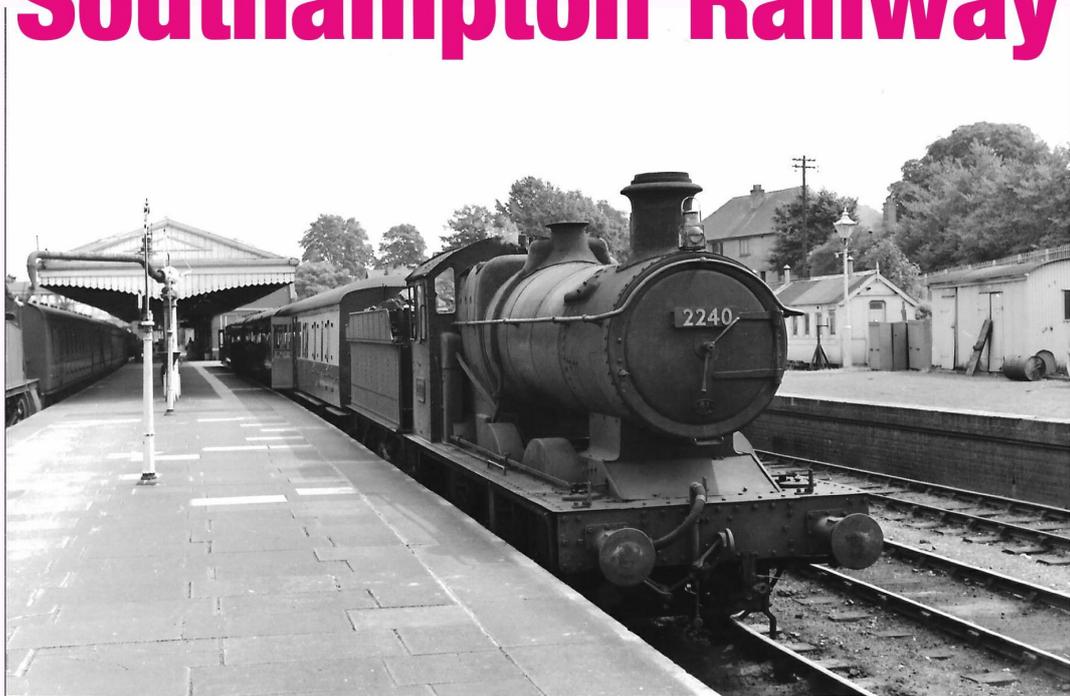


# The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

**Wed 22 October 19:15**

## The Didcot, Newbury & Southampton Railway



**Richard Coghlan presents a picture show of the line from Didcot to Southampton via Winchester Chesil, closed between 1960 & 1962. A bit of 'then and now'; some dates; pictures from his collection and how the collection started.**

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

**Join us - No Membership or Advance Booking Required**

The Monthly Newsletter of RCTS Chichester Branch.

Editor: Ian McKey

Distributor: Roger Sandford

Additional Proof Readers: Geoff Adams, Geoff May & John Barrowdale

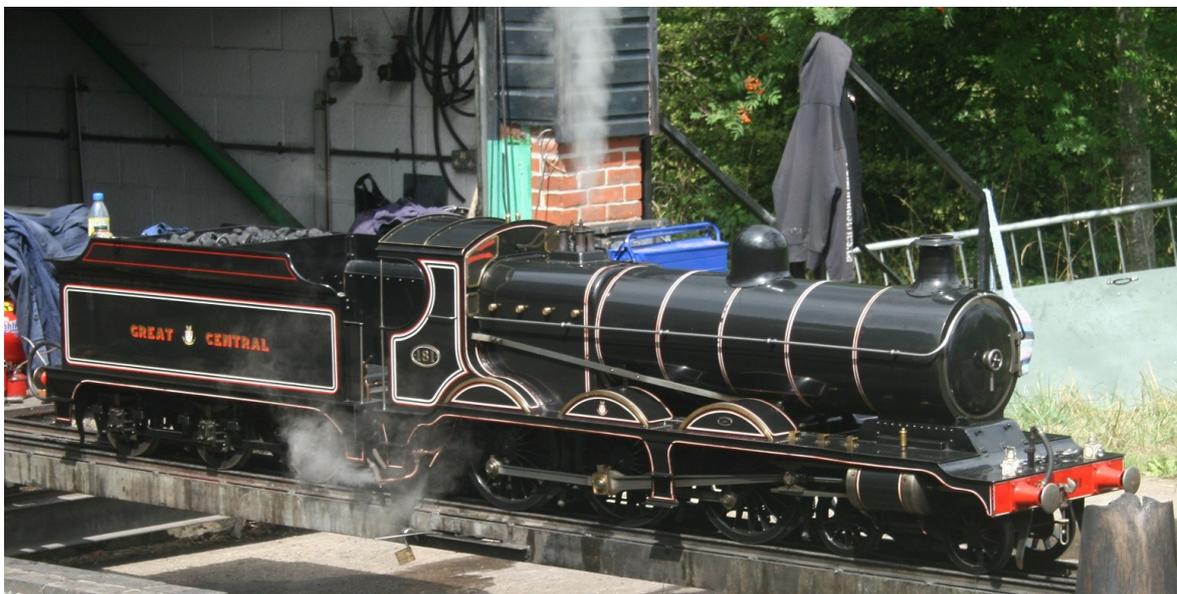
Front Cover by Roger Sandford ©

Contributors: John Barrowdale,  
Brian Jackson, Geoff May,  
Ian McKey, Roger Sandford,  
Joe Whicher

