Low Level went electric on introduction of the Blue Trains in 1960. With closure of the Caledonian Railway's Glasgow Buchanan Street Station in 1966, trains to Aberdeen and Inverness were diverted into Queen Street. In 2017 the Edinburgh Glasgow Improvement Programme brought about electrification of the High Level platforms, and

rebuilding of the station completed in 2021 has delivered eight-coach platforms.

The Grade A-listed station boasts a beautiful cylindrical glass roof which can be viewed to best advantage from the bridge that carries Cathedral Street over the tracks. An unsympathetic development that placed an extension of the former railway-owned Copthorne Hotel and an office-block in front of the station in the 1970s has now been swept away, and the sloping glass front enables people arriving off trains to see through to George Square. The supports to the frontage are tiled in a golden yellow colour which has prompted the comment by Alex Hynes, MD of Scotland's Railway, that the rebuilt station is "like a little bit of Dubai", and the columns that support the roof have been lovingly restored.

The Red Wheel Plaque was erected on 2nd July 2021 during the Covid Crisis with formal unveiling in October 2021 by Dr Ann Glenn, Railway Writer, and Kim McGuire Railway Ambassador. With thanks to Scotland's Railway in helping to secure a Red Wheel plaque at Glasgow Queen Street Station.



Railway Accident at Ford Station on 5th August 1951 © Ian McKey

It was midday (11:58 to be more precise!) on the 5th August 1951 that a serious accident involving two electric trains occurred at Ford station. The accident resulted in the death of a Motorman and 8 passengers as well as injuries to 47 passengers, of which 40 were hospitalised. The inquiry into the accident was conducted by Brigadier C.A. Langley and the report was issued on 25th October 1951.

The Trains Involved:

Both trains were made up of electric multiple unit stock marshalled in 2 car units. All the vehicles in the trains had steel underframes and the bodies of the coaches were of composite construction with steel panels on wooden frames together with wooden roofs.

- a) 10:47 Three Bridges to Bognor train. This train was routed via the Arundel line and thence to Littlehampton before proceeding via the west leg of the Arundel Triangle to Ford. It was booked to stop at Ford at 11:50 where it was timetabled to wait 5 minutes to allow the Portsmouth train precede it to Barnham. The train consisted of 8 coaches
- b) 11:17 Brighton to Portsmouth train. This train was routed along the main line leg of the Arundel triangle and consisted of 6 coaches it was booked to arrive at 11:52 and then to proceed towards Barnham ahead of the Bognor train.

The Railwaymen and Others Involved

Name	Position	Location
R.W. Arnell	Signalman	Ford Signal Box
S.E.C. Eames	Guard	Bognor Train
Lieutenant L.E. Hall (RN)	Independent Witness	Level Crossing Gates
D. Harrigan	Porter	Ford Down Platform
A.H. Hunt	Independent Witness	A clear view of the Home Signals
W.S Knight	Guard	Portsmouth Train
H.V. Sherwood	Motorman	Portsmouth Train
H.J. West	Motorman	Bognor Train

