

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

Wed 17 December 19:15

Special Members Presentation



Three local members present a fascinating mix of railway related images. Ardrian Willats will cover Preserved Railways from 1982-2018. Ian Mckey has many tales and pictures to show from his UK rail journeys spread far and wide. Roger Sandford will show images taken by the late Bruce Oliver, a real UK pot pourri, but also including many local scenes from the past.

FREE ENTRY No Donation Required

Join us - No Membership or Advance Booking Required



CHICHESTER BRANCH

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The Monthly Newsletter of RCTS Chichester Branch.

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& John Barrowdale

Front Cover by Roger Sandford ©

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

What's on for the Railway Enthusiast in December

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	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

From the Editor

As most readers will know, this is the last issue of the RCTS Chichester Branch Newsletter that I will edit.

The first edition was issued in June 2020 after COVID made face to face meetings impossible! Since then an issue has followed on, or very near, the 1st of each month. It has been a very enjoyable task to produce these Newsletters and I hope you found them useful,

The Committee are currently seeking a possible replacement Editor and I sincerely hope they succeed in finding someone to take the Newsletter on into its next phase.

With Seasons Greetings to you all, lan McKey



What's on for the Railway Enthusiast in December & New Years Day

Railway	Start Date	End Date	Event
Bluebell Railway	25/07/2025	05/12/2025	Murder Mystery at The Bluebell Railway
Hayling Light Railway Trust	01/10/2025	31/03/2026	Winter Time Table - See Website
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
Kent & East Sussex Railway	29/11/2025	24/12/2025	Santa Specials - Various Dates - See Website
Bluebell Railway	04/12/2025	23/12/2025	Golden Arrow Christmas Dining Trains Most Dates - See Website
Bluebell Railway	06/12/2025	24/12/2025	Santa Specials - Various Dates - See Website
South Downs Light Railway	06/12/2025	24/12/2025	Christmas Experience - Advance Booking only - See website for dates.
Amberley Museum	06/12/2025	21/12/2025	Amberley Christmas Adventure - See Website for details & Dates
Isle of Wight Railway	13/12/2025	24/12/2025	Santa Specials - See Website for details & dates
Watercress Railway	13/12/2025	23/12/2025	Father Christmas Express - See website for dates & details
Isle of Wight Railway	26/12/2025		Boxing Day Specials
Bluebell Railway	27/12/2025	31/12/2025	Trains Running Daily
Kent & East Sussex Railway	30/12/2025	01/01/2026	Steam into the New Year with the K&ESR!
Isle of Wight Railway	01/01/2026		New Year's Day Specials



The Royal Train: Exeter St Davids with platforms swept and cleared of extraneous passengers, Class 47 "Windsor Castle" awaits the Royal Party! Dated probably late 1980's Image by Ian McKey



Southern & Local Engineering Works - December 2025



Some Engineering works likely to affect journeys in our area.

Start Date	End Date		
7/12/2025		Engineering work is taking place between Southampton Central and Fratton, closing all lines.	
		Southern:	
		Buses will replace trains between Southampton Central and Havant.	
		Trains between Southampton Central and Brighton will be diverted	
8/12/2025	11/12/2025	Engineering work is taking place between Brighton / Hove and Worthing / West Worthing, closing all lines overnight.	
		From 23:30, trains from London Victoria to Worthing will be diverted to terminate at Brighton.	
		Buses will replace trains between:	
		Brighton and Worthing / West Worthing	
		Hove and West Worthing	
		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, departing Worthing at 23:53.	
		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.	
14/12/2025		Engineering work is taking place between Horsham and Barnham via Arundel, closing all lines.	
		Buses will replace trains between Horsham and Barnham via Arundel.	
		Trains between London Victoria and Portsmouth Harbour will run to an amended timetable, diverting via Hove. This will increase journey times. These trains will split at Worthing to run towards Littlehampton and will additionally call at Three Bridges.	
		Trains will run between Barnham and Bognor Regis.	
20/12/2025	21/12/2025	Engineering work is taking place between Barnham and Bognor Regis, closing all lines.	
		Saturday:	
		Buses will replace trains between Barnham and Bognor Regis.	
		Portsmouth Harbour / Fratton and Southampton Central.	
		Continued on Page 5	

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..

