

The Bassil Shippam Centre

Tozer Way, St Pancras, Chichester, PO19 7LG

Thurs 15 January 14:00

A Dawlish Adventure



The coastal route in and around Dawlish during the period from the late 1950's to the early 2020's is explored in this 4 part video presentation. The changing motive power scene from steam through diesel hydraulics, diesel electrics and on to high speed trains and bi mode Azuma's is illustrated together with changes to the railway infrastructure.

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

Join us - No Membership or Advance Booking Required



**CHICHESTER
BRANCH**

www.rcts.org.uk

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From the Editor

Hello Everyone, My name is Graham Benzeval and I am the new editor of the RCTS Chichester Branch Newsletter.

We thank Ian McKey for editing the newsletter for the last five years.

A reminder that the Newsletter publishes articles from yourselves so if you have had a transport related holiday you wish to share with us send some words and photos.

Maybe you worked/volunteered in a transport related industry and you can share your experiences.

I look forward to your articles, send them to chichester@rcts.org.uk

The Monthly Newsletter of RCTS Chichester Branch.

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Front Cover by Roger Sandford ©

Contributors: Graham Benzeval, Roger Sandford, Geoff May, Joe Whicher & Nigel Tregoning

Local Heritage railways will be closed in January for maintenance.

Railway Name	Website	Contact Email	Contact Phone
Bluebell Railway	Bluebell Railway Web Site	Bluebell Email 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	K&ESR Email	01580 765155
Watercress Line	Watercress Line Website	Watercress line Email	01962 733810
Amberley Museum	Amberley Museum Website	Amberley Museum Email	01798 831370
Hayling Light Railway	Hayling Island Railway Website	Hayling Island Railway Email	07902 446340
Littlehampton Miniature Railway (LMR)	LMR Website	LMR Email	01903 719876
South Downs Light Railway	South Downs Light Railway Website	South Downs Railway Light Email	07518 753784
Stansted Park Light Railway	Stansted Park Light Railway Website	Stansted Park Light Railway Email	02392 413 324

Southern & Local Engineering Works - January 2026



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

Start Date	End Date	
10 Jan	11 Jan	No trains via Redhill. Trains will run between Gatwick Airport and Bognor Regis / Portsmouth Harbour
17 Jan	18 Jan	No trains via Redhill. Trains will run between Gatwick Airport and Bognor Regis / Portsmouth Harbour
18 Jan	18 Jan	Engineering work is taking place at Southampton Central, closing all lines before 09:10. Southern between Brighton / Littlehampton and Southampton Central will be affected
24 Jan	25 Jan	Engineering work is taking place between Purley / Gomshall and Gatwick Airport, closing all lines. Southern between Reigate and London Victoria and All Thameslink services to / from Horsham / Brighton
26 Jan	29 Jan	Engineering work is taking place between Redhill and Reigate, closing all lines overnight. Bus replacement



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

Start Date	End Date	
10 Jan	10 Jan	London Waterloo and Clapham Junction line closure all weekend. London Waterloo to Portsmouth & Southsea via Guildford services will start from Woking. London Waterloo to Portsmouth via Eastleigh services will start from Basingstoke.
11 Jan	11 Jan	London Waterloo and Clapham Junction line closure all weekend. See above
18 Jan	18 Jan	London Waterloo to Portsmouth via Guildford services will be diverted between Clapham Junction and Guildford and will terminate at Guildford. Buses will run between Woking, Guildford and Haslemere. A revised service will run between Haslemere and Portsmouth.
25 Jan	25 Jan	The lines in the Haslemere area will be closed all day due to maintenance work.

		<ul style="list-style-type: none"> • London Waterloo to Portsmouth via Guildford services will terminate at Guildford. • Buses will run between Guildford and Havant via Haslemere. • A revised service will run between Havant and Portsmouth.
1 Feb	1 Feb	<p>Some lines will be closed between London Waterloo and Clapham Junction all weekend due to maintenance work.</p> <p>Services from Portsmouth via Eastleigh will be affected</p>



A beautiful hot summer's day and 34067 'Tangmere' drifts down the bank at Restormel in the Fowey Valley with 1237, the 08:50 Bristol Temple Meads – Par, 'The Royal Duchy' on Sunday 2nd August 2015, Image by Nigel Tregoning ©

The Bath Christmas Market Express – Images by Graham Benzeval



LNER Thompson Class B1 No. 61306 Mayflower passing through Bedhampton station.

The **Bath Christmas Market Express** train (run by Saphos Trains) ran from Three Bridges to Bath Spa on the 12th December 2025. Mayflower with Class 47, Co-Co, 47593 'Galloway Princess' in support ran through Bedhampton at 1021 after being held at the signal just west of Havant station so for those with a video there was good sound and smoke as Mayflower got under way.

