

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

Wed 26 November 19:15

Rail Freight Trains Around the UK



Although freight traffic today generally means stone and containers (of which we will see plenty) we will also see some of the flows of coal which existed until the last few years. Geographical coverage is from Hampshire (a surprising modern day freight "hotspot") and South Wales to the West Highlands of Scotland

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

Join us - No Membership or Advance Booking Required



CHICHESTER BRANCH

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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, Geoff May, Ian McKey, Roger Sandford, Alan Wallbank Image Collection, Joe Whicher

What's on for the Railway Enthusiast in November

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 Railway (K&ESR)	K&ESR Website	enquiries@kesr.org.uk	01580 765155
Watercress Railway (WR)	Watercress Website	info@watercressline.co.uk	01962 733810
Amberley Museum	Amberley Museum	office@amberleymuseum.c o.uk	01798 831370
Hayling Light Railway Trust (HLRT)	HLRT Website	haylinglightrail- way@yahoo.com	07902 446340
Littlehampton Miniature Railway (LMR)	LMR Website		01903 719876
South Downs Light Railway	South Downs Light Rail- way	info@south-downs- railway.com	07518 753784
Stansted Park Light Railway	Stansted Park Light Railway	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.



What's on for the Railway Enthusiast in November

Railway	Start Date	End Date	Event
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	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	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
Hayling Light Railway Trust	01/10/2025	31/03/2026	Winter Time Table - See Website
Watercress Railway	25/10/2025	02/11/2025	Wizard Week
Amberley Museum	01/11/2025		Halloween Evening & Ghost Train
Isle of Wight Railway	01/11/2025		Race the Train
Bluebell Railway	14/11/2025		Curry Supper Train
Bluebell Railway	22/11/2025	28/12/2025	Steam Lights - Various Dates - See Website
Watercress Railway	28/11/2025	04/01/2026	Steam Illuminations - Various Dates - See Website
Isle of Wight Railway	29/11/2025	30/11/2025	150th Anniversary Gala and Festive Ales Weekend
Kent & East Sussex Railway	29/11/2025	24/12/2025	Santa Specials - Various Dates - See Website



Eastleigh Lakeside Gala

August 2025

Some of you may remember an old Platters song from the 1950's "Smoke gets in your eyes!" The Chapelon Pacific is seen creating its own version!

Image by John Barrowdale

Southern & Local Engineering Works - November 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date	
2/11/2025		Engineering work is taking place between Horsham and Barnham, closing all lines.
		Rail replacement buses will replace trains between Horsham and Barnham. All stations will be called at, and fast trains are also available.
		Trains between London Victoria and Portsmouth Harbour will run to an amended timetable via Hove, additionally calling at Three Bridges.
		Trains to / from Littlehampton will start / terminate at Worthing.
		A shuttle train service will run between Barnham and Bognor Regis.
		No Southern trains will run between Three Bridges and Horsham. You are advised to use alternative Thameslink trains at no extra cost.
9/11/2025		Engineering work is taking place between Brighton / Preston Park
9/11/2023		and Littlehampton via Worthing, closing all lines.
		All day on Sunday, no trains will run between Brighton / Preston Park and Littlehampton via Worthing.
		Buses will replace trains between Brighton and Worthing / Littlehampton.
		Trains between London Victoria and Littlehampton will be diverted to run to and from Brighton.
		Portsmouth Harbour / Southampton Central trains will run between Littlehampton and Portsmouth Harbour / Southampton Central.
		Journey times will be increased when using replacement buses
15/11/2025	16/11/2025	Engineering work is taking place overnight between Brighton and Worthing, closing some lines.
		At the end of Saturday service, the 00:02 (on Sunday morning) London Victoria to Worthing train will be diverted to terminate at Brighton. A replacement bus will run from Brighton to Worthing.
		The 00:10 (on Sunday morning) Brighton to West Worthing train will not run. A replacement bus will run from Worthing to Brighton.
		On Sunday morning the 06:08 Barnham to Brighton train will will depart Barnham earlier at 05:34 and will terminate at Worthing. A replacement bus will run from Worthing to Brighton.
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For the latest updates on Engineering work please follow the link below :-