20/12/2025	21/12/2025	Continued from Page 4	
		Sunday:	
		Buses will replace trains between Littlehampton and Barnham / Bognor Regis / Chichester.	
		Trains to / from Bognor Regis / Portsmouth Harbour will run between London Victoria and Littlehampton, and between Chichester and Portsmouth Harbour.	
		Trains will also run between Brighton and Littlehampton.	
		No Southern trains will run to / from Southampton Central. Tickets will be accepted on South Western Railway services between Portsmouth Harbour / Fratton and Southampton Central.	
22/12/2025	24/12/2025	Routes affected: All Gatwick Express / Southern routes	
		All day on Monday and Tuesday , trains will run to an amended and reduced timetable for the festive period.	
		On Wednesday trains will run to an amended and reduced timetable until approximately 17:00, after this fewer trains will run, with all last trains reaching their final destinations by around 21:00.	
25/12/2025		Routes affected:	
		No Southern / Gatwick Express services will run on Christmas Day.	
26/12/2025		Only a limited service will run on certain Southern routes to / from London Victoria for Boxing Day.	
		From approximately 05:00 until approximately 08:30:	
		Two trains per hour will run between London Victoria and Gatwick Airport, calling at Clapham Junction and East Croydon. From approximately 08:30 until approximately 21:00:	
		One train per hour will run between London Victoria and Gatwick Airport, calling at Clapham Junction and East Croydon.	
		One train per hour will run between London Victoria and Brighton, calling at Clapham Junction, East Croydon, Three Bridges and Haywards Heath.	
		Two trains per hour will run between London Victoria and Sutton via Selhurst and West Croydon, calling at Battersea Park, Clapham Junction, Wandsworth Common, Balham, Streatham Common, Norbury, Thornton Heath, Selhurst, West Croydon, Waddon, Wallington and Carshalton Beeches.	
		Two trains per hour will run between London Victoria and East Croydon via Crystal Palace, calling at Battersea Park, Clapham Junction, Balham, Streatham Hill, West Norwood, Gypsy Hill, Crystal Palace and Norwood Junction. From approximately 21:00 until approximately 23:00:	
		Two trains per hour will run between London Victoria and Gatwick Airport, calling at Clapham Junction and East Croydon.	



May's Miscellany: by Geoff May ©



Above: Britannia Class 7MT 70035 formerly Rudyard Kipling storms out of Liverpool Exchange station with 1.27pm service to Glasgow Central on 16th August 1966. This train was coupled at Preston with through carriages from Manchester Exchange and the combined train was often taken northwards by double-headed Britannia Pacifics.

Below: Stanier Class 5MT 4-6-0 44659 on E.C.S. duties at Liverpool Exchange station on 30th July 1966. Exchange station suffered a slow decline from the 1960's onwards when most long distance services were switched to the city's Lime Street station and it finally closed in 1977. On the day the picture was taken, the streets of Liverpool became eerily quite in the afternoon as people were distracted by a certain football match being played at Wembley Stadium!





EX GWR Class 387s enter service with Southern By Roger Sandford



The first of three ex Great Western Railway (GWR) class 387s recently transferred to Southern entered service on West Coastway on Friday 21 November, 387 173 maiden service was the 07:09 Brighton to Southampton Central. Two further units 387 172 and 387 174 are expected to follow soon. They all retain their green GWR livery.

These three units were initially delivered to GWR for use on the newly electrified Great Western Main Line operating local services between Paddington, Reading and Didcot. The introduction of the full Elizabeth Line timetable to Reading resulted in a surplus of Class 387s at GWR. Several were re-liveried and moved to Heathrow Express Work, but three were transferred to Great Northern working between Kings Cross and Peterborough, Cambridge and Kings Lynn.

Class 379s surplus to Greater Anglia and the Stansted Express, following a lengthy period of storage are rapidly being restored to traffic at Great Northern enabling a batch of Class 387s to be transferred to Southern, including the three originally at GWR.