On leaving Three Bridges the train made several stops to pick up passengers at Haywards Heath, Burgess Hill, Hove before running along the south coast and the last pick-up being Chichester.

Mayflower arrived at Bath Spa at 1340, 35 minutes late having been held at Westbury for 20 minutes.

It was double headed on part of the return leg Mayflower up front with the 8F Duke of Gloucester behind.



May's Miscellany: by Geoff May ©



'West Country' Class 34098 *Templecombe* awaits the right away from Brighton on 30th April 1966 with the 10.25 departure for Plymouth. Steam's final appearance on this service has generated a small amount of public interest but, now well into their sixties, do the young lads pictured here still remember the occasion?

The plan that changed in an instant (more than once) by Roger Sandford

Saturday 13 December, 'The Plan', to travel on the 10:13 SWR service from Cosham to Hedge End, there to watch and photo the Railway Touring Company 07:18 Three Bridges to Bath Spa Christmas Market special, scheduled to follow immediately behind. Photos in the bag of West Country Class 34028 Eddystone', board the following SWR service to visit Winchester Market.

Shock, horror when a couple of minutes before the SWR service was due into Cosham the sound of steam approaching. The Portsmouth area signalling is infamous for its unreliability and frequent failures, but here the Havant control centre signaller had allowed the Steam special to proceed ahead of the scheduled SWR service from Cosham Junction. How were we to pass it, when it was scheduled to stop at Fareham and then 25 minutes at Hedge End for the loco to take on water.

On leaving Cosham a lady aboard the SWR service approached the guard and said she'd seen on her phone the train was being diverted and would not call at Botley and Hedge End. The guard unaware of this checked and indeed SWR control had made a quick decision to divert the service over the Netley line to St Denys, where we were to be brought forward, across on to the up fast line opposite Bevois Park. The driver would change ends and then head North through Southampton Airport Parkway to Eastleigh.

The guard was excellent in explaining to everybody on the train what was happening, and why, even the detail that a steam engine was taking water at Hedge End and blocking the direct route. Additionally, stops were to be omitted at Fleet and Farnborough to reduce the delayed arrival time at Waterloo. No help of course to the many people at Botley and Hedge End resigned to an hours wait for the next service.

So, no pictures at Hedge End, just a hurried last second shot of 34028 rushing through platform 1 at Cosham, followed by a departure shot from Eastleigh platform 3 heading towards Romsey.



More Information about the steam trip to Bath by Hefin Jones

I was on board the steam train to Bath on the 13th December. The photo below was taken at Salisbury on the return journey just before the engine was swapped over for a diesel as planned.



The Centurion Way for walkers and cyclists – Extension opens by Roger Sandford

The Centurion Way extension from West Dean northwards opened in mid-August. Walkers and cyclists can now follow almost 2km of new widened trail from just north of the disused West Dean tunnel to Cucumber Farm on the former railway line between Chichester and Midhurst.

Education boards placed at strategic points along the route tell the history of the line and highlight other local attractions such as Singleton Village, West Dean Gardens and the Weald and Downland Living Museum.

The Stagecoach 60 bus from Chichester to Midhurst stops conveniently along the route. The West Dean Garden bus stop is very close to the short access road to Singleton station. There is no car parking along the route, but the facilities at West Dean gardens are useful, especially if also visiting this site.

Singleton station platforms are accessible and give visitors a chance to reflect the importance of this grand four platform station, passengers alighting for Goodwood races. The Prince of Wales, ultimately becoming Edward VII also used the station when visiting the nearby West Dean Estate.

Well worth a visit, on a fine day!



“The Broad Gauge Permanent Way Gang” – Didcot Railway Centre (Saturday) 23rd May 2026

Have you ever wondered what life was like in the mid-Victorian era working on the broad gauge GWR? For a unique opportunity at Didcot Railway Centre (DRC). Would you like to experience the reality of working for a day on some GWR broad gauge trackwork in a near authentic 1880's railway setting?

On Saturday 23rd May 2026 a limited group of RCTS members (under the supervision of Didcot Railway Centre staff) will be given the opportunity to carry out some basic light maintenance work on and around the DRC broad gauge railway line. We will be based for this day in the DRC broad gauge P.way cabin, complete with (weather permitting) coal fired heating and tea brewing facilities.