### What's on for the Railway Enthusiast in October

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	<a href="#">Bluebell Railway Web site</a>	<a href="#">Bluebell E-Mail Contact</a>	01825 720800
Isle of Wight Railway	<a href="#">IOW-SR Website</a>	<a href="#">IOW Steam Railway Email</a>	01983 882204
Kent & East Sussex Railway (K&ESR)	<a href="#">K&amp;ESR Website</a>	<a href="mailto:enquiries@kesr.org.uk">enquiries@kesr.org.uk</a>	01580 765155
Watercress Railway (WR)	<a href="#">Watercress Website</a>	<a href="mailto:info@watercressline.co.uk">info@watercressline.co.uk</a>	01962 733810
Amberley Museum	<a href="#">Amberley Museum</a>	<a href="mailto:office@amberleymuseum.c">office@amberleymuseum.c</a>	01798 831370
Hayling Light Railway Trust (HLRT)	<a href="#">HLRT Website</a>	<a href="mailto:haylinglightrailway@yahoo.com">haylinglightrailway@yahoo.com</a>	07902 446340
Littlehampton Miniature Railway (LMR)	<a href="#">LMR Website</a>		01903 719876
South Downs Light Railway	<a href="#">South Downs Light Railway</a>	<a href="mailto:info@south-downs-railway.com">info@south-downs-railway.com</a>	07518 753784
Stansted Park Light Railway	<a href="#">Stansted Park Light Railway</a>	<a href="mailto:help@sp-lr.co.uk">help@sp-lr.co.uk</a>	02392 413 324

### Images from the Eastleigh Lakeside Gala - Image by John Barrowdale ©



A very fine model of Great Central Railway Class 8 No181. The class were collectively known as "Fish Engines" because of their frequent use on fast fish trains to London and other cities

## What's on for the Railway Enthusiast in October

Railway	Start Date	End Date	Event
Stansted Park Light Railway	01/03/2025	29/10/2025	Running on Wednesday's and Saturday's
Littlehampton Miniature Railway	05/04/2025	02/11/2025	Summer Timetable - (See website for details.)
Bluebell Railway	25/04/2025	25/10/2025	Wealden Rambler Afternoon Tea - Various Dates - See Website
Bluebell Railway	25/04/2025	15/11/2025	Fish and Chips Supper Trains - 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	12/09/2025	24/10/2025	Diesel Footplate Experience – drive the Class 73! Various Dates - See Website
Hayling Light Railway Trust	01/10/2025	31/03/2026	Winter Time Table - See Website
Watercress Railway	03/10/2025	05/10/2025	Autumn Steam Gala
Bluebell Railway	04/10/2025	05/10/2025	Fireman Sam Weekend
Amberley Museum	05/10/2025		Steaming Day - Autumn Transport Gathering
Watercress Railway	08/10/2025	12/10/2025	Sir Nigel Gresley Experiences
Amberley Museum	11/10/2025	12/10/2025	Steaming Day - Steam Punk – Ministry of Steam Punk South
Isle of Wight Railway	11/10/2025	12/10/2025	Beer & Steam
Bluebell Railway	11/10/2025	12/10/2025	Comic Event Weekend
Kent & East Sussex Railway	11/10/2025	12/10/2025	Austin Counties Car Rally
Bluebell Railway	17/10/2025	19/10/2025	Giants of Steam
Amberley Museum	19/10/2025		Steaming Day - Autumn Industrial Trains
Isle of Wight Railway	19/10/2025	31/10/2025	Wizard Week
Kent & East Sussex Railway	21/10/2025	30/10/2025	The Spellbound Express - Various Dates: See Website
Watercress Railway	25/10/2025	02/11/2025	Wizard Week
Bluebell Railway	25/10/2025	31/10/2025	Halloween Mad Scientist Show
Bluebell Railway	25/10/2025	31/10/2025	The Ghost Train
Kent & East Sussex Railway	31/10/2025		The Fright Night Express
Hayling Light Railway Trust	31/10/2025		Halloween Spooky Special

## Southern & Local Engineering Works - October 2025



**Some Engineering works likely to affect journeys in our area.**

Start Date	End Date	
6/10/2025	9/10/2025	<p><a href="#">Engineering work</a> is taking place between Horsham and Barnham, closing all lines overnight from Monday evening until Friday morning.</p> <p>After approximately 22:00 each night, buses will replace trains between Horsham and Barnham / Chichester via Arundel / Portsmouth Harbour.</p> <p>Trains between London Victoria and Bognor Regis will run to an amended timetable with extended journey times, and will be diverted via Hove.</p>
11/10/2025	12/10/2025	<p><a href="#">Engineering work</a> is taking place at London Victoria, closing all lines used by Gatwick Express and Southern.</p> <p>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.</p>
13/10/2025	16/10/2025	<p><a href="#">Engineering work</a> is taking place between Barnham and Havant, closing some lines on Monday to Thursday evenings.</p> <p>As a result, the 21:35 London Victoria to Portsmouth Harbour / Bognor Regis service which would normally divide at Barnham to create the 23:15 Barnham to Bognor Regis service will not divide. The 23:15 Barnham to Bognor Regis train will start from an alternative platform at Barnham.</p> <p>If you wish to travel through to Bognor Regis, you will need to change trains at Barnham to complete your journey.</p>
14/10/2025	17/10/2025	<p><a href="#">Engineering work</a> is taking place between Chichester and Barnham, closing all lines early on Tuesday to Friday mornings.</p> <p>As a result, the 04:55 Chichester to Brighton service will start from Barnham at 05:03.</p> <p>A replacement bus will run from Chichester at 04:33 to Barnham, connecting with the train.</p>
26/10/2025		<p><a href="#">Engineering work</a> is taking place between Three Bridges and Horsham / Billingshurst, closing some lines.</p> <p>Buses will replace trains between Three Bridges and Horsham / Billingshurst.</p> <p>Trains will run between Billingshurst and Bognor Regis.</p> <p>Trains between London Victoria and Portsmouth Harbour will run to an amended timetable with extended journey times, will be diverted via Hove, and will split / attach from Littlehampton trains at Worthing.</p> <p>Journey times will be increased when using replacement buses.</p>

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

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

## Southern & Local Engineering Works - October 2025



Some Engineering works likely to affect journeys in our area. Continued..