Class 387 173 is seen at Cosham on the second round trip to Southampton Central, on the 11:13 from Brighton on Friday 21 November.



A Visit to the Spa Valley Railway - By Roger Sandford



Above: Class 33/0 33065 'Sealion' is seen in the workshop undergoing an extensive overhaul. This engine entered BR service in January 1962 as D6585 and was withdrawn in February 1997.

Below: LMS "Jinty" 47493 was built by the Vulcan Foundry in 1927 and entered service numbered 16576. Renumbered before WW11 as 7493 it was renumbered 47493 on nationalisation







A Visit to the Spa Valley Railway - Continued...



Above: LMS Ivatt Class 2 2-6-2T no.41319 is seen as the Spa Valley Railway. 41319 was the last of a batch of 30 engines built in 1951/2 to Ivatt's design and allocated new to Southern Region.

Actually this is NOT 41319 but is 41313 which was presumably on loan for the gala from the Isle Of Wight Steam Railway. 41319 unfortunately never entered preservation!

Below: "Health & Safety" looks a little questionable and I do hope the lad on the tank got down safely!





A Visit to the Spa Valley Railway - Continued...



Above: No. 828 is a Caledonian Railway locomotive of Class 812, which was built at the St Rollox Works in Glasgow and entered service in 1899. Withdrawn in 1962 she is on loan to the Spa Valley Railway from the Speyside Railway. No. 828 is the only one of her class to be preserved.

Below: Maunsell U Class 31803 is in fact 31806. Following the Sevenoaks Accident in 1928 the decision was made to rebuild the K Class (River Class) tanks into Maunsell's U Class. 31806 was one of these rebuilds. She was withdrawn in 1964. Currently 31806 is part of the Swanage Railway fleet.





A Visit to the Spa Valley Railway - Continued..

• LIMITED EDITION ROUND-UP • LIMITED EDITION ROUND-UP

BLUE BROTHERS RETURN TO RAILS OF SHEFFIELD





ails of Sheffield has commissioned a further production run of the Caledonian Class 812 0-6-0 Steam Locomotive No. 828. The award winning Bachmann Branchline model was first released in 2021 and included two models finished in Caledonian Railway Blue livery and depicting the sole-surviving preserved 812 Class, No. 828, which proved to be an instant hit. Such was their success that Rails have answered calls for more of the same starting with a model of No. 828 in the lighter shade of blue depicting the locomotive when it was first built in 1899.

The Class 812 fleet totalled 79 locomotives, but only the first batch of 17 carried the vibrant lined blue livery - these were intended for mixed traffic duties and so to handle passenger trains some had Westinghouse pumps and screw link couplings fitted. The following 62 Class 812s received a black livery, albeit still ornately lined. These had three link couplings for freight work and were not equipped with Westinghouse pumps .

No. 828 is the sole surviving Class 812, having been purchased from British Railways by the Scottish Locomotive Preservation Trust Fund following its withdrawal in August 1963 (the final 812s bowed out of service in December of the same year). The locomotive was displayed until sufficient funds were raised for its restoration and it was 1980 when the loco moved to the Strathspey Railway, with work completed in 1993 when No. 828 returned to steam. The locomotive has since been overhauled twice, most recently in 2020 when it received a new 10-year boiler ticket and today the loco is enjoying an extended visit to the Spa Valley Railway. In preservation a darker shade of blue has been applied to No. 828 and it is in this condition that the second model is presented. The preserved version also carries a star on its smokebox door; in Caledonian Railway days many drivers had their own unique star design which was applied to the engine he was assigned to. The star that No. 828 wears in preservation was previously carried by 'Dunalastair' 721 Class No. 731.



The model in preserved condition, item No. 35-284Z/35-284ZSF

Those of our Readers who have a model railway may like to know that an 00 Gauge Bachman model of Caledonian Railways No.828 has been produced and may still be available!



A Visit to the Spa Valley Railway - Continued..



Battle of Britain Class 34050: This image shows Battle of Britain Class 34053 "Sir Keith Park" masquerading as 34050 "Royal Observer Corps".





