

A Brief History of the Railway in Havant
Compiled by Ralph Cousins
The Arrival of the Railway in Emsworth
Dr Margaret Rogers



Havant Station and goods yard circa 1910



London & South Western Railway
Crest.



London, Brighton & South Coast
Railway Crest.

£9

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Havant History Booklet No. 3

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See also Havant History Booklet No. 26
The Hayling Island Branch Line

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Introduction



Watching the trains from an early age.

I was born in Waterloo Road on 18 June 1937, the 122nd anniversary of the Battle of Waterloo, just a few metres from the Hayling 'Billy' line.

My first sights and smells must have been of the 'Terriers' going backwards and forwards at the end of my garden. As soon as I was able I was allowed to perch precariously at the top of a pair of rickety steps to watch for hours the whole panoply of railway activity at Havant.

Not only the 'Billy' but the electric trains, steam hauled passenger and goods trains as well as the endless fascination of the engines shunting in the goods yard.

The normal traffic was of course supplemented by the extra wartime trains carrying guns, tanks and other military equipment. We would often wave to the wounded going past in the white ambulance trains marked with large red crosses.

In this booklet I have put together as many photographs as I have from my own collection together with those generously supplied by those I have indicated. My thanks also go to Peter Drury and Richard Barton for their extensive contributions.

Ralph Cousins
August 2021

A Brief History of the Railway in Havant and 'The Battle of Havant'



Dramatic illustration of the 'Battle of Havant'.

By virtue of its position at the eastern end of the narrow coastal plain giving access to Portsmouth, Havant has always been intimately connected with any scheme of canal or railway transport between London and Portsmouth. In the eighteenth century it was the practice to send most of the goods traffic between these towns by sea rather than by the hilly Turnpike road, but the Napoleonic Wars interfered with this to such a serious extent that in 1802 Rennie made his first proposal for a barge canal in order to reduce the haulage charges which then stood at £12 per ton. Neither this nor his subsequent proposals had any success and there was failure also with Jessop's scheme in 1803 to extend the Surrey Iron Railway (a horse drawn tramway) and James's scheme of 1823 to build a locomotive railway. It was not until 1817 that the Portsmouth and Arundel Canal was authorised thereby completing a chain of canals using the valleys of the Rivers Wey and Arun and in 1824 the Langston Cut was made and a quay thereon, made by the Hayling Bridge Company, gave to Havant the first inland transport facilities other than the turnpikes.

The first railway boom occurred in the middle 1830s when the great trunk routes of the railways were constructed, amongst them the London and Southampton Railway, authorised in 1834 and opened throughout in 1840, and the London and Brighton Railway, authorised in 1837 and opened to

Brighton in 1841, the Shoreham branch having been opened in the previous year. There was at that time no scheme for a direct line to Portsmouth for three main reasons: (a) not being a commercial port it had not the financial backing of the manufacturers in the Midlands as was the case with the London and Southampton Railway, (b) it had not the health resort attractions enjoyed by Brighton, and (c) the War Department and the Admiralty would not countenance a railway approaching the fortifications around the Dockyard.

This latter restriction prevented the London and Southampton Railway obtaining powers to build a branch from their line to Cosham on to Portsmouth. As a result they were forced to construct a line from Fareham to Gosport instead. Gosport station was opened on 29 November 1841 and passengers and goods had to use the ferry to get to Portsmouth.

The railway boom of 1835-37 was followed by a depression during which little railway promotion was carried out, but in 1844, there was a strong financial revival which led to the unparalleled Railway Mania of 1845-46. In 1844 the Brighton and Chichester Railway Company was formed and authorised to make a line from the termination of the London & Brighton Railway at Shoreham to Chichester; their line was completed in 1846.

The year 1845 saw the production of four major schemes for railways to Portsmouth, all passing through Havant; these were: (1) The Direct London and Portsmouth Railway backed by the London and Croydon Railway as an extension of their line via that of their subsidiary, the Croydon and Epsom; it was to be worked on the Atmospheric system which was at that time being installed on the L&C Railway: (2) The Guildford, Chichester, Fareham and Portsmouth Railway backed by the L&SWR: (3) The Brighton and Chichester (Portsmouth Extension) Railway backed by the London and Brighton Railway and: (4) The London and Portsmouth Railway sponsored by George Stephenson and adapted by him from his proposed line to Brighton. All of these schemes are shown on the contemporary map issued by the Board of Trade. The Committee of the Board of Trade preferred the L&SWR scheme together with the B&C Railway Extension, but Parliament in their wisdom passed only the latter and deferred the Atmospheric and L&SWR schemes until the following Session of 1846, when the Atmospheric line was authorised together with two small sections of the GCP&F Railway from Guildford to Godalming and from Fareham to Portsmouth.

The Brighton and Chichester Railway Extension was just under 16 miles in length and the contract for the construction was placed with George Wythes in January, 1846

The line was opened from Chichester to Havant on 15th March 1847, and, as permission had by now been given to breach the defences at Portcreek, thence to Portsmouth Town on 14 June 1847. Thus the route to London at this time was via Brighton, the London terminus being at London Bridge; it was not until 1863 that the 'Mid-Sussex' route via Arundel was opened, together with the West End terminus at Victoria

The L&SWR branches from Farlington and Portcreek to Cosham were opened to passengers on 1 October 1848 thus providing an alternative somewhat roundabout route from Havant and Portsmouth to Waterloo which was little used.

The London, Brighton & South Coast Railway, which had been formed in 1846 by the fusion of the London and Brighton and the London and Croydon Railways and had subsequently absorbed the Brighton and Chichester Railway, sold a half share in the line from Cosham to Portsmouth to the L&SWR and thereby saved that Company the necessity of making a separate line into Portsmouth.

The Direct London & Portsmouth Railway Company obtained its Act of incorporation on 26 June 1846 and a month later the LB&SCR was formed. The following article in the *Hampshire Telegraph* of 5 June 1847 indicates that there was opposition, aided by a petition signed by some Portsmouth residents, to these companies amalgamating in order to build the Direct Line:

DIRECT LONDON AND PORTSMOUTH RAILWAY

This line of Railway which the Inhabitants of Portsmouth, during the two last sessions of Parliament, made such vigorous efforts to obtain, seems now likely to be lost by the injudicious conduct of the people of Portsmouth themselves, or rather of a certain portion of them. It is well known that the state of the money market was such, during last session; that it seemed scarcely possible to raise funds to carry out this line by a distinct and independent Company, and arrangements were accordingly made in May, 1846, for an amalgamation with the Brighton and Chichester Company, in order that the Direct Line might be more efficiently carried out. A public meeting of shareholders of the Direct Line was held, at the above period, at

which such arrangement was considered beneficial, and the proceedings of that meeting were duly reported by the public press.

To carry that arrangement into effect, a Bill for amalgamating the London, Brighton, and South Coast Company, and the London and Portsmouth Direct Company, was brought into Parliament in the early part of the present session; and it appears that a few weeks ago a petition against such amalgamation was handed about in the Borough of Portsmouth and received a considerable number of signatures. We cautioned the inhabitants of Portsmouth at the time against signing such petition, which, we considered might be used injuriously to their interests: and so it has turned out.

The above mentioned amalgamation bill was referred on Monday last to a committee, of which J. Hope Johnstone, Esq., was chairman. It was opposed by the South Eastern Company, who are violent opponents to the London, Brighton, and South Coast Company, and by the people of Portsmouth who had signed the petition, to which we have alluded, and who appeared in support of that petition by their counsel, Mr. Calvert, when the bill was thrown out. We wonder who instructed the learned counsel on behalf of the people of Portsmouth, and who paid him his fees? Were the instructions given and the fees paid by those who signed the petition from Portsmouth, or have they allowed themselves to become tools in the bands of a rival company, to defeat a measure which would have given strength to a weak company and have enabled them to make the Direct Line, which without such assistance they may not be able to construct? If so their fellow townsmen have reason to complain that so important a step should have been taken without calling a public meeting of the inhabitants, to ascertain the opinion of the majority upon the subject.

We consider that the Bill for making the Direct London and Portsmouth Railway was a great boon to the Inhabitants of Portsmouth, because it established a low scale of fares, and provided accommodation for the humbler class of travellers by a third class trains throughout the day.

By whatever Company therefore the line might be worked, these advantages were secured to the public by the Bill; and we regret that the injudicious proceedings, to which we have referred, should now render it very probable that we may lose these advantages, and be deprived of a Direct Line of Railway to London altogether.

This stopped any progress being made and in any case the Atmospheric system upon which it had been intended to operate had been proved a costly failure on the London and Croydon Railway. One reason not to support the line was because companies preferred to send their passengers via the longer more profitable distances.

On 15 October 1849 the line from London to Guildford was extended to Godalming which increased the demand for the 33 mile link to Havant to be built thus shortening the journey from London by some 25 miles

In 1853 a new and independent company known as The Portsmouth Railway was formed to construct a line from Godalming to Havant, and the old Direct Company was dissolved.

Thomas Brassey, the renowned railway contractor, agreed to build the line as a speculative venture in the hope that one of the existing companies would take it over. A new company, The Portsmouth Railway Company, was incorporated on 8 July 1853 and the first sod was dug at Buriton on 6 August 1853.

The following account of the commencement of the construction of the line appeared in the *Illustrated London News* of 13 August 1853:

To Mr Bonham Carter MP for Winchester was the graceful compliment paid of having the work begun on his land at Buriton near Petersfield and the first turf was cut by him on Saturday, August 6th 1853.

About 3.00 p.m. a large party conveyed from London to Farnham by special train and from thence by other conveyances to Buriton about two miles south west of Petersfield. It is delightfully situated at the bottom of the northern slope of the South Down hills whose chalky downs are covered with a soft, deep, verdure and stately trees which cloth steep banks up to their summit.