27/10/2025	30/10/2025	<p><u>Engineering work</u> is taking place overnight between Brighton and Worthing, closing some lines.</p> <p>From approximately 23:30 until the end of service on Monday to Thursday evenings, trains from London Victoria to Worthing will be diverted to terminate at Brighton.</p> <p>Buses will replace trains between Brighton / Hove and Worthing / West Worthing.</p> <p>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.</p> <p>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> <p>Journey times will be increased when using replacement buses.</p>
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### Fareham Model Engineers - Open Weekend 2025 - Image by John Barrowdale ©



#### A fine model of a Thompson B1.

Named "Dik-Dik" from the "Antelope" series of B1's and numbered 8312, the model depicts an engine that was never built! In 1946 the B1 numbering sequence, which started at 8301 was changed to start at 1000 and the earlier engines were renumbered accordingly so that 8301 became 1000. The last engine in the original sequence was 8310. Hence 8312 was never issued. Although Dik-Dik is a type of Antelope, that name was never used on the B1's.

**May's Miscellany: by Geoff May ©**



Stanier Class 5MT 4-6-0 45094 makes a spirited departure from Liverpool Lime Street with the 10.35 service to Caernarfon on 16th July 1966.

45094 was withdrawn from the city's Edge Hill shed just over six months later in February 1967.

Opened in 1836, Lime Street justifiably qualifies as the oldest still-operating grand terminus

**Help is always needed and would be much appreciated!!**

## **From the Chair**

We are about to enter the 19<sup>th</sup> season of meetings held in Chichester as part of the RCTS network of branches.

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 Basil 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 8..

### **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

### **More from the Eastleigh Lakeside Gala - Image by John Barrowdale ©**



A magnificent model of Chapelon Pacific No. 3.1192 "Nord"  
3.1192 was the second in a batch of new build Pacifics constructed in 1936.

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

### Part 10

This is the final article in this series, some may be glad to know or perhaps sad to know. One of my biggest regrets in life was to not record the locomotives I fired and went out on during those 41 years as all these articles have been done from memory and not from notes. Mike Pearson who you came across in the first article as the fireman on my first footplate outing on 8/8/1983 always recorded the date, engine, the names of all the crew and any unusual incidents on the day which is why I have a record of the above date because I asked him for it. I could kick myself for not doing likewise as the memory fades. I have written below all the classes of engines I have been out on over the 41 years on the MHR footplate, but not necessarily the actual numbers.

<b>LNER locomotives</b>	Class A4 Pacifics 60007 and 60019.
<b>Southern Locomotives</b>	Classes 0298, O2, M7, T9, Urie S15, N, U, Q, V, LN, MN, B of B, and WC
<b>LMS Locomotives</b>	Classes Ivatt Class 2 (both 2-6-2T and 2-6-0), Black Five, Jubilee, and SDJR 7F
<b>GWR Locomotives</b>	Classes City, Dukedog, King, Castle, Hall, 57XX, 56XX, 45XX and 42XX
<b>Standard Locomotives</b>	Classes 9F, Britannia, Class 5, Class 4 2-6-0, Class 4 2-6-4Ts
<b>War Department Locos</b>	Classes WD 2-10-0, Austerity 0-6-0ST, S160 2-8-0 and USA 0-6-0T (a Yugoslavian version)
<b>Industrial locos</b>	Numerous on hire 0-4-0STs acting as 'Percy' and 0-6-0Ts acting as 'Thomas' from the Thomas the Tank engine stories.

I went out on some of the above classes and on more than just one loco from the class like all 3 types of Bulleid Pacific, Black fives, BR Class 4 2-6-4Ts etc.

I only recall ever going out on two LNER locomotives, 'Sir Nigel Gresley' twice and our own home based 'Bittern' which I fired many a time over the years it was based there. I think the only other LNER locomotives we had on hire have been 60103 Flying Scotsman, 60150 Tornado and the Gresley N2 0-6-2T. I detest the firebox flap on LNER firebox doors which is about 2/3rd up the door and designed to reduce air flow onto the rear tube plate. However, it gets in the way as you direct the coal into the fire, even if you have the specially designed LNER tapered shovel. Shovels for locomotives from the other regions are difficult to twist round with that awful flap in the way. The drop grates on LNER Pacifics are not the most user friendly either. I could have gone out on Flying Scotsman when she visited the MHR in March 2020 just before lock down but the thought of shovelling coal from the well in the floor between the very high seats through that flap was not something to look forward to. Whilst the general public seem to love it, I find volunteers from more than one railway, plus many enthusiasts feel it is over rated, over publicised plus over expensive to overhaul and run on heritage lines. It seems there are no grey areas, you either love it or hate it.

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

### Part 10

There have been several visiting engines which I would have loved to have gone out on at galas but with approximately 28 fixed crews up to covid you could well miss being crewed for a visiting loco for up to two consecutive galas. The ones that got away which I would have loved to have been on were 46229 Duchess of Hamilton, the Super D, the LMS Crab, 30777 Sir Lamiel, the Bluebell Railway's E4 No 473 tank and the 8F 48309. You will be aware of an SR & LMS bias.