The National Transport Trust - No.19

A series of monthly items provided by Joe Whicher ©

1846 STARCROSS PUMPING STATION

When the Bristol and Taunton railway reached Exeter St Davids in May 1844, plans were already in hand by the Plymouth, Devonport & Exeter Railway Company to continue the line down to Plymouth and beyond. I K Brunel was appointed as engineer in 1843 when the name was changed to the South Devon July 1844. an Act Railway. In of Parliament obtained its was for construction and work commenced.

The line was to be single track, broad gauge and, most controversially, worked by the still experimental system of atmospheric propulsion which Brunel had seen in operation built by Samuda and

Clegg for the Kingston & Dalkley Railway near Dublin..



The proposed system used a 381mm (15 in) pipe between the rails with a slit along the top that was covered with a flap valve to maintain an internal vacuum. Pumping stations were constructed every three miles. A 15 ft long piston was hung beneath the leading carriage. The piston entered the end of the pipe from which the air had been evacuated, the brakes released, and pressure from the atmosphere would push the piston up the pipe.

On 25 February 1847 the first carriage with piston was delivered at Exeter and a test made on the same evening. Problems were apparent from the start, as the carriage proceeded very slowly due to water and dirt in the pipe and the pumping engines lacked power.

Gradually, conventional locomotives were withdrawn from service and the atmospheric system took over to become the world's longest atmospheric railway in full operation.

The running cost proved to be higher than a locomotive hauled railway which caused the directors of the railway to become impatient with Brunel, and Brunel was also becoming disillusioned with the project. The board decided the atmospheric working would cease and that steam locomotives would replace the pumping houses.

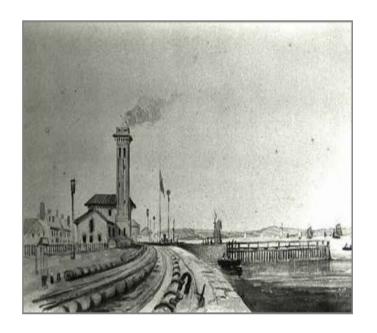
The grade 1 pumping house at Starcross is a striking landmark today as a reminder of the atmospheric railway which is also commemorated in the name of the village pub.

The Red Wheel Heritage Plaque was erected in September 2020 during the Covid 19 pandemic. The formal unveiling ceremony was conducted on Monday 27th September 2021 by The Earl of Devon supported by Lady Judy McAlpine, NTT President; Stuart Wilkinson, NTT Chairman; Chris Heaps, NTT Trustee and the President of the Starcross Fishing & Cruising Club.



The National Transport Trust - No.19 - Continued... A series of monthly items provided by Joe Whicher ©

1846 STARCROSS PUMPING STATION







A portion of the Vacuum Tube, Note the slit on the top where the propelling piston fitted. A leather flap would seal the slit fore and aft of the propulsion piston.



The Pompey Pullman - Image by John Barrowdale



Merchant Navy Class 35028 'Clan Line' Passes Cosham on the down Portsmouth Pullman

The **Portsmouth Pullman** train (run by UK Railtours) ran from London Victoria to Portsmouth Harbour on the 15th November 2025. John Barrowdale was able to captured the above image from the Windsor Road Bridge in Cosham at about 12:30pm.

John commented that "She was shifting along at a fair old rate going towards Havant where a Class 67 diesel on the back reversed the train into Portsmouth. Nice weather for a change as well! "

On leaving London Victoria the train ran via the South-West mainline to Wimbledon. It then continued through Woking, Basingstoke and Winchester. At Eastleigh it headed to Havant passing through Cosham on its way! According to the UK Railtours website, this was the first time in 30 years that 35028 'Clan Line' had been seen in Portsmouth Harbour Station!

Steam Hauled Christmas Special(s) on West Coastway?

On Saturday 13th December the <u>Railway Touring Company</u> is running a special train to the Bath & Bristol Christmas Markets from Three Bridges, It's scheduled to run via West Coastway to Southampton and thence to Bath & Bristol. See website for details

Saphos also show a similar trip on the 12 December (See their website!)

If you want to take lineside photos please act responsibly and stay safe!!!

Please DO NOT trespass on Railway land or anyone else's!!