The Accident

The accident was initiated by two factors and compounded by a third

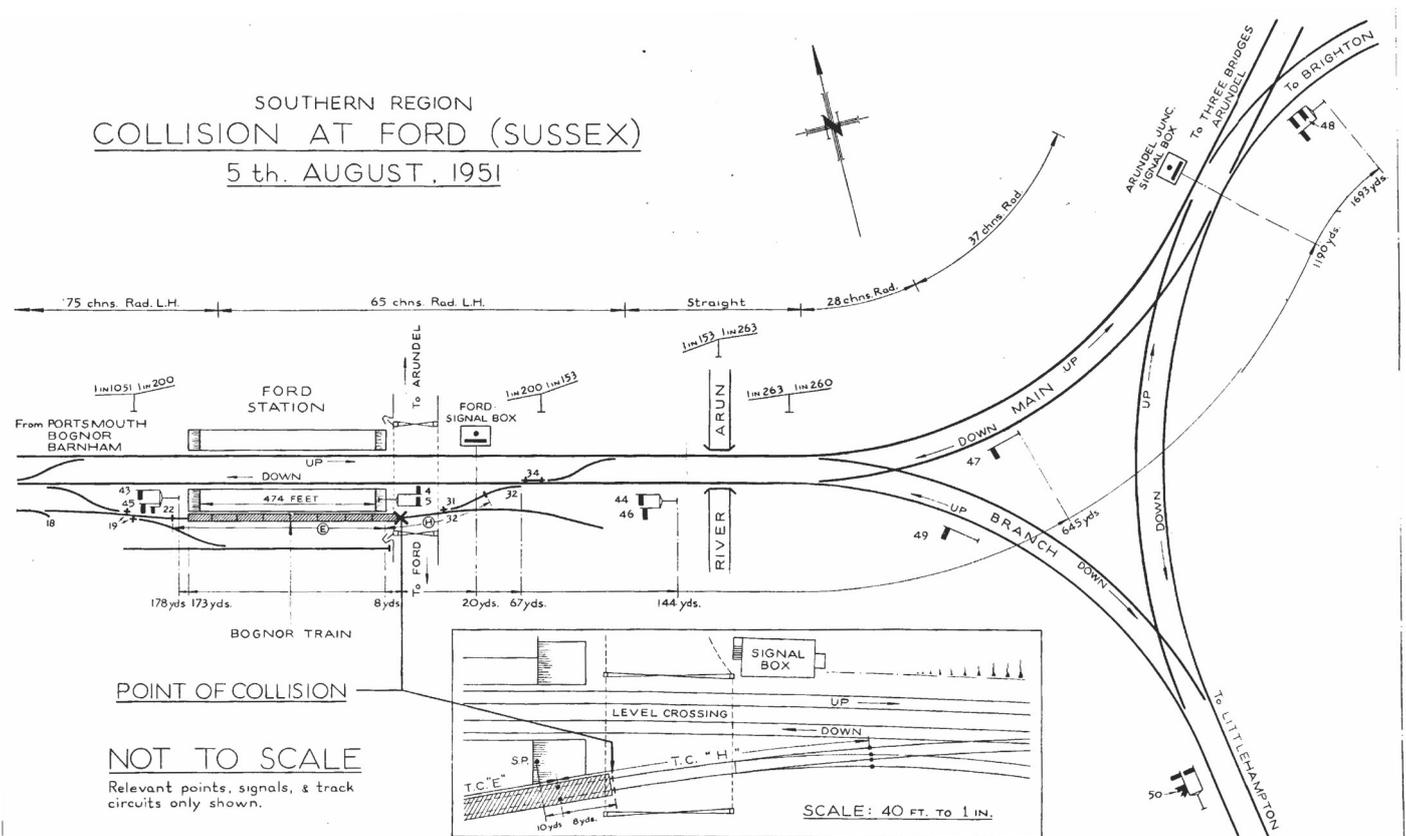
1. The working timetable required the Portsmouth train to arrive second, and leave first, thereby passing the Bognor train.
2. The Bognor train was 8 coaches long and Ford Down loop platform could only take 6 coaches!
3. The Bognor train was 2 minutes late leaving Littlehampton!

Railway Accident at Ford Station on 5th August 1951 Continued..

Signalman Arnell in Ford box was well aware of these factors and so, when he was offered the Bognor train on his Branch instrument and the Portsmouth train on his Mainline instrument, he accepted the Bognor train and set the road for the down loop platform. The Bognor train duly pulled into the down loop platform and stopped at the end of the platform but leaving the end of the train still occupying the track circuit that protected the crossover from main to loop.

Arnell then cleared the shunting signal and catch points at the western end of the loop platform to enable the Bognor train to pull forward to clear the track circuit which would allow him to then set the road into the down main platform. At the same time he accepted the Portsmouth train but left his Outer Home and Inner Home signals at "Danger". He watched the Portsmouth train stop at the Outer Home signal and then cleared it to allow the Portsmouth train to move to the Inner Home, which remained at "Danger".

In the meantime, the Bognor train was still in the Down Loop platform and still occupying the track circuit. Arnell shouted to the guard to "Hurry Up and move forward" but the Portsmouth train was by then approaching the Inner Home although seemingly under full control. Arnell expected it to stop there. The delay in moving the Bognor train forward was caused by confusion on the platform between Guard Eames and Porter Harrigan as to who should tell the driver West to pull the train forward. In the event neither did!



In the drawing above:

47 = Down Main Outer Home
49 = Branch Outer Home
44 = Down Main Inner Home
46 = Down Loop Inner Home

32 = Crossover Down Main to Loop
22 = Down Loop Shunting Signal
18 = Catch Points

Railway Accident at Ford Station on 5th August 1951 Continued..