It was in the very heart of the scenery thus commemorated by Gibbon from the face of the bank immediately in sight of his manor house that the first turf was to be cut. To this spot the company walked in procession from the house, preceded by the Royal Marines Band from Portsmouth. The hill itself was covered with some thousands of persons assembled from all parts of the country. When the procession came up, the various members in it had taken their places and silence had been obtained through Mr Harker, Mr Mowatt, the Chairman, addressed them on the advantages of railways and of the projected line.

Mr Errington, the engineer, also addressed the meeting and said that the line would require 100 bridges and that between 2,000 and 3,000 workmen would be employed on the work for two years. Mr Errington then handed a handsome silver spade, having the Arms of the company engraved on it with the date of the commencement of the undertaking, to Mr Bonham Carter who, casting off his coat in true workmanlike style, manfully wielded both spade and pickaxe and speedily filled a handsome mahogany barrow with the turf intermixed with bouquets of flowers which were flung in by the ladies and then wheeled it along some planking and tipped it over into the bottom amid the cheers of the spectators.

He then addressed the audience in his working costume and after some graceful remarks on the pain which it gave him to be instrumental in breaking up and injuring the seam of soft and silken beauty which spread around, he added that he was sure that regret would be but for a short time while utility and the convenience would be permanent. It would benefit the district through which it passed; it would facilitate the intercourse between the coast and the metropolis; and from the interest the Government has manifested in the undertaking, he believed it would strengthen the defences of the country. For these reasons he had himself done what he could to forward the interests of the line and he now wished it and its directors every success.

The ceremony of the day was now concluded, the company filed off the ground and left the spot to the operations of the workmen who, setting to their work with a will, had opened a deep wide cutting in the breast of the hill. While they were plying spade and mattock, the Chairman and Directors, attended by the invited guests, proceeded to a marquee which had been provided by Mr Crafts of Petersfield. Mr Mowatt presided. After the loyal and patriotic toasts and after drinking to the success of the undertaking which had that day so auspiciously commenced, the party broke up and returned to town by way of the South Western Railway."

The single track line, (it was not doubled until 1 March 1878), was completed during the winter of 1857/8 but neither the London & South Western Railway nor the London Brighton & South Coast Railway were willing to take it over. However on 24 December 1858 the L&SWR took over the line and announced that passenger services to Portsmouth would start on 1 January 1859.

The Portsmouth Railway Company under its Act of 12 July 1858 obtained the right to run over the LB&SCR's track between Havant and Portcreek Junction subject to agreement by arbitration between the two companies. Also included in this Act was the right to build its own line from Havant to Cosham. The L&SWR already had the right to run from Portcreek Junction to Portsmouth having previously obtained a half share in the line with the LB&SCR.

As the judgement on the arbitration had not yet been delivered the LB&SCR gave notice that they would block any attempt to run any trains through Havant. However the L&SWR chose to ignore this threat and announced that a goods train would arrive at Havant at 9.58 a.m. on 28 December 1858 and run on to Portsmouth.

In the event the train arrived at Havant at 7 a.m. together with a strong muster of labourers, platelayers and railway police to find that the LB&SCR had blocked their way by placing Bury type engine number 99 across the junction and removing of some of the rails. The L&SWR staff shunted the engine in to a siding and replaced the missing rails but on moving forward on the up line found that more rails had been removed at the crossover at the station thus preventing them going on to the down line to Portsmouth. Here they remained for some hours blocking both lines, much to the inconvenience of passengers between Havant and Emsworth, before eventually retreating back to Godalming.

The presence of an equally large number of LB&SCR staff gave rise to the story that a pitched battle had taken place but it seems that in reality although there must have been much arguing there was little physical violence. It is recorded however that Alexander Olgilvie of the L&SWR was fined 1 shilling (5p) for pulling the collar of LB&SCR ganger John Gates.

On the 31 December 1858 the LB&SCR obtained an injunction against the L&SWR preventing them from running over the section of track from Havant to Portcreek Junction. However in order to provide a service the L&SWR built a temporary station at Denvilles and passengers had to travel to and from Portsmouth by horse-drawn omnibuses and pay a fare of sixpence (2½p). Shortly after, the arbiter gave judgement in favour of the L&SWR and a through service commenced on 24 January 1859.

However this was not the end of the saga for on 8 June 1859 the Court of Chancery gave a judgement against the L&SWR that resulted in them having to go back to using the station at Denvilles and the omnibus service.

In the meantime an intensive war of fares raged between the two companies during which the third class return fare between London and Portsmouth fell to 3/6d. (17½p), much to the delight of their passengers. Eventually sense prevailed and on 29 July 1859 they reached an agreement for the joint use of the line and the sharing of revenues. At last the 'Direct London to Portsmouth' service started on 8 August 1859.

Except for one more quarrel between the two companies in 1874, when the South Western obtained powers to make a separate goods yard at Havant (but never made it), they worked amicably up to the time of their amalgamation into the Southern Railway in 1923. This then became the Southern Region of British Railways upon nationalisation on 1 March, 1948. When the railways were privatised in 1996 separate companies again operated the two routes with joint running into Portsmouth over track now owned by Network Rail.

In 1865 a proposal was put forward to build a line from Havant direct to Hambledon and Droxford but this did not get Parliamentary approval.

The Hayling Branch was made by a separate company under powers of their Act of 1860. Nothing was done until 1863, when a start was made on the original alignment across the mud flats of Langston Harbour but when nearly half of this had been built it was washed away. Two further Acts gave powers to make docks at Sinah with an extension railway to east Hayling, neither of which were built, and for the abandonment of the old line and substitution of the present line from the south end of the bridge to Hayling station. The line from Havant to Langston Quay was opened for goods traffic only in January 1865 and was opened throughout on 17 July 1867. It was leased to the LB&SCR for 999 years in 1874 and the company maintained its separate existence until 1922. The last public service ran on 2 November 1963 with the very last train, a special, running the next day. The line provided an important link to and from the island for goods traffic until the wood road bridge was replaced in 1956.

From 1885 to 1888 a train ferry was run from the new quay at Langston to Brading, whereby loaded railway wagons were transported to the Isle of Wight. This service was started by an independent company who soon sold

out to the LB&SCR but unfortunately it did not prove a success and was withdrawn on 31 March, 1888. It is interesting as being the first example of a train ferry operating on the south coast.

The first station was built to the east of North Street with a level crossing to Leigh Road and was remodelled in 1889. In 1938 the present station was built across the level crossing and the road bridge in Park Road South was provided to bypass the town centre. The line was electrified in 1937 and trial trains began to run from Waterloo to Portsmouth on 8th March, 1937 with the public service starting on 4 July 1937. The first electric service to Portsmouth via Chichester operated on 3 July 1938.

At about 1 p.m. on 17 June 1939 the Chichester Motor overshot its signal and was hit by a train from London. No one was injured but the damaged footbridge was removed and not replaced until 1946. During the war bombs fell alongside the line in Denvilles and in the field near to the junction where a cow was killed.

Although only passengers can be seen today, for many years the station and the adjoining goods yard was an important centre for the receiving and despatching of a wide range of merchandise. Newspapers, mail, fish, milk and parcels were handled at the station while the goods yard handled a wide range of commodities such as coal, building materials, cattle and agricultural produce. One of the station staff duties was to release racing pigeons, their time of departure having to be carefully noted on their baskets.

Probably even more important was the role played by Havant station during the build up to D-Day in 1944. Many thousands of service personnel of several nations passed through the station and tanks and other military equipment were unloaded in the goods yard. Not to mention the very important people on their way to the D-Day headquarters at Southwick House.

After the war hundreds of people who had been displaced from eastern European countries arrived in the goods yard en route to their temporary camp at Bedhampton.

In 2006/7 the track and signalling systems were upgraded to provide a more speedy arrival and departure and flexible working for trains. An Area Signalling Centre was built in the old goods yard, which controls trains in an area from Portsmouth Harbour to Fareham and Rowlands Castle.

The eastern three sections of the former signal box were built about 1890 with the other two sections being added in 1938. It has the status of being a Grade II listed building and as it is now redundant Network Rail is willing to dispose of it if can be put to some other use.

(This history is based on an article written anonymously in 1947 for the centenary celebration of the arrival of the railway at Havant.)

PRESS REPORTS FOLLOWING COMPLETION OF THE DIRECT LINE

To Farmers, Contractors, Dealers, and Others. Sale of Thirty Powerful Cart Horses, Cart Stallion, and Black Pony.

Mr. C.B. Smith is directed by Mr. Walker to SELL by AUCTION, at the Star Inn, Havant, on Tuesday, September 7th, 1858, at 12 o'clock, in consequence of the completion of a contract on the London, Portsmouth Direct Railway, - Thirty powerful CART HORSES, many of which are good young workers.

Catalogues may be had seven days prior, at the Red Lion Hotel, Petersfield; Anchor, Chichester; Red Lion, Fareham; at the place of sale; of Mr. Walker, Finchdean; and the Auctioneer, 170 Queen-street, Portsea, or Wickham, Hants.

Hampshire Telegraph, 28 August 1858

RAILWAY COMPANIES AT LOGGERHEADS

It is said when rogues quarrel honest men are sure to come by their own. We have no desire to institute a parallel between rogues and railway companies, but we may be permitted to paraphrase the axiom by observing that when rival railway companies quarrel in public, the public, generally speaking, reap the benefit, not only in the shape of increased civilities, but in the more substantial form of pecuniary boons and more speedy travelling. We confess, that in common with the majority of our townsmen, we have regarded the recent transfer of the Direct London & Portsmouth Railway to the London & South Western Railway in the light of what is vulgarly termed "a sell", and the encouraging promises which were made when the scheme was first propounded as mere empty puffs, which, having answered the purpose for which they were intended, are easily forgotten by the willing imperfect memory of those who made them. That, indeed, is the most charitable construction to put on the conduct of some of the most strenuous of the original supporters of what was to be an independent line. Some

persons, with a decreased and languishing confidence in the independence of the directors of the Direct London & Portsmouth Railway have gone so far that the opposing companies – the London & South Western Railway and the London Brighton & South Coast Railway – would so arrange matters between them as to stultify the utility of the Direct line so far as Portsmouth was concerned, and that this unfortunate borough, after according its hearty (moral) support to the scheme, would again be left in the lurch. We are happy to believe, however, that matters are not so bad as were apprehended, and that the effect of the transference, instead of resulting in a gross monopoly, will lead, as far as Portsmouth is concerned, to a wholesome competition. It was only a few days ago that the government inspector, in conjunction with some of the Directors, proceeded per special train over the new line, prior to granting the certificate necessary before it can be opened for public traffic. On arriving at Havant they were met by Mr. Hawkins, the Traffic Manager of the LB&SCR who interdicted their entry on that line, inasmuch as the terms of the traffic agreement between the company which he represented and the proprietors of the Direct line had not been settled. The circumstances were only looked upon as rather an uncivil assertion of the rights and powers of that company to which, of course, the intruders had only to bow. Our readers are, doubtless, aware that the latter (the Direct) company obtained an act giving them running powers over the LB&SCR line from Havant to Portsmouth on terms to be settled between the parties.