Sheffield Park Shed Bash - October 2025



Above: Travelling down from East Grinstead 80100 BR Standard Class 4MT sits to the west of Horsted Keynes station. It has been stored at the Bluebell Railway since 1978 many years under a tarpaulin, one day perhaps restored to operational condition.

Below: At Sheffield Park, Battle of Britain Class 34059 Sir Archibald Sinclair an impressive sight in the bay platform, resident at the Bluebell Railway and back in traffic following overhaul and after being fitted with a new firebox. On the opposite side of the station the following locomotives were among those on view in the shed / workshop area.





Sheffield Park Shed Bash - October 2025 Images by Roger Sandford



Above: Stepney 55 – One of Stroudley's A1X Terriers built in 1875 for the London Brighton & South Coast Railway. This locomotive is best remembered for its work on the Hayling Island branch and became the Bluebell Railways first locomotive when acquired in May 1960.

Below: Fenchurch 72 – An A1 class Stroudley Terrier built in 1872 this loco came to the Bluebell Railway in the spring of 1964 having spent much of its life working at Newhaven Harbour. Numbered 32636 in BR days it had for many years been the oldest locomotive working on the British Railways network and in 1959 moved to Fratton shed to work the Hayling Island branch until closure in November 1963.





Sheffield Park Shed Bash - October 2025



65 - Built in 1896 at Ashford (Kent) as an 'O' class locomotive for the South Eastern Railway, but rebuilt by the South Eastern & Chatham Railway as an 'O1' class in 1908, numbered 31065 by BR, remaining active until withdrawn in 1961. It then had a chequered history initially being privately purchased and stored at the Ashford Steam Centre. Following partial dismantlement it was reconstructed at the Bluebell Railway returning to steam in 1999 at which point in time it was apparently returned to its original number '65'. The engine's boiler certificate expired in 2009, but it was fully overhauled by 2017 and in 2021 ownership passed to the Bluebell Railway Trust.



Sheffield Park Shed Bash - October 2025



30583 – London & South Western Railway Class 415 built in 1885 by Neilson & Co. and numbered 488, initially for hauling short distance commuter trains. It was sold in 1917 to the Ministry of Munitions working in Ridham Dock in Kent. By 1923 it had moved on to the East Kent Railway, but little used eventually being sold on to the Southern Railway in 1946 when it was overhauled at Eastleigh and renumbered 30583 moving to the Lyme Regis branch which it worked until 1961. It then transferred under its own steam to the Bluebell Railway where it remained operational until 1968. It returned to service in 1973 and received another overhaul in 1985. The locomotive has not been steamed since 1990, but was moved to the workshop at Sheffield Park in March 2024 for further overhaul,





Sheffield Park Shed Bash - October 2025



80151 - BR Standard Class 4MT. built at Brighton in 1957. This locomotive worked on the Southern Region throughout its life, initially on the Central Division at Brighton depot. It moved to Salisbury in 1965 and ended active service allocated to Eastleigh, almost making it to the end of Southern steam, but fell a few weeks short being withdrawn in May 1967. Another locomotive to be sold to Woodham Brothers at Barry it was moved to the scrapyard in the autumn of 1967 where it remained until 1975. It was then moved to the East Anglia Museum until transferring to the Bluebell Railway in 1998, eventually entering service in 2001 following full restoration.





Sheffield Park Shed Bash - October 2025



73082 Camelot - BR Standard Class 5 locomotive built in 1955, working all its life on the Southern Region of BR. Initially on the Kent Coast line it moved to the South Western Division at Nine Elms upon completion of the Kent Coast electrification in 1959, where it received the name Camelot, formerly carried by Urie King Arthur Class N15 30742. It was bought and moved to Woodham Brothers Barry scrapyard in 1966. The 73082 Camelot Society purchased the locomotive in 1979 when the Bluebell Railway became its resident home.



RCTS Chichester Branch Meetings 2025/6 Season



Bassil Shippam Centre Tozer Way Chichester, PO19 7LG



Illustrated talks on a range of railway related subjects **Everybody Welcome**

Dates and Times Overleaf



A Charitable Incorporated Organisation registered 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 A Dawlish Adventure - Phil Haines **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