Ask me which loco has been my all-time favourite, I expect that people who know me well would say and go for a Bulleid Pacific, however my answer may surprise you, albeit a Bulleid would be extremely high on my list. The answer has to be No 24, Calbourne when she did a visit to several mainland heritage railways in the south a few years ago, and I was extremely lucky that a colleague pointed out to me the list on the notice board for its 2 day visit which was a fairly last minute arrangement showed no 3rd man for the Friday and my pen filled in my name immediately to grab that spot. The driver for the day was our loco superintendent Richard Bentley and the fireman was one of my former trainees Darren Pilton. The latter very kindly let me fire it all day as he was in the early stages of driver training so Richard and him shared the driving. We ran all day between Alresford and Ropley towing the Hampshire DEMU to comply with its Westinghouse air brakes and I was in my own second heaven. I loved the railways of the Isle of Wight most of my life and the O2 tanks were always a delight to me, hence my choice. Incidentally I have walked the length of every disused railway on the IOW between 1968 and 1971.

I'm going to finish this series with a few more amusing happenings (some more serious) I have been through over the years.

1. In the late 1980s in the days of 4 man crews we were out on the NRM owned T9 when it slipped to a standstill in the cutting leading up to M & FM station from Ropley. Geoff Hatt and myself got down with a bucket of sand to sand the rails ahead of the loco. Frank Howells our driver suggested we both sat on the front running plate over each rail and continued sanding the rails all the way into M & FM station much to the amazed looks of passengers on the platforms awaiting our arrival.
2. On the last trip of the day coming up from Alton we ran out of coal on the engine by the time we arrived at M & FM station and our driver stopped the tender by the side of the tender on the last up train to Alton. I think we were on the S15 30506 and the up train had either 34016 or 34105 on it and their crew kindly shovelled their surplus coal over onto our tender to enable us to reach Alresford then travel light engine back to Ropley. There have been a few incidents like this over the years, but I only suffered the one time. It did occur on BR a few times as well.
3. If you can run out of coal it is also possible to run out of water and this happened in the noughties to the crew I was on as fireman. We were on the Watercress Belle that evening and about to leave Alton on our last train back to Alresford where we would pass the last Up RAT (Real ale train) at M & FM station. My driver Doug Mills was unhappy with the water we

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

### Part 10

had left which I recall was on 34016 Bodmin. He wanted to fill up at the Alton water crane, but was overruled by one of our loco inspectors and was told to carry on to Alresford, the latter citing we would make the RAT late with the penultimate connection to Waterloo. We had grave doubts we would make it to Alresford and light engine back to Ropley, albeit we could have stopped at Ropley on the way down, but I wondered if we would have enough to leave M & FM providing, we got there in the first place! Even with careful use of the injectors we just made it to M & FM before gurgling sounds were heard from the injectors. There are no water facilities to refill an engine at this station, so we had to drop the fire and call Ropley for help which meant a diesel rescue and a late time back for the passengers of the Belle. I cannot remember if we left Ropley at the start of the evening with a full tender, whether we skipped a water stop at Ropley on the second run to Alton or whether risks were taken with late running after all these years, however we should not have been prevented from filling the tender at Alton. No doubt Doug had to do a 'please explain report' to the management.

4. Again, with another trip when Doug was driver, we were at Alresford in the cattle dock siding on the 9F 92212 waiting to return light engine to Ropley after a day on service trains. We were waiting for a train to come in. When it arrived, the helpful guard bought the token down to us from the signalman at Alresford and said to Doug would he like him to put the red tail lamp on the back of the tender, which Doug agreed to. This should have taken only about 30 seconds had he put it on the nearest lamp bracket, but unknown to us he had climbed onto the tender to add it to the centre bracket. I then noticed the signalman had cleared the dummy ground signal so we could be on way to Ropley which I relayed to Doug, so he set the engine off. I turned back to view the station as is normal practice when leaving a station only to see the signalman with his arms in the air for us to stop. The guard had taken so long with the placing of the lamp he was still on the lower running plate of the tender. A shook-up guard climbed down; probably very grateful he had not had to hang onto the back of the tender all the 3 miles to Ropley. No doubt Doug had to write out a 'please explain' again.

5. Another day at Alresford with same driver, same engine and again in the cattle dock ended up with me pretending to talk to a teddy bear. Yes really. We had just done a footplate experience day and were waiting for the return back to Ropley when Doug quickly jumped down from the engine with no explanation and disappeared. I went over to the driver's seat and looked back to see a well-dressed smart lady coming towards me with a camera around her neck clutching a beautifully made teddy bear. She introduced herself and said she was a children's author of a series of children's books about an Alresford based Teddy bear who has lots of adventures. She asked if she could take photos of me with the bear called Binky in the 9F cab, so I agreed. The bear could actually stand up or be put into a sitting position, so after several experiments I sat him on the brake pedestal looking at me in the driver's seat whilst she took dozens of photographs. This was when she said could I move my mouth to pretend I was talking to Binky! I obliged and she was very grateful. The books are written and illustrated by Moira Blackwell & Liz Nankivell. I did appear in a picture on their website but I don't think I actually ended up in a book. They did have a sales stall at one of our galas a

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

### Part 10

few years later and the lady I spoke to actually remembered me. Doug did eventually creep back onto the footplate and I said where the hell did you get to. He calmly said he could anticipate what was going to happen so he jumped ship (or engine) to avoid Binky. The things you are asked to do as footplate crew.