Those terms were referred by the two companies to their respective engineers, but those gentlemen were unable to agree, and Mr Harrison was therefore called in to decide between them. The agreement, when made, will pass from the Direct Company to the L&SWR under the lease to that company, which will consequently be entitled to work the line direct from London to Portsmouth. It has been whispered that the directors of the LB&SCR will oppose the Bill for the lease of the line to the L&SWR and that whisper is in a measure confirmed by the unceremonious proceedings of Mr. Hawkins. If they do, the shareholders of the LB&SCR may as well make up their minds to hear in a subsequent report of the Directors that a large sum has been expended in what we full believe will turn out to be an impolitic and futile opposition. In case of their disagreement Portsmouth must reap the benefit, temporary, perhaps as regards competition and consequent

cheap fares, but permanent, as regards the opening out of a fresh line from Chichester to Pulborough, and thence via Horsham to London. We understand it has been agreed that the terms of traffic between the contending companies, when arranged, will remain in force for either six or twelve months, and at one of those intervals they will be open to re-arrangement. We are glad to learn that the 1st January 1859 has been fixed for the opening of the Direct line, and we hope that no further postponement will take place.

Hampshire Telegraph, 27 November 1858

AT LOGGERHEADS AGAIN

The dispute between the L&SWR and the LB&SCR companies, to which we referred a few weeks ago, seems as far from amicable and definitive arrangement as it was at that time. Opposition to each other assumes a more determined and decided character, and the directors appear to be losing both their dignity and self-respect. An event occurred at Havant on Tuesday last, which is, we believe without precedent in the railway annals of the country, So far as we can learn, the facts of the case appear to be as follows: For several years past both companies have worked the Portsmouth traffic together, the L&SWR receiving two-thirds and the LB&SCR one-third of the total receipts. This arrangement followed the abandonment of the projected Fareham & Portsmouth Railway some years since, when by an agreement between the two companies, which received the sanction of the legislature, the L&SWR purchased a moiety (a half share) of 4½ miles of the LB&SCR main line, from Cosham Junction to Portsmouth, and shared the expenses of building the present station in the latter town. When the Direct railway was projected, it received an active opposition from both the companies, but the Bill having passed in 1853, a joint agreement was entered into by the two established companies not to afford any facilities to the new and competing railway. In the last session of Parliament the Direct, then nearly completed, as a single line of railway from Godalming to Havant, sought parliamentary powers to run over the LB&SCR main line from Havant to Portsmouth – a distance of about 8 miles. A sharp contest took place in the committees of both houses; but at length the amended Bill, having passed the Commons, its preamble was declared proved by the Lords, subject to an agreement as to terms which the committee ruled must be arrived at by the engineers of both companies, or by an arbiter mutually appointed, before the running powers sought could be exercised. Shortly after this decision had been pronounced, the shareholders of the

L&SWR called upon the directors to lease the direct Portsmouth line upon the terms it had been offered to them, viz. £18,000 per annum, and this policy was carried by large majorities at two meetings called for the purpose of considering the subject. As a matter of course, the rival engineers could not agree as to terms, and Mr. T. E. Harrison the engineer of the North Eastern Railway, was appointed arbitrator by mutual consent of the three companies interested. Mr. Harrison has been engaged on the arbitration for some weeks, but has not yet made his formal award. This was the state of matters last week when the L&SWR advertised their intention to open the Direct Portsmouth line for passenger traffic on Saturday the 1st January 1859, at the same time giving notice to the LB&SCR that they would run a goods train over the new railway and through to Havant station on the morning of Tuesday 28th December 1858 and on each succeeding day. The LB&SCR met this notice by warning the L&SWR that their passages through the Havant station would be opposed until the terms for using the railway from Havant to Portsmouth had been decided upon, in pursuance of the legislative direction to that effect.

Attempts at arrangement having failed, the LB&SCR on Monday night removed the down points at this junction of the Direct line with their own railway, and placed an engine over the up-crossing – thus shutting off all means of getting upon the main line. The L&SWR goods train, which consisted of two engines and a rake of open wagons, was not expected until 9.58 a.m. but the traffic manager, Mr Archibald Scott, who had it under his charge, took time by the forelock, and arrived at Havant at 7 a.m. with a strong muster of labourers, platelayers, and railway police of his company. The first step taken was to relay the point rail, but not being able to effect a passage on the main line by this means, they next took forcible possession of the engine placed upon the up crossing, and ran it in to the siding. The LB&SCR adherents by this time mustered strongly, and before Mr. Scott could get his train across they had lifted another rail on to the main line, thus preventing the possibility of going on to Portsmouth. Mr. Scott kept his train across both lines of the LB&SCR for two or three hours, during which time all traffic up and down was stopped; but at length, finding that all his efforts to get forward were in vain, he retired in order, to retrace his journey to Godalming. All circumstances considered it is very fortunate no more serious consequences occurred than the delay of the up and down passengers on the LB&SCR for both parties were determined, and their united forces on the spot, fortunately not called in to action, are said to have amounted to more than 500 men. The LB&SCR are about to apply for an injunction to restrain the L&SWR from running traffic off the new Direct line on

to their main line; and in order to carry out their announced intention of opening up the new line on Saturday 1st January 1859, the latter company have advertised that trains will run on that day to and from Havant, between which place and Portsmouth their passengers will be conveyed in omnibuses.

The point of dispute seems to have assumed a somewhat different phase from that which it presented in the first instance. It does not now appear to be a dispute merely as to terms, but an assertion of right on the part of the L&SWR to run the trains on the Direct line over the LB&SCR line from Havant to Portsmouth. The latter company, on the other hand, contend that the L&SWR, as the lessees of the Direct, have no power to travel on that part of the line, and have no right to use the Portsmouth Town station (which was constructed at their joint expense, and for the joint use of the two companies) for the traffic of the new line. This is, we understand, the question now at issue, and it was to be brought before the Board of Trade yesterday. Pending, however the final decision, the terminus of the Direct railway will be at Denvilles, Havant and arrangements have been made for omnibuses to leave Mr. Nance's Coach offices at Portsmouth for Denvilles, commencing to-day, one hour previous to the time at which the trains are announced to leave that station.

The L&SWR have notified their intention to reduce the fares on their own line, and the LB&SCR has followed suit issuing a programme that comprises: New express trains – acceleration of trains to and from Portsmouth, Chichester and Havant – reduction of fares from Portsmouth, Havant, Chichester, Littlehampton and intermediate stations; issue of 3rd class return tickets to London, available for two days (a very excellent and commendable arrangement), and a new 3rd class train from Portsmouth at 9 a.m.

There is therefore every prospect of competition, which will be for the benefit of Portsmouth at last. We can only express a hope that it may continue.

With regard to the tariff of charges for passenger traffic on the London & Portsmouth Direct Line if those charges are not in a ratio proportionate to the charges on the main line, it will be perfectly competent for the Town Council of this borough to raise such an opposition to the Bill for the virtual amalgamation of the two companies as will necessitate a more equitable tariff: in fact, secure the same rate of travelling on the Direct line as on the line between Southampton and London, and also other concessions which they have a right to demand. It may be that competition will secure these rights for the time being, but it is to be hoped that no temporary advantage

of the kind will induce the municipal body to lose sight of such permanent provisions in the act as will secure every reasonable accommodation for Portsmouth on the Direct line.

The construction of that line involved two questions of primary importance – one of time, the other of money; and we have a right to expect not only the advantage of a shorter journey, but of a proportionately economical one.

Hampshire Telegraph, 1 January 1859

Since the foregoing article was written a special notice has been issued by the L.&S.W.R. announcing that:-

Passengers must take tickets between Portsmouth and Cosham; and the omnibus fare to and from Havant will be sixpence (2½ p).

PORTSMOUTH THE RAILWAY DISPUTE

Circumstances have recently occurred in reference to the means of transit to the chief naval arsenal of Great Britain which render the view of Portsmouth which we give in this week's Number of our Journal appropriate. The island of Portsea, on the south-west shore of which the town of Portsmouth is situated, lies between two inlets of the sea – Portsmouth Harbour, west, and Langston Harbour, east – which send out narrow creeks meeting together four miles north of Portsmouth. The town consists of two parts, joining each other, but each surrounded on the land side by separate lines of fortification – Portsmouth and Portsea – on the last of which is the dockyard. On the west side of the harbour is Gosport, where are the victualling yard, reservoirs, &c.; and opposite its mouth, between it and the Isle of Wight, expands the famous roadstead of Spithead. The fortifications of Portsmouth and Portsea have been stated to be the most complete in Europe; but nevertheless we every now and then hear of plans for improving and strengthening them. However the fact of their strength may be, it is certain that the ramparts and batteries connected with them command some charming views. On the land side the ramparts are planted with trees and form an agreeable terrace walk. From the Platform Battery near the harbour, one of the best views of Portsmouth, with the harbour and Spithead, is to be obtained. The dockyard of Portsmouth, the largest in

the kingdom, is in fact a town in itself, occupying over one hundred and twenty acres. It is situated in the east side of the harbour, and is supplied with all the necessary means for building, repairing, and fitting out ships of war. Besides being a great naval station, Portsmouth is a large garrison, always occupied by a considerable number of troops, and is the headquarters of the western military district. This being so, it need hardly be said that communication between so important a place and the metropolis is constant, goods and passenger traffic continuous, and transit by railway indispensable.