Southern & Local Engineering Works - November 2025



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

17/11/2025	21/11/2025	Engineering work is taking place overnight between Barnham and Chichester, closing some lines.	
		Monday to Thursday:	
		The 22:35 London Victoria to Chichester will terminate at Barnham. A connecting rail replacement bus will run between Barnham and Chichester, departing at 00:20.	
		The 23:15 Barnham to Bognor Regis will not run.	
		The 23:45 Portsmouth Harbour to Bognor Regis train will be diverted to terminate at Littlehampton. A replacement bus will run from Barnham to Bognor Regis, departing at 00:37.	
		Tuesday to Friday: The 04:55 Chichester to Brighton will start at Barnham, departing at 05:03. A connecting rail replacement bus will depart earlier from Chichester at 04:33.	
22/11/2025		Engineering work is taking place between Weybridge and Basingstoke, affecting South Western Railway services. As a result of South Western Railway services being retimed at Southampton Central, some Southern services from Southampton Central to Brighton will be retimed to run up to 5 minutes earlier than usual between Southampton Central and Swanwick, before running normally between Swanwick and Brighton.	
23/11/2025		Engineering work is taking place between Arundel / Angmering and Littlehampton / Barnham, closing all lines. All day on Sunday, buses will replace trains between Arundel and Barnham and between Angmering and Barnham via Littlehampton. Trains will run to an amended timetable between London Victoria and Arundel / Angmering and between Brighton and Angmering. Trains will also run to an amended timetable between Bognor Regis and Portsmouth Harbour. Journey times will be increased when using replacement buses.	
24/11/2025	27/11/2025	Engineering work is taking place overnight between Brighton and Worthing, closing some lines. 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. Buses will replace trains between Brighton / Hove and Worthing / West Worthing. This notice is continued on Page 6	

Southern & Local Engineering Works - November 2025



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

24/11/2025	27/11/2025	Continued from Page 5
		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. Journey times will be increased when using replacement buses.
30/11/2025		Engineering work is taking place between Gatwick Airport and Horsham / Brighton, closing all lines.
		Gatwick Express:
		Gatwick Express services will run to an amended timetable, with extended journey times and will call additionally at Clapham Junction and East Croydon.
		Southern:
		No trains will run between Gatwick Airport and Three Bridges / Brighton via Burgess Hill, or between Three Bridges and Horsham.
		Trains between London Victoria and Brighton and between London Victoria and Portsmouth Harbour will run to an amended timetable, running non-stop between Clapham Junction and Horsham. These trains will not call at East Croydon.
		Trains to / from Brighton will also call additionally at Horsham, Littlehampton, Angmering, Worthing, Shoreham-by-Sea and Hove.
		Replacement buses will run between:
		Gatwick Airport and Three Bridges
		Three Bridges and Brighton
		Three Bridges and Horsham
		Three Bridges / Haywards Heath and Cooksbridge / Plumpton / Lewes
		Thameslink:
		Buses will replace trains between Gatwick Airport and Brighton and between Gatwick Airport and Horsham.



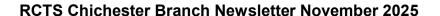
May's Miscellany: by Geoff May ©



Above: Stanier Class 5MT 4-6-0 44770 stands at Manchester Victoria Platform 11 Middle on 7th August 1965 with a service for the North Wales coast. In April 1929 an eastward extension of Manchester Exchange's platform 3 was opened, meeting Victoria's platform 11; this created Europe's longest platform at 2,238 feet and was able to accommodate three trains at once.

Below: Holiday time at Preston on 31st July 1965 as Stanier Class 5MT 4-6-0 44937 draws into the station with a service for London Euston. This impressive station was opened in 1838 and although the East Lancashire platforms were demolished in the 1970's, the main structure remains largely unchanged save of course for the installation of 25Kv catenary.







The National Transport Trust - No.18

A series of monthly items provided by Joe Whicher ©

1842 BO'NESS TRAIN SHED

This Trainshed originally built for the Edinburgh & Glasgow Railway's eastern terminus at Haymarket in 1842 was relocated to the Scottish Railway Museum at Bo'ness.

The buildings in the station area were brought to Bo'ness in 1984, saving each of them from permanent demolition elsewhere. Of these, the trainshed is the most important historically. It was originally built at Edinburgh Haymarket station by John Miller, Engineer, and was the initial Edinburgh terminus of the Edinburgh and Glasgow Railway, which



opened in February 1842. Fluted cast-iron columns with ornate capitals support the elliptical arched arcade with decorative spandrels. Tie rods of the roof structure were secured with ornate struts.