6. Another day at Alresford on a mid-week service train again with Doug Mills, but on U class 31806 we were about to run round the train at Alresford when we were told by Loco Superintendent Bob Deeth to stay where we were as some filming was about to take place. He returned with a camera man and by his side was also Kate Humble who was making a series of BBC2 programmes on cooking called 'Kew on a plate'. This was going to be about the local watercress industry and she was going to be filmed travelling in the cab up the line from Alresford. In actual fact it just consisted of her travelling in the cab with no train behind us speaking to camera as we went about 300 yards up the Alresford cutting. As she did this, I was shovelling away to prepare the next run to Alton trying to avoid Kate's legs. We had to film it twice as I made too much noise the first-time shovelling coal. She was extremely pleasant and when the programme aired you can see my back and action on the engine for about 30 odd seconds. Kate was more lovely than Binky the bear!

7. On another occasion I was with my then regular driver Phil Harding when we did a round trip with aristocracy on the footplate for a round trip to Alton on 30925 Cheltenham. The guest was MHR Patron Lord Montague of Beaulieu who was again very pleasant and a delight to have with us. He told us stories of when he was a little boy, he spent much time in the cab of 30928 Stowe during the period it was a static exhibit at Beaulieu often hiding in the firebox to escape his parents' attention.

Finally at a gala back in the noughties I was out with my regular then driver Neil Cox on a guest engine, Hall Class No 4936 4-6-0 Kinlet Hall (it may have been 4965 Rood Ashton Hall) when either channel 4 or 5 who had done two series of 'Southern Steam' for TV embarked on the 3rd series and filmed us travelling up Medstead bank from Alton. On a Western Region engine, you usually fire on the left-hand side, but so the cameraman could film both Neil and me at the same time I fired on the right in the cramped cab with only a chain across the cab side to stop you falling out. We did however have a perfect trip and he filmed us all the way for 4 miles. Sadly, the series was cancelled and it was never transmitted. I hope the film is still somewhere safe. The producer lived in Hayling Island and the cameraman by sheer coincidence lived in Highbury Grove, Cosham where I live!

Well, this is the end of my long saga which I hope has not bored you to death and that you have found interesting. Do I miss it. In a way I do, but no more early mornings plus I still work at Ropley in the boiler shop usually every Wednesday and do other tasks around the railway and sheds. I also still fire locomotives on the 2-foot gauge Lynton & Barnstaple Railway down at Woody Bay in North Devon for two 3-day periods a year. Narrow gauge is a doddle compared with standard gauge locomotives.

The End.

## The National Transport Trust - No.17

A series of monthly items provided by Joe Whicher ©

### 19<sup>th</sup> to 20<sup>th</sup> Century story of

### DARLINGTON NORTH ROAD STATION

Between 1827 and 1833, passengers on the Stockton & Darlington Railway waited for trains in a shed adjacent to where the Great North Road in Darlington crossed the tracks. From 1833, passengers utilised a recently-built warehouse which stood to the east of the Great North Road; because the track ran high on an embankment, this building was three storeys high (it was demolished in 1864). This first North Road station was only used by passengers for five years.

In 1839, the S&DR built another shed, on the west side of the Great North Road, on top of which the second North Road station was constructed in 1842. It faced on to the Great North Road, which then took a more westerly course than today; in 1856, the Great North Road was straightened, leaving the station some distance from the main road.

A further blow to North Road Station was that, in 1841, York was connected with Newcastle with a stop at Darlington's Bank Top Station. The north/south traffic grew and surpassed the east/west. In 1883, it was decided to build a proper station at Bank Top Station which took still more trade away from North Road. Progressively, North Road station saw its traffic fall and, by 1973, closure seemed imminent; however, collective action by concerned local people, the town council, the museum service and the tourist board saw the station restored and revived as a museum - 'Head of Steam'.

The museum is devoted to the area formerly served by the North Eastern Railway, with particular reference to the Stockton & Darlington Railway and the railway industry of Darlington. Exhibits include Stephenson's "Locomotion No. 1", built for the opening of the Stockton & Darlington Railway, and "Derwent", the earliest surviving Darlington built locomotive. A range of smaller items including station and lineside signs, uniforms, furniture, tableware and paintings, complements the larger exhibits. The entrance hall and ticket office are restored in period style, enhanced by displays of items such as porters' barrows, luggage, posters and advertising signs. The Ken Hoole Study Centre houses an extensive collection of documentary material, photographs, plans, books and periodicals, including the library collection of the North Eastern Railway Association.



**A Reader's Letter - From Brian Jackson ©**

**Railway Accident, Ford Station, Sunday 5<sup>th</sup> August 1951 - Further Information!**

Dear Roger and Ian,

I was most interested to read the article in the latest newsletter concerning the Ford accident of 1951. This incident has always been of great interest to me as my late father & mother were passengers in the first coach of the Brighton to Portsmouth train.

One or two additional facts may be pertinent to the events of that day.