The right to supply this necessity is at present the subject of dispute between the Brighton and South Coast and South-Western Railway Companies. As far as can be ascertained, the following is a correct version of the matter. The first railway into Portsmouth was constructed by the Brighton Company. It was an extension of their coast-line from Chichester, passing through Havant, entering the fortifications at Hilsea, and terminating at the present station at Portsmouth. The South-Western Company afterwards obtained powers to construct a line from Fareham to join the Brighton line at Hilsea, running into Portsmouth on the Brighton line; and the two companies obtained powers by which one half share of the line from Hilsea into Portsmouth, called the Joint Line, was sold to the South-Western, who thus became joint owners thereof. After this a line, called the Portsmouth Railway, was constructed from Godalming to Havant, and was to have been opened on the 1st inst. To the company possessing this line Parliament granted running powers over the lines from Havant into Portsmouth; but they were prohibited from using the joint station at Portsmouth, except upon agreement with both the Brighton and South-Western Companies; and as regards the Brighton line from Havant to Hilsea, the running powers were to be used under terms and conditions to be fixed by arbitration in case of difference. The South-Western Company a short time since took a lease of the Portsmouth line at a rent of £18,000 a year, and the Portsmouth Company brought before an arbitrator its case as to the terms and conditions under which their traffic should run over the Brighton Company's line between Havant and Hilsea. The award has not yet been made, and in the meantime the Brighton Company intimated to the South-Western that they could not allow the latter to carry the traffic of the Portsmouth railway into the joint station at Portsmouth. The South-

Western Company advertised the opening of the line for the 1st of January, communicated the fact to the Brighton Company, and on the 24th of December that Company received a notice that, on and after the 28th of December, a goods train from the Portsmouth line would arrive at Havant at 9.58 a.m., and proceed thence, via Hilsea, to Portsmouth, returning from Portsmouth, via Hilsea and Havant, to the Portsmouth railway at 5.45 p.m. The Brighton Company, as the award was not made and the terms of admission into the Portsmouth station not fixed, wrote on the 27th of December to the South-Western stating that, in the absence of proper regulations for the use of the line, they could not permit any train from or to the Portsmouth railway to run over the Brighton line from Havant to Hilsea.

On the following morning, notwithstanding this notice, the South-Western Company's principal officers arrived at Havant from Peters-field not at 9.58 a.m., but between six and seven a.m., before it was light bringing with them a goods train with an engine behind as well as one in front, a supply of water and provisions, a barrel of beer, and a force of about eighty men. The tongue of the junction points had been taken out, and a rail at the junction removed the previous evening by the Brighton Company, so as to render access impossible, and an engine had been placed at the Havant station, on the up line leading to the Junction, so as to prevent any train, coming down the up line, and thus obtaining access. The only servants of the Brighton Company on the spot were the station-master, engine-driver and fireman, signalman, and one or two platelayers. From these the South-Western people unsuccessfully demanded the production of the missing rails. They then jumped upon the engine, overpowered the driver and fireman, and forcibly drove the engine into adjacent siding, and at once in the face of the danger signals, drove their own train down the up line, till the engine reached the down line, where its further progress was impeded, because the Brighton officials immediately removed some other rails on the Portsmouth side of the Havant station, and thus the attempt made by the South-Western Company to obtain the desired access was frustrated. The South Western train remained standing across both the up and the down lines of the Brighton Company, and the communication between Brighton and Portsmouth was thus cut off, and all the passengers of the Brighton Company were obliged to be shifted from train to train during the whole

period, for the South-Western Company continued for six hours refusing to withdraw the obstruction. In the meantime the Brighton Company had summoned a large number of their employees and some powerful engines, and the South-Western officials, feeling that it would be prudent to withdraw, took their departure, and the public traffic was resumed.

Illustrated London News, 8 January 1859

THE BELLIGERENT RAILWAYS

The dispute between these two companies came formally before the Vice-Chancellor's Court on Friday 31st ult., when Mr. Rolt, (instructed by Messrs. Faithful) upon the application of the LB&SCR, obtained an injunction restraining the L&SWR from running over the disputed portion of their railway pending the decision of the arbitrator, Mr. Harrison, upon the terms of which the traffic from the Godalming to Havant railway is to be allowed to pass into Portsmouth. The Court has thus confirmed the propriety of the course taken by the LB&SCR on Tuesday week, in obstructing the passage of a goods train from Godalming, under charge of the L&SWR officers, through the Havant station.

Hampshire Telegraph, 8 January 1859

PORTSMOUTH & LONDON DIRECT RAILWAY

We are glad to learn that Mr. Harrison, the arbiter in the dispute of the L&SWR and the LB&SCR has given in his award, and that after Monday next (24th January 1859) the traffic between London and Portsmouth will be opened throughout, without the inconvenience of the omnibus transport between Havant (Denvilles) and Cosham. From the advertisements which have been published it seems that the time occupied in the journey to London, and vice-versa, by the ordinary trains will be 2 hours and a quarter, and by the 3rd class trains about 3 hours.

The only record of 'violence' that can be found is in the evidence given in court by John Gates, an LB&SCR ganger, in his allegation of assault brought against Alexander Ogilvie of the L&SWR. In this he stated:

I am a ganger of platelayers on the Brighton line, and was so on 28th December last. On that morning I was at the Havant station. Between two and three o'clock in the morning I removed, by direction of my superiors, a portion of the

line forming the junction with the Brighton and South Coast railway. The rails belonged to the Brighton company; but were not a portion of the main line. If the rails had not been taken up, a train might have run on the main line from the Direct railway. About 7 o'clock in the morning I observed a train coming, and showed a red light as a signal of danger. I saw Mr Ogilvie get out of the train (which was coming from Petersfield). The train stopped after I had showed the light. About an hour and a half afterwards, I was on the Brighton line, during that time the persons in the train put down lines in place of those I had taken up. Finding that the tongue was gone, they backed the train and came up on the other line. I took the tongue up and sent it to Bedhampton. Afterwards I took other rails up according to orders, to prevent the train passing over to the Main line, and locked them up. The engine was on the Brighton line at the time, and obstructing the way about an hour and a half. After the train came up, Ogilvie asked me whether I was ganger of the line. A man pointed to me and said, "That's the ganger". Ogilvie then asked me where the tongue was and I said I didn't know where it had gone. He then took hold of me by the collar, shook me, and said "If you don't tell me where the tongue is, I'll lock you up". He added it was his property and he had bought and paid for it, and I had robbed him.

The court ruled in favour of the ganger Gates and fined Ogilvie one shilling (5 pence) plus costs for exceeding his duty.

Hampshire Telegraph, 22 January 1859

BRIGHTON AND SOUTH WESTERN RAILWAY DISPUTE

The Brighton and South Western directors met on Thursday last and came to terms. An outline of the terms is that the Company shall enjoy as before one-third of the Portsmouth on payment of one-third of the rent, £18,000 a year. An equivalent commutation is to be given to the Brighton Company for the passage over the Havant and Hilsea part of their line, but the right over it is to remain, as it has been, solely in the Brighton Company.

Hampshire Telegraph, 6 August 1859

ARBRITATION

Extracted by Peter Drury

Mr Harrison was the arbitrator in the dispute between the London Brighton and South Coast Railway and the London and South Western Railway. The following were the regulations which settled the dispute in 1859:

Regulations

To be observed in Working over the London Brighton and South Coast Railway between Havant Junction and Hilsa Junction, with trains from and to the Direct Portsmouth Railway:

FIRSTLY. – The Brighton Company shall have the option of appointing, from time to time, at their own pleasure, the number and kinds of their own trains which shall pass the Havant Junction, and the times at which these trains shall arrive at and depart from the Havant Station, or shall pass that Station without stopping thereat. And the appointment of the Portsmouth Company of their own Trains to pass the Havant Junction and of the times at which they shall arrive at and depart from the Havant Station, or shall pass that Station without stopping thereat, shall be subject, and without prejudice, to the exercise by the Brighton Company of that option.

SECONDLY. – But the Brighton Company, after having appointed any trains to pass the Havant Junction, shall not appoint any additional Train, not being an Excursion Train, or a Special Train, to pass that Junction without in every case giving to the Portsmouth Company at least four clear days previous Notice thereof; and after having appointed any time for the arrival or departure of any Train, not being an Excursion Train or a Special Train, at or from the Havant Station, or for its passing that Station without stopping thereat, shall not make any alteration of the respective time without, in every case, giving to the Portsmouth Company at least six clear days previous Notice thereof.

THIRDLY. – When either the Brighton Company or the Portsmouth Company appoint an Excursion Train to pass the Havant Junction, they shall give Notice thereof at least twenty-four hours before the time at which it is to pass that junction to the other party and also their Traffic Manager, and their Station Agent at the Havant Station.

FOURTHLY. – When either the Portsmouth Company or the Brighton Company run any Special Train past the Havant Junction they shall give, where practicable, at least twenty-four hours Notice, and where that is not practicable, the longest practicable Notice thereof to either party, and also their Traffic Manager, and to their Station Agent at the Havant Station.

FIFTHLY. – The Portsmouth Company, after having appointed any Train to pass the Havant Junction, shall not appoint any additional Train, not being an Excursion Train or a Special Train, to pass that Junction without, in every case, giving to the Brighton Company at least four clear days previous Notice thereof; and after having appointed any time for the arrival or departure of any Train at or from the Havant Station, or for its passing the Station without stopping thereat, shall not make any alteration of the respective time without, in every case, giving the Brighton Company at least four clear days previous Notice thereof.

SIXTHLY. – When the Portsmouth Company or the Brighton Company shall cease to run any Train, theretofore appointed by them respectively to pass the Havant Junction, they respectively shall, before or within twenty-four hours after ceasing to run the Train, give Notice thereof to the other party.