At Haymarket, two similar trainshed bays stood side by side and abutted the two-storey station offices building which still stands today. Haymarket remained a terminus only until 1846, when the railway was extended partly in tunnel and partly in cutting through Princes Street Gardens to Waverley station. The extension passed by the Haymarket trainshed on its southern side. When traffic through Haymarket increased after the opening of the Forth Bridge, the tracks into Waverley were quadrupled. To make space for these tracks, the southern bay of the original trainshed was demolished. The northern bay remained standing, latterly providing no more than car parking space, until plans for alterations to the station in the 1980s required its removal. As the building was listed, it was carefully removed for re-rection at Bo'ness. This work was managed by the contractors Sir Robert McAlpine & Sons.

The trainshed roof is slated on wooden sarking in the standard Scottish manner. The roof trusses are of wrought iron tension members and cast-iron posts, and all the ironwork is detailed in a light classical style. At Bo'ness, as at Haymarket, there are no smoke ventilators, though smoke troughs have been added to reduce soiling from locomotive exhausts. The relocation of this trainshed was a forerunner to those of Oxford Rewley Road now at Quainton Road (with Red Wheel) and of Maidenhead now at Wallingford.







Meeting Report for 24 September 2025

Presenter: Richard Bentley

Chichester Branch welcomed our guest speaker Richard Bentley the Mid Hants Railway (MHR) operations manager for his talk '1125 and DEMUs over the Alps' on September 24.

In the first half Richard explained the history of the Hampshire units, which were all built at Eastleigh works between 1957 and 1962. Initially they were built as 2 car units to start the services on the 4/11/57, but their popularity soon saw the introduction of a centre coach making them 3H units. For the MHR route the extra coach proved to be too heavy, the units uprated from 500HP to 600HP with a replacement Napier turbo. While this was going on, the return of Drummond M7 0-4-4Ts covered services.

The DEMUs reduced the length of time for Alton to Southampton Terminus services from 77 to 55 minutes. 1125 actually operated the 20.04 train from Alton to Southampton on the 4/2/73, the last day of BR services. Part 2 continued with the history of unit 1125, which entered service on the 15/12/59 and was withdrawn on the 17/02/04, with a BR life expectancy of 15 years! She was chosen because she had engine repairs 6 months before withdrawal and the role she played already mentioned. She was quickly returned from Network South East livery to BR green paint outside at Alresford. All glass was replaced and window leaks sealed and she continued in service until 2018 when the air intake panel needed urgent repairs, which were carried out just prior to Covid.

The bodywork had deteriorated to such an extent, mainly because of the poor window design without window frames, as windows were pressed into the metal panels with sealant which rusted from water penetration and pushed out the bodywork. The doors were aluminium, but the door posts were wooden so suffered from rot. Whilst the engine works well it cannot be used for passenger work until the body is repaired. The motor end will be dealt with first, then the much worse trailer car. The MHR are looking at lottery funding as this will be a long and expensive job.





Images from the Alan Wallbank Collection - English Electric Prototypes Article by Ian McKey



English Electric (EE) Prototype DP1, more commonly known as "Deltic" is seen in a staged image when newly built in 1955. The engine was constructed at the Dick Kerr Works in Preston.

The then Chairman and Managing Director of English Electric, George Nelson was the initiator and driving force behind the project to produce a light, but powerful locomotive. The Deltic engine that EE had produced was found to be the solution that enabled the project!

After testing, "Deltic" s first passenger carrying run was with the Merseysider Express on 13th December 1955. "Deltic " operated on BR metals until an engine failure in March 1961 after which "Deltic" was returned to EE Vulcan Foundry. "Deltic" was then presented to the Science Museum in London, and was moved by road to the Museum on 28th April 1963. It is currently at the NRM at Shildon. Altogether "Deltic" covered over 450,000 miles with BR



Images from the Alan Wallbank Collection - English Electric Prototypes



"Cor Blimey - Isn't she a beauty"

A staged photograph on the introduction of DP2.

English Electric (EE) developed DP2 as a contender for BR's fleet of Type 4 diesel engines, but BR, for financial reasons chose Brush to build the bulk of the fleet using Sulzer Engines.

DP2 was completed in Spring 1962 and following testing made its first journey on BR in May 1962. After only one further test DP2 was handed over to BR for use in revenue earning running. In its first year of running DP2 covered over 150,000 miles without any issues.