Arnell first heard the rattle of the Portsmouth train's leading bogie as it passed through the facing points at the crossover from Down Main to Loop and realised that the Portsmouth train had not stopped at the Inner Home. He rushed to his window and tried to attract the attention of motorman Sherwood, but the cab was at that point level with the signal box. Sherwood did not appear to have seen or heard Arnell's warnings.

An accident between the two trains was now inevitable, and the Portsmouth train collided with rear of the Bognor train. The moments leading up to the accident were witnessed by Lieutenant Hall (RN) who had stopped his car at the south side of the crossing gates. He gave evidence that:

- He had seen the Bognor train arrive in the loop platform
- A minute later a second train approached from the Arundel direction. He had expected this train to run into the Down Main platform. He estimated the speed of that train at about 30 m.p.h., but it might have been slower.
- As the train approached it started to swerve to the left and he saw a look of astonishment on the face of the driver!

Lieutenant Hall had a lucky escape as the accident took place in front of him. His car was covered in glass and splinters.

Another independent witness was Mr Hunt whose chalet was nearby. He confirmed the Inner Home signals were at "Danger" when passed by the Portsmouth train.

After the collision Arnell sent "Obstruction Danger to the boxes on either side and then requested Havant control to cut off the traction current. Current on the down line had, in fact, already been cut off by the opening of the high speed current breakers following a short circuit.

The lead coach of the Portsmouth train and the rear coach of the Bognor train were telescoped together by about 40 ft and 4 other coaches were damaged in varying degrees. The track was undamaged and no vehicles were actually derailed but the signal bracket on the east end of the down platform was bent and had to be replaced.

This accident led to considerable loss of life and injury. Brigadier Langley took pains to note the response by the emergency services, the public and the service staff in the vicinity. Below is a quote from his report.

"First aid was given at once by railway- men and members of the public who were in the vicinity, and the response to an emergency appeal was prompt and adequate. Police, Fire Brigade, doctors, nurses and ambulances began to arrive within 10 minutes and a continuous flow of assistance was maintained, so that no time was lost in attending to the injured and sending them to hospital. Staff from the nearby Royal Naval Air Service aerodrome were particularly helpful."

The restoration of services following the accident was accomplished promptly with Up trains resuming by 5:45 p.m. and a full service was resumed at 7:50 p.m.!

Railway Accident at Ford Station on 5th August 1951 Continued..

Brigadier Langley's Report Conclusions (Copied in full from the official report)

This accident was due to the Portsmouth train over-running the Inner 'Home' signal but owing to the regrettable death of Motorman Sherwood the circumstances in which this occurred must remain to some extent a matter for conjecture. There is no doubt, however, that both the Inner Home signals were at danger when the train passed them. The mechanical interlocking and the electrical controls were correct, hence, No. 46 signal must have been returned to danger after passage of the Bognor train in order to release No. 22 shunt signal ; thereafter it was locked by occupation of track circuits E and H. No. 44 must also have been normal because it was held in this position by crossover No. 32 reversed which in turn was locked by track circuit H. Both these signal arms were found to be working freely and could not have stuck in the off position; they were also seen at danger by two witnesses. Finally No. 47 Outer Home could not have been cleared unless both Nos. 44 and 46 signal levers were normal in the frame, and the Portsmouth train could not have been accepted unless No. 47 was also normal. Thus all the Down Main signals must have been at danger when the Portsmouth train was accepted, after which No. 47 alone could have been cleared. Both trains were correctly accepted and signalled by Signalman Arnell and the Portsmouth train was also properly stopped at this signal in accordance with Rule 39A before it was allowed to proceed to the Inner Home.

Both the Inner Home signals can be seen clearly from the cab of a train approaching from Arundel Junction. They stand out against the skyline and are excellently sited. As soon as the train reaches the Arun river bridge both main lines through the station come into view directly ahead, and I think that Sherwood, on seeing the Down main platform line clear jumped to the conclusion that the Inner Home was "off" and entered the station at the normal speed for a stopping train. Apparently it was not until he was running through the crossover that he realised his mistake and it was then too late to avert a collision. Sherwood appeared to be in good health when Guard Knight spoke to him in Brighton and Lieutenant Hall's evidence shows that he was at his post up to the last moment ; a postmortem examination confirmed that he died from his injuries and not from any other cause. He was 53 years old, and had been a motorman for the last six years of his 37 years railway service ; he had a very good record.