SEVENTHLY. – The Time Tables of the Portsmouth Company and the Brighton Company respectively, from time to time hereafter published by them respectively, shall, where any of the respective Trains are appointed to pass the Havant Station without stopping thereat, state the respective time at which every such Train is appointed to pass the Havant Station.

EIGHTHLY. – At least ten clear days before the first day of each calendar month, the Brighton Company shall deliver to the Portsmouth Company a copy of so much of the Time Tables of the Brighton Company for the then next calendar month, as will be sufficient to show the number and kinds of Trains appointed to pass the Havant Junction, and the times for their arrival at and departure from the Havant Station, or their passing that Station without stopping thereat during that calendar month.

NINTHLY. – At least seven clear days before the first day of every calendar month the Portsmouth Company shall deliver to the Brighton Company a copy of so much of the Time Tables of the Portsmouth Company, for the then next calendar month, as will be sufficient to show the number and kinds of their Trains appointed to pass the Havant Junction and the times for their

arrival and departure from the Havant Station, or their passing that Station without stopping thereat, during that calendar month.

TENTHLY. – The Portsmouth Company shall not at any time appoint any Train (whether Special Train, Excursion Train, or other Train) to arrive at or depart from the Havant Station, or to pass that Station without stopping thereat, within ten minutes of the time at which, according to the Time Tables of the Brighton Company then in force, or any notice then according to these terms and conditions in force, of any alteration thereof, any Train of the Brighton Company is to arrive or depart from that Station, or to pass that Station without stopping thereat.

ELEVENTHLY. – Where any Train of the Portsmouth Company or the Brighton Company arrives late at Havant Station, no Train of the other party shall be detained there, unless the two Trains arrive in sight of the Junction Signals there at the same time, in which case the Train first due shall proceed without delay and the other Train shall follow after an interval of at least five minutes.

TWELFTHLY. – The Portsmouth Company shall at all times employ near to the Havant Junction where the double Line of the Portsmouth Railway merges into a single Line of Railway, a fit person properly provided with Telegraph and other Signals, who shall duly Signal all the Trains and Engines of the Portsmouth Company approaching and passing the Havant Junction and who as between the Portsmouth Company and their officers and servants on the one part, and the Brighton Company and their officers and servants on the other part shall be responsible for the safe conduct of all such Trains and Engines over the Single Line of the Portsmouth Railway.

THIRTEENTHLY. – The Engines of the Portsmouth Company from time to time passing the Havant Junction, and whether with or without Trains, shall at all times when passing on or within one mile from the Havant and Hilsea Line carry distinguishing head lights as follows (that is to say), at all times between sunset and sunrise, and also at all times in foggy weather between sunrise and sunset, two head lamps placed one on each side of the smoke-box, the one showing a white light and the other showing a green light and at all other times two white discs placed on each side of the smoke-box.

FOURTEENTHLY. – The Brighton Company shall from time to time deliver to the Portsmouth Company so many copies of the Brighton Company's General Rules and Regulations, and Service Time Tables and General Orders

from time to time issued by the Brighton Company with respect to the service of the Havant and Hilsea Line as shall be sufficient for the purposes of these terms and conditions, and so far as the copies so from time to time delivered suffice, the Portsmouth Company shall supply one of the copies to every servant of the Portsmouth Company from time to time working on the Havant and Hilsea Line, and shall require to keep and make himself acquainted with the same.

FIFTEENTHLY. – In accordance with and subject to the provisions of Sections 39 and 40 of the Portsmouth Act, the servants of the Portsmouth Company from time to time working over the Havant and Hilsea Lines shall, at all times observe those General Rules and Regulations, Service Time Tables and General Orders.

The term Portsmouth Company used in these Regulations, shall be held to apply to the London and South Western Company, or any other Company lawfully using the Portsmouth Railway.

RAILWAY LOYALTY

James Bayes (*The News* 1963)

There were no £2,500,000 train robberies in the good old days, but there was a time when strange things could happen to passengers – if they booked from Havant ...

It was New Year's Day 1871 in the booking hall at Havant railway station and middle-aged Arthur Stacey, booking agent for the London and South-Western Railway Company, was wondering what "the new man" would be like.

For that day the new agent for the rival company – the London, Brighton and South Coast, which shared the same section of the line to Portsmouth – was due to take up his appointment.

Mr. Stacey had got along reasonably well with the previous South Coast agent, and this despite bitter memories of the Battle of Havant (fought 13 years previously) which still haunted the little station.

That dreadful clash was precipitated when the South Coast Railway, determined to bar its rivals from entry into Portsmouth, mustered an army of navvies to resist the passage of the South-Western's first train.

The South Coast company's men won the resultant battle with the force of railway police and navvies who manned the "invading" train – but, to the

mortification of the victors, a subsequent arbitration award gave the South-Western the right to share the line from Havant to Portsmouth.

Since that time each company had installed its consul at Havant station. In an atmosphere of eternal vigilance the rival representatives had guarded the interests of their respective employers. Revealing diplomacy of a high quality, they had kept the peace – but it was not to last ...

On January 1, 1871, Mr. Stacey was doubtless reflecting on this background when a youth just out of his teens marched into the booking hall and announced that his name was George.

He explained that he was the new agent for the South Coast company. What he did not tell Mr. Stacey was that he was the son of a South Coast employee who had bled at the Battle of Havant only to see his company cheated by the arbitration award.

Within a matter of weeks, however, young George was revealing the passionate loyalty to the South Coast company which he had Inherited from his brooding Dad.

One of George's duties was to "call out the trains" as they came into the station.

It was some time before Mr. Stacey, with his nose down in the ticket office, realized that George was intoning "Slow train for Portsmouth" or "Slow train for Waterloo" somewhat frequently.

A check revealed that George was announcing all South-Western trains as "slow".

Mr Stacey made stern representations to his rival consul, and for a time things went smoothly – at least so far as Mr. Stacey could perceive.

But what Mr. Stacey did not know was that George, with command of the platform while his rival was immured in the ticket office, was ushering South-Western passengers into the wrong trains as the whim took him.

Mr. Stacey was still innocently under the impression that the balance of power was being maintained at the confluence of the two railway empires when one day, George capped everything.

Standing in the booking hall itself, within a few feet of the grille imprisoning Mr. Stacey, he declaimed: "Next train is the dirty South-Western."

If Mr. Stacey had been aware that George's misdeeds included the hi-jacking of South-Western passengers, this would have been the last straw. As it was, George got away with a stern diplomatic reproof.

In due course a "What goes on?" letter from his company's head office apprised Mr. Stacey of the complaints from South-Western passengers who had trustingly allowed themselves to be shepherded into trains selected by George.

It was this disclosure which probably precipitated the "Affair of the Telegram" and the showdown.

On the fateful day (June 5) four prospective South-Western passengers – two men and two women – presented themselves at Havant Station.

They faced a somewhat complicated journey involving a horse-carriage link between two stations in Surrey. So they wanted to send a wire from Havant station's telegraph office to book the carriage.

According to the official apportionment of duties the telegraph office was George's domain.

But Mr. Stacey, doubtless alert to the golden opportunity for George to send yet more South-Western passengers astray, promptly offered to dispatch the telegram himself.

George replied that telegrams were his business, but Mr. Stacey tragically trampling on protocol after all his exemplary patience, grabbed the pad.

There was a struggle. Paper shredded.

Then, suddenly, fists were flying. Mr. Stacey's fists all the time. One-two, one-two. Four blows thudded on George's ribs. Then came another four, variously distributed.

The ladies screamed and subsided into a seat. Mr. Roche, the stationmaster, charged in, retrieved George from the floor, and propped him up beside them.

Four days later the luckless Mr. Stacey stood before Havant Magistrates, summoned by George for common assault.

The rival railway companies considered the case of such importance that each sent one of its law officers to plead. And these two between them, unearthed the full story of the five-month tension between the consuls.

Mr. Stacey was fined £2 (which must have been about his weekly pay), but the Bench found that there was provocation and Stationmaster Roche was enjoined to "do something" about George.

The report of the proceedings in the Hampshire Telegraph was tucked down-page with the minor news. The fierce railway loyalties it revealed even unto the second generation of those who hated South-Western were taken for granted in those days.

THE ARRIVAL OF THE RAILWAY IN EMSWORTH

Dr Margaret Rogers



Emsworth station circa 1910. A Robert Billinton B2 4-4-0 tender engine is about to cross the bridge with a Brighton bound train.

In order to gain access to Emsworth the London, Brighton and South Coast Railway Company was required to ask for permission to cross North Street, a parish road, as recorded on 9th April 1846 in the Vestry Book for the parish of Warblington and Emsworth. This was granted subject to the station being built on the west side of North Street *with accommodation and appearance equal to that at Fareham at least, in the land of Mr Hale to the south of the railway and that all passenger trains, other than expresses, should stop there.* This was perhaps hopeful but unrealistic thinking by the Vestry, given that Fareham Station was owned and had been erected by the London & South Western Railway, not the LB&SCR.

So although permission was given for Emsworth's station to be similar to that at Fareham, obviously the townspeople had to shrug their shoulders and accept the much smaller one actually provided by the railway company. An advertisement inserted by the LB&SCR appeared in the local press on 20th February 1847 requiring tenders to be submitted for building the stations, warehouses and platforms at Emsworth, Havant and Bosham. Contracts must have been swiftly entered into, and it is not known whether building work on the three stations had been completed by the time they all opened together

on the same day just over three weeks later on 15th March 1847. This and other advertisements suggest that the railway company was in a race, hastily trying to complete its building programme in stations approaching Portsmouth, which in turn had its own first station three months afterwards in June 1847.