Starting at 9:30am, DRC will provide training for us to try our hand at carrying out a few (not to strenuous) maintenance tasks on their authentic GWR broad gauge track layout. DRC will provide all the tools necessary to undertake the work. As DRC will be open to the public on this date, it is suggested that suitable 1880's railway staff clothing should be worn (i.e. heavy work boots, large black trousers with braces, white shirt (without collar), black jacket, waistcoat, and dark flat cap etc).

A donation of £5 per person will be taken on the day to cover the DRC costs for basic materials used (i.e. Coal).

As this date (23rd May) is 134th anniversary of the removal of the final section of GWR broad gauge track in the South West of England. DRC may also provide some appropriate provisions (similar to those provided to track workers back in 1892).

While on the site it should be possible to view other projects currently being undertaken, including the reconstruction of the GWR Heyford station building (originally constructed in 1850).

For further details and to book your place for this day, please contact the Thames Valley Branch Fixtures Secretary (Andrew Jenkins) by email at tv-fixtures@rcts.org.uk

National Transport Trust Red Plaque: - by Joe Whicher

1846 LINCOLN SAINT MARK'S STATION

Opened as the Lincoln Terminus of the Midland Railway. The coming of Railways brought prosperity to the City.

There was much talking and very little action until George Hudson lost his battle to block all proposals for a direct London - York line. With his usual determination, he decided to reach Lincoln first, gain an advantage - and keep it. Opening of Lincolnshire's first railway took place on 3rd August 1846 with the city in festive mood.

Construction of a permanent station adjoining High Street had only just been started and it was several weeks before the impressive terminus began to take shape. The main block was built parallel to the arrival platform and had a long classical facade featuring fluted Ionic columns.

All four tracks were sheltered by twin roofs supported by a row of decorative iron columns and finished off with slatted-timber gable end screens.

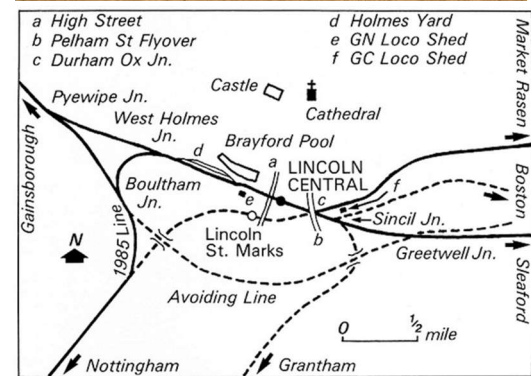
Late in 1848 the Manchester, Sheffield & Lincolnshire Railway reached Lincoln and formed an end-on junction with the line from Nottingham, thus creating a through station. Far more significant had been the arrival of the Great Northern Railway in Lincoln two months previously and the completion of its Peterborough - London line on 5th August 1850. Hudson had gone from the scene and the Midland realised that it just could not compete. the Nottingham - Lincoln branch assumed the role of a purely local link, remote from the company's thrusts towards St. Pancras, Manchester or Scotland. and this minor role continued for well over a century. In September 1950 the suffix 'St. Marks' appeared on the name-boards to distinguish the station from its former rival (Central Station) down the road. The overall roof was removed in 1957

The Beeching report of 1963 nearly put an end to all this for it recommended complete closure. By 1969 a dark cloud hung over St. Marks because of plans to divert trains into Central Station. As a result, late on Saturday 11th May 1985 St. Marks dealt with its last passengers.

Central Station was better in all manner of ways but diverting Nottingham and Newark trains into it was proving difficult. However, by 1982 a solution had been found. It was clear that traffic using the Lincoln avoiding line had declined so much that it could be abandoned and part of the embankment near Boultham Junction removed to make way for the required link. Now Grade II listed, the façade has been sympathetically retained as part of a retail development.

Note: The "Red Wheel" Heritage Plaque was erected in early October 2020 during the Covid 19 pandemic and unveiled formally on Wednesday 15th September 2021 by Toby Dennis, Lord Lieutenant of Lincolnshire; Judy Lady McAlpine, President National Transport Trust;

Mr Stuart Wilkinson Chairman NTT; Councillor Jackie Kirk, Right Worshipful the Mayor of Lincoln
Mr Michael Williams Mayor's Consort.





Honiton, Saturday August 23rd 1980,

33015 draws to a halt with 12:20 Exeter St Davids – Waterloo service

Image by Nigel Tregoning ©

RCTS Chichester Branch Meetings

2025/6 Season

RCTS Chichester 2025-2026 Monthly Meetings

Bassil Shippam Centre
Tozer Way Chichester, PO19 7LG



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

Dates and Times Overleaf

Wednesday 24th September 19:15
1125 & DEMU'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 1400

A Dawlish Adventure, Afternoon Meeting

By Phil Haines

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