This accident might have been averted, or at least the speed of collision would have been reduced if Guard Knight had made an emergency brake application on passing the Inner Home signal at danger. He was, however, making entries in the train journal and did not see this signal, which would have been clearly visible through the periscope in his van. Rule 148 requires a guard to watch carefully the running of the train and to take any action that may be necessary when approaching important junctions and stations at which it is hooked to stop. He is also required to keep a good look-out, and should he see any reason to apprehend danger, he must make every effort to attract the attention of the driver, and in cases of emergency he must apply the brake in order to stop the train. It is appreciated that guards have other duties and cannot be continuously on the look-out, but on this occasion Knight, who had been keeping a good look-out up to this point, should not have allowed his attention to be diverted by other work while the train was approaching the Inner Home signal especially after it had been stopped at the Outer Home in accordance with Rule 39A. It is unfortunate that there was a misunderstanding between Porter Harrigan and Guard Eames about moving the Bognor train. If either of them had acted promptly, track circuit H could have been cleared and No. 32 crossover could then have been restored before the arrival of the Portsmouth train.

Railway Accident at Ford Station on 5th August 1951 Continued..

Appendix 1 - Copied from the official Report

Brigadier Langley's Remarks: (Rolling stock resistance to telescoping)

The two telescoped coaches were built in 1937 and, as already stated, they had steel underframes and bodies of composite construction with steel panels on wood framing. Considerable development has been made in design since then. The electric rolling stock now being built for the Southern Region has an all-welded steel body on a rivetted steel underframe, and the latest British Railways' design incorporates an all-welded steel body on an all-welded steel underframe. By applying modern methods of construction the following increases in strength have been achieved without any material increase in weight.

Type of Stock:	Type of Coach	Strength of Underframe to resist end	Shear strength of body end to resist telescoping: Tons
Prewar coaches involved in accident.	Motor	60	44
	Driving Trailer	81	44
Latest postwar 1 Southern Region stock .	Motor	106	146
	Driving Trailer	90	146
Future British Type of Coach.	Motor	150	230
	Driving Trailer	150	230

Appendix 2 - Fatalities

Listed below are the fatalities that resulted from the accident. It is sad to note, that of the 9 deaths, 4 were of children whose ages ranged from 2 to 11.

Surname	First Names	Age	Occupation
BLACKMAN	Ethel Maud	38	
BLACKMAN	Jean Mary	11	
BLACKMAN	Sheila Anne	2	
BROMBERG	David Nathan	11	
BROMBERG	Harry	45	Musician
KENNEDY	John Edward	31	
KENT	Alan Ronald Walter	9	
KING	Minnie Agnes	56	
SHERWOOD	Horace Victor	53	Train driver

Railway Accident at Ford Station on 5th August 1951 Continued..



Railway Accident at Ford Station on 5th August 1951 Continued..



**Images of the Ford Accident on
August 5th 1951**

Page 14 - Arial view of the aftermath of the collision.

This page:

Above: The telescoped coaches

Left: A crane assists in removing the heavy debris.

EAR Beyer Peacock 4-8-2 2-8-4 No 5928 Mount Kilimanjaro climbing towards Nairobi from Mombasa in the summer of 1978 © John Barrowdale

I don't suspect that caption will fool anybody, but one of my deep regrets in life (and there are many) is not going to Kenya in 1978 to see the remaining steam services, as we were saving to move house, which we did on the 30th March 1979. Later that year steam in Kenya, Tanzania & Uganda virtually stopped overnight with the arrival of Canadian built diesels which ousted steam in those three countries, so I never got there in time. I heard that the Canadians only sold them on the condition that EAR scrapped all their steam locomotives so they could not fall back on steam again if they ran into difficulties with the diesels.

A rather typical way the West with its greed & power exploits the 3rd world so that they have to spend money on their know how and expensive spares.



The picture was taken on Saturday 2nd August at the Lakeside Railway in Eastleigh during their fabulous gala where seven steam engines were in use on the 10 ¼ inch gauge. This 2 day event clashed with the Great Gathering in Derby Works but I know where I would prefer to be!

John Barrowdale. ©

Editor: More of John's images from the Lakeside Railway in Eastleigh next month!!

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Wednesday 24th September 19:15
1125 & DEMU's 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 1904-1979
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.

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We Look Forward to seeing you