A throng of navvies ('excavators', 'trenchers' and 'runners') as well as masons, platelayers, carpenters, fitters, blacksmiths and enginemen with picks, shovels, wheelbarrows, horse-drawn waggons and gunpowder must have descended upon the district in order to build the line and stations. Their typical staple diet was a weekly ration of 15 lb of beefsteak and daily quantities of porter – requirements which undoubtedly had a tremendous impact on local butchers and beershops – and some of them would have required lodgings in the town. At Emsworth an embankment had to be built over the Ems in Brook Meadow, passing over North Street which then had to be lowered some 7ft in order to allow the passage beneath of high carriages or waggon-transported hayricks, but luckily no houses had to be demolished. The work also included the building of no less than four more bridges over parish roadways and paths, and one large and one small culvert under the embankment to carry the Ems. There was also a good series of crossing-keepers' houses adjoining the various crossings between Bosham and Emsworth. Almost 100 people bought tickets at Emsworth on the day of opening.

A Mr Frederick Bluett, a former Marine, having had some training at Chichester, was the first clerk appointed to Emsworth station. Like Victorian policemen and fire officers, station staff were enormously proud to wear the livery of a particular railway company, and their status was there for all to see in arm chevrons, the type of hat they wore and the colour of the uniforms. Appointments to a particular station depended upon the number of years men had worked, their grade and experience, promotions being eagerly sought. At the top of the station hierarchy was of course the large city stationmaster, often wearing a tall top hat, and on the railway itself the kingpins were the engine drivers, one of whom lived at Gooseberry Cottage for many years. The LB&SCR was one of the first railway companies to insist on a literacy qualification for service, and encouraged and rewarded its staff accordingly.

As well as two platforms and a small booking hall entrance, Emsworth station had an adjacent signal box, placed on the east side of North Street, a large animal yard and sheds, a coal storage depot and, some 20 years later, two adjoining cottages, one for the stationmaster and his family and the other for railway staff. They were neat and compact, designed to accommodate the staff the LB&SCR envisaged appropriate to Emsworth. Looking at census returns between 1851 and 1901, to our 21st century eyes they managed to house an extraordinarily large number of people, including railway lodgers such as the telegraph clerks. Other staff lived close at hand in North Street. In 1870 lightning caused a fire which burnt down the station, luckily not spreading to either of the staff cottages, and the station was speedily rebuilt. In 1872 and 1891 further extensions were built.

The types of traffic Emsworth handled included goods, passengers and parcels, furniture vans, carriages and machines on wheels, livestock, horse boxes, prize cattle and vans, and station yard accommodation and reception for these was accordingly provided. Havant had a special loading dock for handling coaches and horses, but not Emsworth. Some of the timber required by Emsworth boat builders arrived by rail, to be off-loaded on to carts and waggons and sent onward to storage in Bridge Road, King Street, or direct to a shipyard. It was quite a dangerous enterprise to transfer large mast-sized logs from a railway waggon to a cart and was not without accidents.

By 1872 the rail transport of cattle from Emsworth to Havant had grown in importance, under the auspices of livestock auctioneer Mr W Gatehouse of Emsworth, and monthly auctions in a field belonging to the Star public house in Havant adjoining the railway proved so popular that it was decided to hold them fortnightly.

By 1896 Emsworth residents clearly thought that the original station provision had been outgrown for such a thriving town and a petition was presented at LB&SCR London headquarters, on behalf of some 270 townspeople, for improved station accommodation. The result was that the company built an entrance to the subway on the north side of the station, allowing safer access to platform 1, and the old lamp house and other buildings adjoining on the down platform were removed, allowing better platform accommodation. The only other recorded improvement requested in Victorian times by Emsworth townspeople was another footpath under the North Street bridge on the west side, but the Vestry, and later Warblington

Rural District Council, judged that it would take up too much road space, and road and banking alterations would be too costly, and it has remained as originally designed to the present day.

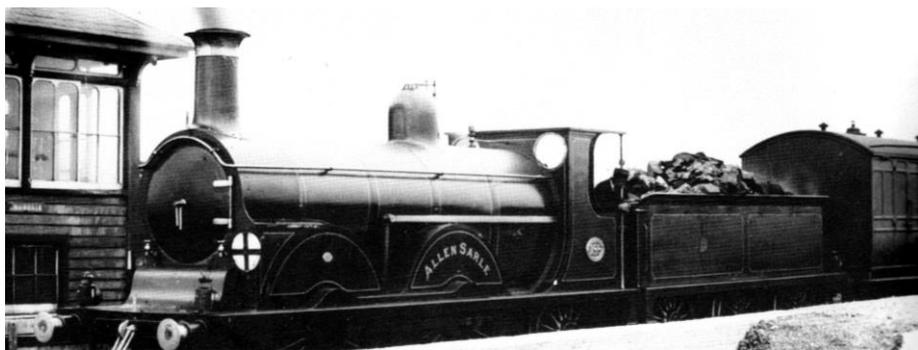
The railway line between Bosham and Emsworth is virtually straight and there is little explanation for the first fatal local accident which occurred on this stretch on the afternoon of June 1st 1847. The engine left the rails, toppled over a 4ft embankment and ended up wheels uppermost in a ditch, killing the engine driver and severely injuring the stoker. The company's locomotive engineer, a Mr Thomas Kirtley, who had travelled aboard the engine as far as Chichester, had luckily decided to re-join his family in their carriage just before the accident happened.

Later a very bad collision occurred in 1861 on the line just 5 miles from Brighton, claiming 23 lives, and another 20 years later between Nutbourne and Southbourne, again with fatalities. While no railway fatalities occurred at Emsworth, on 25th July 1860 the then stationmaster, Mr Mark Wenham, saved the lives of a Miss Bolmaison and a youth, Thomas Byerley. A long mail train was coming through from Portsmouth and a special from Goodwood Races approaching in the opposite direction, the noise of the first masking the arrival of the second. Mr Wenham bodily threw Byerley out of danger and then picked up Miss Bolmaison in his arms and leapt to safety with her. For this act of bravery Emsworth townspeople raised a subscription and later presented him with money and a silver snuff box. One of the most bizarre near-miss accidents to happen at Emsworth was that of a very depressed and suicidal lady from Westbourne who tried to jump to her death by leaping down on to the rail watched by her husband but was luckily saved by the prompt action of one of the porters.

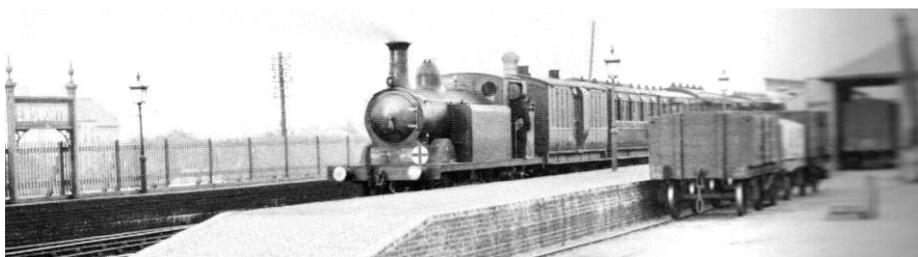
Over the years the station has been spruced up and repainted many times, and now, with the addition of ticket machines and ramps allowing wheelchair access on both sides, it still provides a useful and convenient travelling alternative east and west for many Emsworth people.

Sources:

Vestry Book of Warblington with Emsworth 9th April 1846. Portsmouth City Records Office 10M60/19. *The Railway Clearing House Handbook of Railway Stations (1904).* *Hampshire Telegraph*, 4306, 30th March 1872. *West Sussex Gazette*, 347, 2nd August 1860. *Census tables 1851-1901.*



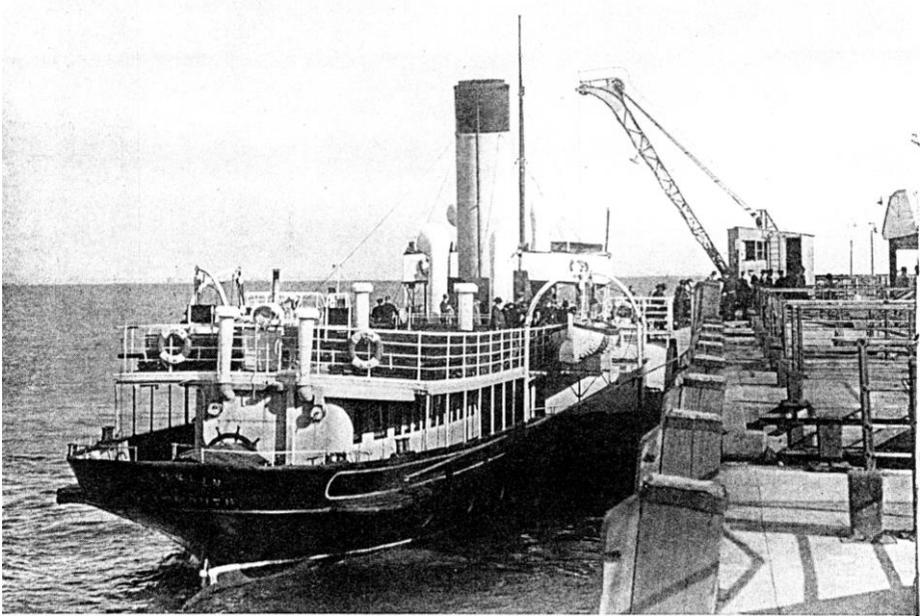
These LB&SCR Stroudley 0-4-2 B1 class engines were called 'Gladstones' after the first of their type. They were frequent visitors through Havant hauling express Brighton to Portsmouth passenger trains. 'Gladstone' No. 175 was named Hayling. This engine was named after Sir Allen Sarle, a director of the LB&SCR. The platform is undergoing reconstruction and the signal box was later replaced with the one below. *Alf Harris*



A Robert Billinton B2 4-4-0 tender engine with a Havant bound passenger train. The goods yard would have been a hive of activity bringing and taking all manner of commodities to and from Emsworth.

The Passing Scene

An account of what is seen from the train on the route from
London to Portsmouth and the Isle of Wight



Disembarking passengers at Ryde Pier for the Isle of Wight. Goods, in particular newspapers, were also carried in cages, which were unloaded by the dockside crane.