1. 5<sup>th</sup> August 1951 was a bank holiday weekend and Portsmouth Navy days were being held in the Harbour. As a result, trains were busy to Portsmouth, and a third unit, 2100, was added to the formation shortly before departure from Brighton.
2. This was compounded by the fact that the 11.17am from Brighton was the first train to offer cheaper fares.
3. I have never quite understood why the Littlehampton to Bognor train was 8 cars long, when it was not over busy (perhaps fortunately).
4. The Ford signalman was aware that the Bognor train was too long for the down loop, hence he set the road to allow the train to proceed beyond the platform starters (43 & 45) into the overrun, but the driver stopped short at the gantry, although he had noticed that the shunt signal had been cleared.
5. The official report refers to the confusion on the platform as the porter "*expected the guard to give the signal after all passengers had alighted but (the guard) said that on a previous occasion the porter had waved to the motorman. There was also some delay in trying to find the owner of a scarf which had been left in one of the carriages and no action was taken by either man to get the train clear of the track circuit.*" Both knew the train had to pull forward.
6. Witness Lieutenant Hall, who reported "*He saw a look of astonishment on the face of the driver, who leant over towards the right and appeared to be pulling at a control lever with his left hand.*"
7. The Inspector's remarks to his report note that the down platform should be lengthened to take an eight coach train, and understood this would be "*completed before next summer*"; I don't know when this was achieved.
8. The leading coach of the Brighton train was DTC 12133 of unit 2100. It was replaced by a new all-steel 2HAL DTC (12857), the underframe being reused for another all-steel DTC (12856) used in 2133 (the original of which was damaged in an accident at Guildford in 1952).
9. Inspector Staniford found the controller in the debris; the key was in the reverse instead of the forward position. The Inspector was confident that the key must have been turned by the motorman at the last moment; it had to be depressed first before it could be moved and he did not think this could have been done by any of the rescue squad. He explained that in a case of absolute emergency a motorman would reverse the controller and that he would probably do this before applying the brakes".

**A Reader's Letter - From Brian Jackson © Continued..**

The rear coach of the Bognor train was also a DTC (12092) of unit 2069; it was "written off" and the underframe not re-used. It also received a new all-steel DTC (12858). Both DTC 12857 and 12858 were on new frames. A fourth new DTC (on old frames) was used to create new "2HAL" 2700 – all these being completed in 1955.

The above information on the carriages is taken from "*Southern Electric Vol 2*" by David Brown and also the excellent website <https://www.bloodandcustard.com>. Perhaps the casualties might have been reduced if fate had determined that units 2069 and 2100 were the other way round and that it was a meeting of the two Motor Brake Seconds.

Fortunately apart from suffering shock, my mother was uninjured, but my father had been trapped by his legs and was taken to Littlehampton hospital, but fortunately no broken bones and was soon discharged after treatment. He was an RCTS member of the Sussex & Kent Branch and in line with the Society's title, wrote copious letters to his circle of railway friends which of course included details of his experiences of the events as they unfolded from his perspective. It makes interesting reading and realise how lucky they both were. Several contacted him in the following days having seen him quoted in the national press as saying "I knew there was going to be a crash", "I looked out of the window and suddenly realised we were on the wrong line". Just the sort of off the cuff remark the media would make the most of! Unsurprisingly, Dad was never in a hurry to travel in the front or rear coach of MU thereafter.

**Brian Jackson**

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**Brian Jackson has kindly provided further information and observations about the accident and it's aftermath. I have included it in full as it shows the effects and trauma that accompanies accidents as serious as this one was. *Editor.***

**Recollections of passenger Bill Jackson from letter dated 10<sup>th</sup> August 1951 (*notes prepared by his son, Brian Jackson*)**

"The idea originally was to go down to Hayling to photograph the "Terriers" working that Branch under maximum loading conditions, but it was not to be. We planned to travel down by the 11.17 as this was the first train on which Cheap Fares come into operation. Owing to Portsmouth "Navy Days", it was packed also. At Brighton station, two 2-BILs were originally provided, but another similar unit was added just before the start, and this was the one in which we travelled. I had a fair idea this particular Unit would be added to the front of the train at the last moment, and that it would be less crowded. Unfortunately in this case, but in accordance with my usual custom so far is electric are concerned, I did not note its number, but it was sadly in need of a repaint externally. Anyway, Mary and I occupied a First Class compartment which I believe immediately adjoined the Thirds in the leading coach. I had a corner seat on the south side, or non-corridor side of the coach facing forward, and Mary sat by my side. There were only six in our compartment when we left, but after leaving Worthing we had a full complement of eight with passengers standing in the corridor.

"We were stopped by a signal at Arundel Junction, and I saw the Littlehampton – Bognor train come round the curve into Ford Station. Soon afterwards, we moved off, and I anticipated that we should run into Platform 2, collect the passengers for Portsmouth off the Littlehampton-Bognor train (which was then in Platform 3) and leave that train to follow us down to Barnham.

**A Reader's Letter - From Brian Jackson © Continued..**

"I first realised this plan was not being followed as soon as we got on to the level crossing, when it dawned upon me that we also were running in on to Platform 3! This was an awful moment I can tell you, but it was literally only a moment before the crash came and the people sitting opposite were flung on to us as the partition behind them caved into our compartment. The back of our seat was also flung back somewhat also. I think nearly all four on our side of the compartment were trapped by this partition pinning our legs in an immovable position. It came to rest at an angle towards the door, and it was flung so far back that it was level with the rear door frame, thereby cutting us off from the door itself.

"Fortunately, there was no panic and help was soon on the scene. I managed to reach the iron bracket supporting the luggage rack, wrench it off, and break the window with it, thereby letting people pass in tea and water to us, whilst other rescuers tore away at the steel panel beneath. When at last I was released, I couldn't walk and nearly all-in. I seemed to have most of the weight of that partition on my own legs, and I feared that when it was removed, they would be broken. To make matters worse, a heavily built man facing me looked very much as if he was going to pass out and I tried to support him and keep him up. Very fortunately, Mary was luckier than I, and was able to walk about soon after being released. She has badly bruised ankles and legs, and a cut chin but nothing worse – thank goodness. She was not really a patient at the hospital but insisted on going with me to see how I was.

"I subsequently learnt that a little boy (*5-year old*) in our compartment had a broken leg, and his father a pair of broken ankles. The Littlehampton train was nearly empty at the time of the crash and most of the deaths (if not all) and injuries were sustained by people in our coach.