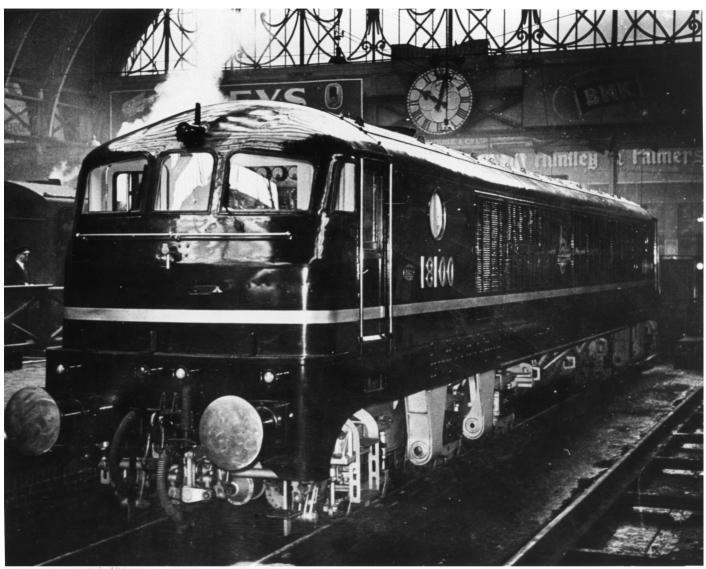
In 1966, DP2 was fitted with a new control system that included electronic tractive effort and wheel-slip control that greatly enhanced the engines ability to handle heavy trains, especially when a restart was required.

The end came in 1967 when DP2 was destroyed in a collision with a derailed cement train.

DP2 was built using EE's 16CSVT engine of 2750hp matched to an EE main generator. These components were used in the class 50 locomotives, initially seen on the West Coast mainline and subsequently on Western Region.



Images from the Alan Wallbank Collection - The GWR Gas Turbines





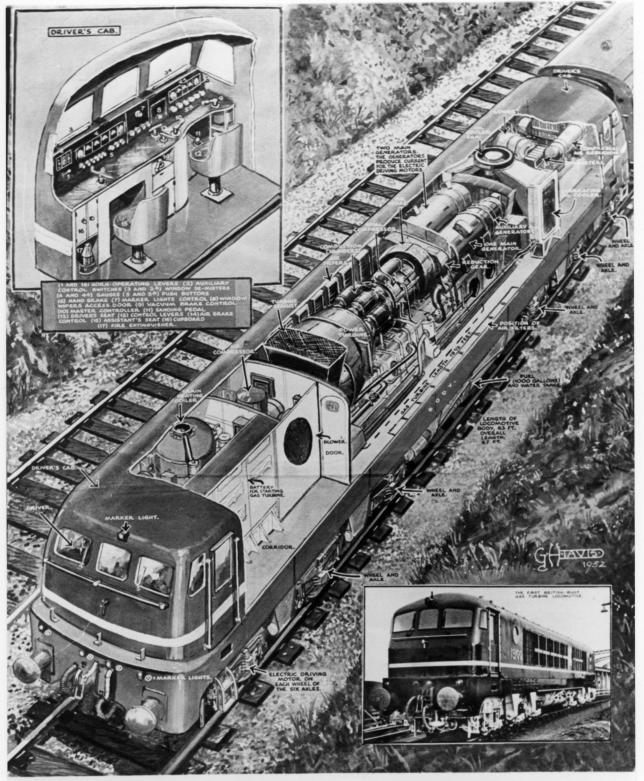
The GWR Gas Turbines

Above: Designed & Built by Metropolitan Vickers, the construction of 18100 was begun in 1948, but it was autumn 1951 before BR took delivery! Seen here at Paddington Station.

Left: Ostensibly built by Brown-Boveri, the main components of 18000 were assembled by the Swiss Locomotive Works at Arlesheim. 18000 was delivered to BR in February 1950. 18000 is seen in this image being tested for platform clearance.



Images from the Alan Wallbank Collection - The GWR Gas Turbines



JET-PROPULSION ON THE RAILWAY: THE FIRST BRITISH-BUILT GAS-TURBINE LOCOMOTIVE ON BRITISH RAILWAYS; AND THEIR MOST POWERFUL LOCOMOTIVE ON A CONTINUOUS WORKING BASIS.