Originally published by the
SOUTHERN RAILWAY COMPANY
WATERLOO STATION
LONDON, S.E.1

It would appear that this account was published in about 1937. Although some of the landmarks are no longer in existence, and other have appeared, it is still largely relevant so it is reproduced in its original form.

Ralph Cousins

The Passing Scene

Where the letters (R) and (L) appear after the names of places mentioned they indicated that the place lies on the right or left hand respectively of the passenger if they were looking forward; the direction of travel.

TRAVELLING, undertaken in the right spirit, can be most fascinating occupation in the world, but to too many of us it has become only the means to an end, a matter of routine. We are excited about going away, or pre-occupied with our affairs and anxious to get to our destination. It does not occur to us to start our holidays as we leave the station, or to mix business with pleasure and get positive enjoyment from our journey.

Of course, a great many people do enjoy travelling for its own sake, but there are still some who do not, and it is sad that they should miss so much. England is an interesting and a beautiful country and nearly all the while that you are in the train, its grandest views and its most intimate scenes are being unfolded before you in a ceaseless pageantry of all the arts of Nature. No vision of baseless fabric this, but the heart of a country where battles have been fought and history made, as it can be seen from the train as it can be seen from nowhere else. So the next time you travel, put away your paper and look out of the window.

This book is intended to help you to look out on the journey between London and Portsmouth, and to the Isle of Wight. It is a lovely route through Surrey and Hampshire to the Garden Isle with such a variety of scenery that it can never be monotonous, and through the window of the train the map comes to life before the eyes of the traveller and the countryside is seen from an excitingly fresh and different angle.

This unusual angle is obvious in the first minute of the journey, for as the electric train draws out of Waterloo, with smooth easy acceleration, the great dial of Big Ben, (R) reft apparently from its usual tower, peeps round the corner of the County Hall ; the Houses of Parliament and Thames House, (R) a rather fine block of modern buildings, mark the far bank of the River Thames, and further along, on that side, is the Tate Gallery (R) with, perhaps, the morning sun catching its glass dome. On the near side of the river, close to the line, stands the ancient Lambeth Palace

(R), for over 600 years the London home of the Archbishops of Canterbury, and nearer still rises the campanile-like chimney of Doulton's works, (R) contrasting strangely with the slim symmetry of the Battersea Power Station (R), Lutyen's power house masterpiece, to be seen after VAUXHALL, where close to the station is a giant new granary (R), flying the green household flag of the Southern Railway. Here, on a clear day, may be had a glimpse of those two tall towers (L), away on the horizon, which are both landmark and memorial to the ill-fated Crystal Palace.

So we glide, faster and taster, through QUEENS ROAD and CLAPHAM JUNCTION, where more than 2,500 trains pass every day. If you are quick you may see an electric train having its daily shower bath and note the massive concrete flyover, planted on giant legs across the line, but we are soon past all this and through the suburbs which must necessarily accompany the world's greatest city. Flashing through WIMBLEDON, thoughts turn to tennis, indeed, the original courts are by the side of the line, while at RAYNES PARK Carter's seed grounds (L) give a gay splash of colour. Thus past BERRYLANDS and SURBITON, with, between them, a cutting which might be in the depths of the country, though it is difficult to imagine Surbiton itself as the glade where Lord Francis Villiers met his death, fighting with his back to a tree, against the Roundheads.

At ESHER the mellow meditations of monks have given way to a swifter pastime, and where once the Priory of Sandon stood, the huge green oval of Sandown racecourse (L) now marches with the railway. Waynefleet Tower (L), built in 1460 by Bishop Waynefleet of Winchester, as a gateway to Esher Place, sanctuary to Wolsey in the time of his disgrace, stands among the trees on the winding banks of the River Mole, which passes under the railway on its lovely journey from near Balcombe in Sussex to the Thames at Hampton Court. HERSHAM, WALTON and WEYBRIDGE now follow in quick succession, the last two being riverside resorts, where many a man and maid wile away a summer's afternoon, languid in punts beneath the tall green trees.

Between Weybridge and West Weybridge is another racecourse, but vastly different from Sandown Park; it is Brooklands (L), the motor racecourse, sports ground of a mechanical age, with its 100 ft. wide

concrete track circling an aerodrome, so that an aeroplane can nearly always be seen landing, or 'taking off', and a car tearing round the circuit.

Brooklands lies close to the River Wey, and after crossing this river, not for the last time, between West Weybridge and Byfleet, where it joins the Basingstoke canal (R), we plunge into wooded common, full of heather, willow herb and foxgloves, with an attractive-looking golf course on the left, until the houses of Woking appear on either side. Look left as the train approaches the town, for there, surprisingly enough, a domed mosque raises the crescent of Islam. The Shahjehan, as this little outpost of the Orient is called, was built in 1889 chiefly at the expense of the Begum of Bhopal, and inside, the floor is of exquisite mosaic, covered with rich Persian carpets.

WOKING itself is a town of some 30,000 people, with a fine modern station, but it has grown quickly, for in the thirteenth-century it was valued in all at £30 12s. 1d. Later it belonged to Henry VIII and it was here that he and Wolsey were brought the news that the butcher's son had been made Cardinal of England. There were great rejoicings in Woking that night!

The route now turns southwards, keeping old Woking to the left and Hook Hill to the right, over Stanford Brook to Worplesdon, where we come into typical Surrey scenery of woodlands and commons, with heather like a purple carpet and yellow flowered gorse and pine trees, alternating with the rolling greens of deciduous woods, until the River Wey appears on our left and the towers and steeples of Guildford can be seen ahead.

GUILDFORD lies in the valley of the Wey but rises on each side up the steep slopes of Albury Downs (L) and the Hogs Back (R), the beginning of the North Downs, which stretch from here, all the way to Dover, where they form the famous white cliffs which guard that gateway to England. From among the mass of houses which spread over the hill on the far side of the valley rises the red brick tower of the Church which is now used as a cathedral, but it is closer, on Stags Hill (R) that the new and nobler building of the real Cathedral will soon stand, strong and stately, showing the centuries to come that this generation could also build great churches

as we know that the Normans and the early English could. The foundations are already finished and exterior of the buildings is to be of rose-coloured bricks made from local clay.

Past the red brick tower of the church is the castle, ruined except for its square Norman Keep, but it was originally Saxon, and here in 1036 Alfred, Son of Ethelred, met his death, on his way from Normandy to Winchester. Time has added gruesome details to the story and legend has it that Harold Harefoot, who was king at the time, seized Alfred and his six hundred Normans and slaughtered nine in every ten, leaving only sixty, but he was still unsatisfied and the process was repeated until all but six had been tortured to death. Harold then took Alfred, tore his eyes out, and cast him into a dungeon.

Guildford's first appearance in history was in the will of Alfred the Great in 900 A.D. and in the sixteenth and seventeenth centuries it was a stronghold of Puritanism and the cloth trade. Now it is a rapidly growing residential centre, and a favourite base for walkers, who love to explore the beautiful surroundings, rambling over the Downs, and in the river valley.

Two tunnels follow directly after the station, burrowing under the Hogs Back, along which the feet of thousands of pilgrims have plodded their way from Winchester to Canterbury, stopping at the little chapel of St Catherine, which is exactly over the second tunnel. After this pause for worship, they would come down to the village of Shalford (L), by the Wey, which they presumably crossed by a shallow ford. Here the Wey meanders by our side for a space, in a pleasant flat green valley, until it wanders off to the left after Shalford, to re-join us again at Godalming. Tradition has it that John Bunyan, though a Bedfordshire man, lived for some time on Shalford Common, and took the idea of his *Pilgrim's Progress* from the pilgrims who passed him on their journey along the Pilgrims' Way. Vanity Fair, where Faithful met his painful death at the hands of Lord Hategood and his court, may have been the fair that was held in the meadow between Shalford and Guildford, a privilege granted to the rector by King John.

The route from Guildford to Godalming is through charming country, and though Cobbett never travelled by rail, his description of the journey could scarcely be bettered:

Everybody that has been from Godalming to Guildford knows that there is hardly another such a pretty four miles in all England. The road is good; the soil is good; the houses are neat; the people are neat; the hills, the woods, the meadows, all are beautiful. Nothing wild or bold, to be sure, but exceedingly pretty.

His words need no qualifying for everything must still be much the same as it was in his day, until we come to Farncombe. Farncombe is really a suburb of Godalming, and it is between the two stations that we again cross our faithful follower, the Wey, as it swirls down from a mill. Looking back from here the turrets of Charterhouse (R) can be seen on the crest of the hill. This famous public school was founded in 1611 by Thomas Sutton, but its buildings are not old, for it was founded, not on the lovely Surrey Hills, but at the Charter House in Smithfield, and only moved in 1872. Among its distinguished progeny are such great men as Thackeray, Steele, Addison and Wesley, and in later days Lord Baden Powell and Cyril Maude. Its war memorial is in the form of a particularly beautiful chapel.

GODALMING was another stronghold of the early weavers, and is a fascinating old town. The church (L) is a striking feature, for tall spires are unusual in old Surrey churches, but here a graceful fourteenth-century spire of oak, covered with lead, a rare example of its kind, rises close to the station. Though the body of this church has been much spoiled by would-be restorers of the last century, it has retained a good deal of its charm, and is interesting because it contains examples of nearly every period of early architecture. Saxon, Norman, Early English, Decorated and Perpendicular, all claim their portion, a good variety for so small a building.

The town was on the old coaching route from London to Portsmouth and contains some old inns. An advertisement for one of these inns, the King's Arms, in the *St James's Chronicle* of 1764, boasts: *A Machine which calls every Day in its way to London and Portsmouth.* Queen Elizabeth (as

usual) and Peter the Great both stayed at that inn on their way to Portsmouth, and though they no longer have the original menus, they can tell you the story of the latter's phenomenal meals. With his retinue of twenty, he had for breakfast, half a sheep, quarter of a lamb, ten pullets, twelve chickens, three quarts of brandy, six quarts of mulled wine, seven dozen eggs, with salads to match. Even so, they were hungry again at dinner time, and ate three stone of beef, a fifty pound sheep, three quarters of a lamb, a shoulder and a loin of veal, eight pullets, eight rabbits, two and a half dozen sack and one dozen of claret. But then Peter had a good appetite even for 1698.