"After being laid out on a stretcher in a nearby field (*photographed by the "Western Mail"*), I was taken by Naval Ambulance to Littlehampton hospital, where I was given a morphine injection and had my left leg dressed and wheeled into a small ward about 1.30pm. This leg was the more severely hurt, but even this was not broken, The leg and ankle are just severely bruised, sprained and swollen. I think I was also suffering somewhat from shock, but Mary seemed much tougher than I! So at 7pm, a St John Ambulance turned up to bring me back to Brighton, but when I was wheeled out of the Hospital, there was a battery of reporters and a Rolleiflex to be faced." (*Quotes appeared in various newspapers the next day – all varying slightly! – see below for some versions*).

"As to the cause of the accident, I can only think that something happened to our motorman who, of course, was killed outright. The Ambulance man who drove me home was one of those who actually got me out. He'd been told our driver passed signals at danger, and if that be so, the signalman is in the clear. I am certain however, that there was no brake application before the crash, which occurred at about 15mph (despite what the papers say), (*some newspapers reported 5mph*). It is hardly possible that our motorman didn't realise on which line he was travelling, nor fail to see the train standing in front of him, if he was alright before the accident. It therefore seems that he was not alright, but of course it is impossible to say at the moment what was wrong. In my view, the Guard must bear some measure of responsibility for the accident, since he should have been keeping a good look-out at a junction such as this. He could not have been watching signals nor observing the route the train was taking. We shall have to await the findings of the MOT Inquiry however, before we know what really happened – if we ever do."

**Brian Jackson has added:** *I have no recollection of my parents describing how they escaped from the carriage – whether it was through the lower body sides of the coach on the south side, or through an opening cut in the roof visible in press photos which must have been close to their compartment. Many passengers were rescued through the corridor*

**A Reader's Letter - From Brian Jackson © Continued..**

*windows to the platform, but dad did note that he was not aware of what conditions were like on the platform side so that seems less likely. There is a small discrepancy in dad's notes as to whether they were in the fifth or sixth compartment from the front, but it is just as well they opted for a first class compartment which were the rear four of the carriage as it was the four third class compartments at the front of the coach which suffered the most damage and injuries.*

*My father did comment that the unit in which they travelled (now identified as 2100) was rather tatty and in need of a repaint. 2100 entered service in November 1937 in Olive Green, but the [www.bloodandcustard.com](http://www.bloodandcustard.com) website does not give a date for it receiving Malachite Green, so it may still been Olive Green at the time of the accident. The other unit, 2069, had been repainted in BR (light) green in November 1950. Both units when restored to traffic in Oct 1954 were in BR (light) green.*

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**Newspaper reports no doubt paraphrasing what my father actually said on leaving Littlehampton Hospital**

***Daily Telegraph 6<sup>th</sup> August 1951***

“It was estimated that the Portsmouth train was carrying about 500 people in its six coaches. The day excursion fare from Brighton to Portsmouth, 6s/3d return was unusually cheap.”

“Mr William Jackson, who was in the moving train and escaped with slight injuries said “I felt when we got to Ford Station that we were on the wrong line and I knew the other train was in the way”

***Daily Mail 6<sup>th</sup> August 1951***

“Many of the killed and injured were sitting with their backs to the driving cabin in the Portsmouth train. As the coaches telescoped they were thrown down and pinned under the wreckage. Those facing forward were catapulted forward and escaped serious injury.

“**Same Line** - One of the injured passengers, Mr William Jackson, who was taken to hospital with leg injuries said: “I knew there was going to be a crash. I travel on the route often, and as we came round the bend into the station I saw there was another train on the line.

“Mr Jackson's friend, Miss Winifred Wakeley, who was taken to the same hospital, said “The carriage wall loomed up in our faces. We were both trapped by our legs”.

***Daily Mirror 6<sup>th</sup> August 1951***

“One of the injured passengers, William Jackson ... said “I knew there was going to be a crash. I was travelling in the first coach of the train from Brighton. I looked out of the window as we approached Ford Station and suddenly realised we were on the wrong line. I knew this because I've travelled this way scores of times. I braced myself. There was a bang and the compartment wall facing me collapsed on top of me. I was trapped by my legs, but was freed in about half an hour.”

**A Reader's Letter - From Brian Jackson © Continued..**

**The Times 10<sup>th</sup> August 1951**

***Extract from Report of the Ministry of Transport inquiry at the Grosvenor Hotel Victoria  
9<sup>th</sup> August 1951***

*The report in the RCTS Chichester Branch Newsletter September 2025 refers to the actions of witness Lieutenant Hall. Further information concerning his subsequent actions were described at the inquiry are relevant to my father's account.*

"Lieutenant Hall said that he boarded one of the damaged trains, but his children became hysterical and he returned to them, driving at once to Ford Naval Air Station to raise the alarm there.

"Mr S.W. Smart, Superintendent of Operation, thanked Lieutenant Hall on behalf of British Railways. The officers, men and the mobile crane which were sent from the naval station were most helpful in cutting holes in the roofs of the damaged coaches, thus effecting the earlier release of some of the trapped passengers than would otherwise have been possible."

"Signalman R.W. Arnell, aged 47, who was on duty in Ford signal box, said that as long as the Bognor train stood overhanging the platform, he could not replace the points leading from the main line. When he noticed that a rear bogies was on the main-line circuit, he set the shunt signal to indicate to the driver that he could move forward, and he also shouted to the guard to move the train forward. At the same time he put the outer and inner home signals to danger bringing the Portsmouth train to a stop at the outer home signal 650 yards away from the station. It was stopped for about half a minute and he then lowered the signal to bring the train on to the inner signal, 150 yards from the station which remained at danger. As it approached the box, the train appeared to be under the control of the motorman, going slowly. Then he heard it strike the facing points and he rushed to the window, shouting to try and attract the motorman's attention. The train went into the loop to crash into the stationary train.