Though four gas turbo-electric locomotives have been built abroad and are in use, the new locomotive No. 18100 just completed by Messrs. Metropolitan-Vickers Electrical Co., Ltd., at Trafford Park, is the first to be built in this country. It is intended primarily to work on the London-Plymouth route of British Railways (Western Region). The new Metrovick locomotive measures about 67 ft. by 9 ft. by 12 ft. 10 ins. high, and it weighs 129½ tons with all tanks full. It is capable of a speed of 90 m.p.h., and can exert a tractive pull of 6,0,000 lb. These characteristics enable it to haul a load of eighteen coaches weighing 650 tons over the severe gradients on the Plymouth route. Each of the six axles is geared to an electric driving motor, each pair of motors is fed from one of three main generators, and the generators in their turn are driven by the gas-turbine, which can produce 3000 h.p. continuously. The "working fluid" of the turbine is air, which is

compressed in a fifteen-stage axial-flow compressor, heated in a combust chamber in which the fuel (gas-oil) burns, and expanded in a five-stage turb. The compressor and turbine are coupled together and to the reduction gear driving the generators. The turbine and gearing together have a length 19 ft. 6 ins. The whole of the power-unit is mounted on a bedplate suppor at three points on the locomotive underframe. At each end of the locomotive a driver's cab, as shown in detail in the upper (left-hand) inset drawing. Be the main frame is a double tank holding 1000 gallons of fuel for the gast-turb and 600 gallons of water for the train-heating boiler. Behind one of the cab a battery for starting the turbine. On a continuous working basis, this is most powerful locomotive on British Railways. (Drawn by our Special Ar G. H. Davis, with the co-operation of Messrs. Metropolitan Vickers Electrical Co. 1.

RCTS THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

RCTS Chichester Branch Newsletter November 2025

Bluebell Railway - Giants of Steam - The New Builds

Images by Roger Sandford and Ian McKey



The Bluebell Railway held their "**Giants of Steam**" event on Friday, Saturday and Sunday the 17th - 19th of October 2025. Our Chairman, Roger Sandford was amongst the attendees on Friday and your Editor attended on the Saturday.

The Car park attendant was already having trouble finding spaces when your editor arrived at about 10:30 on Saturday and the parking attendant said that on the Friday it was just as bad, if not worse! Luckily tickets on the day were available so I got to be part of the Saturday crowd! Unlike Brooklands of old, there was considerable crowding!

The engines attending this event were:-

- LNER A1 Class 4-6-0 60163 "Tornado"
 Peppercorn class A1 Pacific No. 60163 "Tornado" was completed by The A1 Steam Locomotive Trust in 2008
- LBSCR H2 Class 4-4-2 32424 "Beachy Head"
 L.B. Billinton class H2 Atlantic 32424 "Beachy Head was completed by
 The Bluebell Railway and entered service with the Bluebell on August 18th 2024
- GWR Grange 4-6-0 6880 "Betton Grange"
 C.B, Collett Grange 6880 "Betton Grange" was completed by the 6880 Betton Grange (Society) Limited in April 2024.
- GWR Saint 4-6-0 2999 "Lady of Legend"
 G.J. Churchward Saint Class 2999 "Lady of Legend" was built by the Great Westen Society. The project started in 1995 with construction commencing in 2004 using the frames and boiler of 4942 "Maindy Hall" as a starting point. "Lady of Legend" was completed in 2019.





Bluebell Railway - Giants of Steam - The New Builds Continued,,,



Above: "Beachy Head" at Sheffield Park Below: "Tornado" at Kingscote and heading south tender first Both images by Roger Sandford







Bluebell Railway - Giants of Steam - The New Builds Continued,,,



Above: GWR Saint 2999 "Lady of Legend".

New build Saint Class based on G.J. Churchward's class of two cylinder mixed traffic locomotives. Churchward built 13 of the original locomotives as 4-4-2's and others as 4-6-0's. This was to compare the benefits of additional adhesion against probable lower running and maintenance costs of the 4-4-2's. Adhesion won out and the 4-4-2's were later rebuilt as 4-6-0's. Given the needs of the Devon banks it was the most likely outcome!

Below: GWR Grange 6880 "Betton Grange".

New build Grange Class based on C..B. Collett's class of lighter mixed traffic locomotives. None of the original Granges were saved, but according to contemporary reports, Shedmasters were always happy to have some available!

Both Images by Ian McKey





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



with the Charities Commission. Registered number 1169995

Wednesday 24th September 19:15 1125 & DEMU's over the Alps (Watercress 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 £2 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