"Brigadier Langley said that he had visited the signal box to test the interlocking controls and having heard the evidence he could say now that the signalman had acted correctly on this occasion.

"Porter D. Harrigan said that when the passengers got out of the Bognor train at Ford, he was handed a head-scarf and he tried to find out if anyone on the platform had lost it. When the signalman shouted for the train to be moved he passed the message to the guard, who did nothing about it. The signalman was shouting a second time when the crash occurred.

"Brigadier Langley – "It is usual for you to give a hand signal to indicate that the station work is completed and that the guard can move the train forward? Did you give a hand signal?"

"Porter Harrigan – "No"

"Why not?"

"I do not know"

"Mr H.J. West, driver of the train from Three Bridges to Bognor, said he guessed that the rear of his train of eight coaches was overhanging the platform because the shunt signal indicated that he could move forward. He waited for the guard who was on the platform to give the signal, but he got into his van without signalling. At that moment the collision occurred"

"The guard of the Bognor train, Mr S.E.C. Eames, aged 56, said that on other occasions when trains had to be moved forward at Ford a porter had gone to the motorman to show him how far to move. The porter on this occasion went towards the front of the train with the scarf and he thought he was going to the motorman. The train had been stopped for about three minutes when the

**A Reader's Letter - From Brian Jackson © Continued..**

signalman shouted. He called back "I am waiting for your porter to tell the motorman to pull up".

"Brigadier Langley – "Why did you not take some action yourself? Was it not your duty as the guard responsible for the train to see that it was pulled forward?"

"Mr Eames – "I was waiting for some co-operation from the station staff. I could not be at two ends of the train at once. I cannot run as I used to"

"The guard of the Brighton to Portsmouth train, Mr. W. S Knight, aged 56, said he had been a train guard since 1945 and had been in railway service since 1919. His train halted at the outer home signal for about half a minute and he noticed that both outer and inner home signals were at danger. The train approached Ford station at the usual speed for stopping at the platform and he did not notice whether the inner home signal was at danger or not. He was looking at his watch and "doing his booking" at the time.

"Brigadier Langley – "Is it not particularly important, when you are stopped at an outer home signal to watch the aspect of the oncoming signals?"

"Mr Knight – "Yes, sir. I am sorry to say I did not."

"What action would you have taken if you had been looking out through your periscope?"

"I could have made the full application of the brake and pulled the train up immediately. I did not feel the brake being applied by the driver"

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**Ten days after the accident – Bill wrote**

*To F. D. Y. Faulkner Public Relations and Publicity Officer, BR(SR), Waterloo 15<sup>th</sup> August 1951*

".... I travelled in the leading coach of the 11.17am ex Brighton, and sustained slight injuries as a result of the collision at Ford Station"

"I am writing to you as Public Relations and Publicity Officer to express my very keen appreciation of the efforts of all who so quickly and efficiently carried out rescue operations. Personally, I was trapped for approximately half-an-hour, and although in some pain, it was of considerable comfort to know that the skilled assistance was at hand so promptly. I should be glad if my gratitude could be conveyed to those who performed a difficult task so well."

*From F. D. Y. Faulkner Public Relations and Publicity Officer, BR(SR), Waterloo 17<sup>th</sup> August 1951*

"Thank you very much for your letter of the 15<sup>th</sup> August, and for expressing appreciation of the efforts of all who carried out rescue operations at Ford on Sunday 5<sup>th</sup> Instant.

"I will most certainly see that your remarks are conveyed to those members of the staff who did so well at such a critical time, and I trust that you yourself are making a good recovery from the slight injuries you sustained."

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**A tenth Fatality.**

**Evening Argus 30<sup>th</sup> August 1951**

"Mr Thomas Turnball, aged 54 of Brassey Avenue, Hamden Park, Eastbourne, injured in the August Bank Holiday train crash at Ford, died today – a week after being discharged from hospital. He was staying with his daughter at Polegate."

**Film of recovery of trains:** <https://www.britishpathe.com/asset/167649/>

# 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 24<sup>th</sup> September 19:15**  
1125 & DEMU's over the Alps (Watercress Line)  
Richard Bentley

**Wednesday 22<sup>nd</sup> October 19:15**  
The Didcot, Newbury & Southampton Railway  
Richard Coghlan

**Wednesday 26<sup>th</sup> November 19:15**  
Rail Freight Trains around the UK - Steve Bigley

**Wednesday 17<sup>th</sup> December 19:15**  
AGM plus Local Heroes - Members Photos

**Thursday 15<sup>th</sup> January 14:00**  
Level Crossing Management - Nick Solti  
Afternoon Meeting

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

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

**Wednesday 25<sup>th</sup> February 19:15**  
Stratford Upon Avon to Cheltenham 1904-1979  
Tony Bowles  
ZOOM MEETING ONLY - See below

**Wednesday 25<sup>th</sup> March 19:15**  
Chasing Steam in Western Europe 1970-1974  
John Barrowdale

**Wednesday 22<sup>nd</sup> April 19:15**  
Lines to Midhurst, via Petworth, Petersfield  
and Chichester - Bill Gage

**Wednesday 27<sup>th</sup> May 19:15**  
Signalling Topics - Peter Gibbons

Zoom meeting tickets at £2 must be purchased in advance at  
[www.rcts.org.uk/branches/branch-chr-chichester](http://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](https://www.facebook.com/chichesterrailrcts)  
E-mail [chichester@rcts.org.uk](mailto:chichester@rcts.org.uk)

**We Look Forward to seeing you**