Leaving Godalming, the train begins imperceptibly to climb up towards Haslemere and passes quickly through woods and fields to MILFORD, a village lying to the right of its station, while to the left the view is over flat, open country ringed in with hills, and in the foreground an array of chicken coops, dressed in lines with military precision. It is the National Egg Laying Test Grounds run by one of the great daily newspapers and 3,500 birds are housed in its 28 acres. A pity that Peter the Great no longer travels from London to Portsmouth, for here he might get an omelette worthy of that gargantuan appetite, with trout to follow from Enton pond, the large stretch of water on either side of the line, .so well-known to fly-fishers, with its wooded islands, like overgrown water-lilies, here and there in the lake.

There is water on the right, sometimes flashing and sparkling in the sun, sometimes limpid among rushes and a glimpse of an old mill among the trees before the woods close in about us with tall pines and pleasant-looking glades, and a cutting takes us to WITLEY Station. An avenue of poplars on the left leaves the station towards Chiddingfold, but the actual village of Witley is to the right. It has been much frequented by artists and authors in search of beautiful scenery and in the old Inn, the White Hart, is a place by the line still known as George Elliot's corner, where the famous writer sat.

After Witley the gradient gets steeper and steeper and the scenery richer and richer, and for a moment as the trees clear away from our side, we see the circle of hills which lead into HASLEMERE which stands 800 feet above sea level, one of the highest towns in the south of England, and

Hindhead (R), whose beauty is famous all over the world. A train of some 300 tons must perforce take the hill slowly, but be thankful for it; it is one of the loveliest climbs I know. Thick richly-coloured woods enfold you in their luxuriance with, behind them, rising the heights of Blackdown (L) and Hindhead, and the pines dark against the heather-red crest of Hurt Hill (R) the foremost, point of Gibbet Hill.

Gibbet Hill received its name through the murder of a sailor in 1786, the assassins being hanged on gibbets from the highest point of Hindhead, and a stone stands by the road that all may read the legend it bears:

Erected

In Detestation of a barbarous Murder Committed here on an unknown Sailor on Sept. 24th, 1786, By Edwd. Lonagan, Michael Cassey and Jas. Marshal, Who were all taken the same day And hung in chains near this place.

This hill forms the southern edge of the Devil's Punch Bowl, and is not only the highest point of Hindhead, but, with the exception of Leith Hill, the highest point of Surrey, being 895 feet high, while Black Down, on the other side, is 918 feet, and being just over the border is the highest point of Sussex.

These two hills, standing in magnificent rivalry, command the whole of the surrounding country. The view from the summit of Gibbet Hill is incomparable, comprising a vast panorama of Sussex, Hampshire and Surrey, even to the battlements of Windsor castle in Berkshire. From the eastern crest of Black Down, above Aldworth House, where Tennyson lived, the view is best described in that poet's own words:

Green Sussex fading into blue, With one grey glimpse of sea.

The National Trust have acquired the 1,600 acres of the summit of Hindhead, and fortunate it is that the wild romance of this lovely place should be preserved, so that a man may always stand by the granite cross which marks the highest crest, or look down into the Devil's Punch Bowl and wonder who or what really made that gigantic cup in the hill top.

HASLEMERE, lying between the two hills, has for a history chiefly its parliamentary career. While Tennyson loved the place for its beauty, Cobbett hated it for being a 'rotten borough', as Haslemere had returned two members to Parliament since 1584; Queen Elizabeth, like the other Tudors, being in the habit of creating small boroughs to maintain her influence in the Lower House.

Perhaps the most notable of Haslemere's members was General Oglethorpe, the great philanthropist, who was elected in 1722. His father, Sir Theophilus, was a great Jacobite, and fought with distinction at Bothwell Brigg and Sedgmoor, and the story goes that the Old Pretender was really one of his sons, as the royal child was supposed to have died at an early age at Windsor and an Oglethorpe boy quickly substituted. Besides the Oglethorpes, the Mores of Losely, whose stately house was built from the stone of Waverley Abbey, the Carews, and the Evelyns were the chief families to hold the seat, and one of the early members was a son of Walter Raleigh. Of later years, the district has become famous for its literary and artistic associations with George Eliot, Mrs Humphry Ward, George Macdonald, Baring Gould, Arthur Conan Doyle, Mrs Allingham, Professor Tyndall, the physicist, Dolmetsch, the musician, Richard le Gallienne, Tennyson and others; even Mr Bernard Shaw, it is said, knows this part of the world.

Lord Tennyson lived at Aldworth and there is a window in Haslemere church in his memory designed by Burne Jones, representing Sir Galahad and the Holy Grail. Professor Tyndall lies in an unostentatious grave in the churchyard.

Smoothly down the hill from Haslemere we pass Shottermill and Hammer Bottom, with a head stream of the Wey, overhung by trees, twisting in and out under the line; unlike our previous meetings with this river, it is now running with us, that is, towards the south. The springs which are its beginning, feed a series of pools at Shottermill, which are used as a trout hatchery—here are trout of all ages from the egg upwards, flashing as they leap, and churning the water in their fight for food. It was from this trout farm that the great fishing rivers of New Zealand and Kashmir were stocked and eggs are still sent from here all over the world. We are now over the border, for a moment in Sussex, between Linchmere and

Bramshott Commons, before entering Hampshire and passing LIPHOOK station. Liphook is a pleasant village in the parish of Bramshott which came into prominence in the First World War as a military camp. Like many places on this route, it was a stopping place on the old coach road to Portsmouth, and a deal of history must have passed through it. Pepys, in his diary, records staying there on August 6th, 1668, and no doubt it was in the Anchor Inn, an ancient posting house, that he and his wife spent the night. Queen Victoria also stopped there as a little girl with her mother, the Duchess of Kent.

After Liphook Station we cross the pleasant open expanse of Wheatsheaf Common, with a golf course close to the line, and then through woods which break to show the heather ridge of Weavers Downs (R) with the neatly arranged clumps along its top, and so through attractive glades of bracken, birch and fir to the village of Liss, and past Rake Common. A great haunt of highwaymen and robbers was Rake Common in the old days; in 1748 a custom's officer and his friend were caught at Rowlands Castle, and whipped along the road to Rake, until one died, and the other was left in a turf shed on the common for three days, and then thrown down a well.

We cross the River Rother after Liss and the great wooded lump of Weatham Hill rises suddenly from the fields on the right like the tousled head of some monstrous giant. We are in the valley of the Rother and the river runs on the left at the edge of a great wood, until we pass between the villages of Sheet (L) and Steep, (R) both with steepled churches, and at the former a picturesque old mill, while among the trees near Steep spire is Bedales, the famous co-educational school and pioneer of radical ideas in education.

PETERSFIELD, a quiet Hampshire market town, through which one feels history has passed, but left only an occasional fragment behind. It was granted a charter in the twelfth-century by Earl William of Gloucester, and in 1307 sent two burgesses all the way to Carlisle to attend an early parliament, beginning to send two regular members in the sixteenth-century. Later it became a pocket borough of the Jolliffe family who were responsible for the portly equestrian statue of William III who rides in the

market place dressed as a Roman Emperor, and was at one time heavily gilt.

The town has also had the distinction of sending to parliament a gentleman known, as 'One Speech' Hamilton, who usually said very little, but on one occasion in 1755 addressed the House of Commons for 15 hours without a stop. It has also produced a famous cricketer, one John Small, who was a member of Hambledon Club, which, as cricketers will tell you, was the cradle of the game. Though no poet, John Small was a linen draper, and outside his shop was written this verse:

*The said John Small Wishes it to be known to all that he doth make
both bat and ball And will play any man in England for five pounds a
side.*

Though the iron industry of West Sussex helped in Petersfield's prosperity, the sheep-rearing and cattle marketing of the surrounding country were the foundations of its existence, and we pass through these fertile pastures ringed to the south with hills after leaving the station.

Now the South Downs tower majestically before us, rearing up smooth round heads from wooded slopes. These Downs stretch all the way to the great cliff mass of Beachy Head at Eastbourne, but here they are at almost their wildest and finest. Irregular wooded slopes toss up their leafy crests and then give way to the round green turf, which shows the chalk beneath and changes in its turn to another wild confusion of trees and undergrowth. The train appears to rush straight for the gigantic mound of Butser Hill from which, on a clear day, can be seen the spire of Salisbury, forty miles away, but it veers of to the left past some lime kilns and the little village of Buriton, (L) with its Norman and thirteenth-century church. Edward Gibbon, the great historian, spent his youth here in the red brick manor house, near the church, which belonged to his father who was member for Petersfield. Perhaps he planned some of his monumental works of history in the quiet beech wood we pass through, before entering the dark tunnel to emerge among the steep slopes and tangled trees of Head Down and Ditcham Woods. There is almost grandeur in this passage through the Downs with the slopes rising on either side—certainly beauty; but there is beauty too when the last ridge of Chalton

Down flattens out and we are among the fields and farmsteads of Hampshire. It is a peaceful scene this, unaffected by the changes and chances of the world, sprinkled here and there with villages—Idsworth, with its flint chapel (L) dating from the ninth-century, standing alone in the park, Finchdean, Dean Lane End and Rowlands Castle, which acquired its romantic name through an entrenched mound where numerous relics of the Romans have been found. There are beech woods too, and just before Rowlands Castle the great trees of Stansted come down to our left. And so past Emsworth Common, until with houses comes the smell of the sea and we are at HAVANT, a market town on Langstone Creek, old but prosperous with its thriving industries of brewing and tanning.

At BEDHAMPTON HALT we see the sea itself in the great inlet of Langstone Harbour (L) and across it Hayling Island with, in the far distance, the cliffs of Wight. On the other side is Portsdown (R), the long ridge of chalk downs which command Portsmouth and along it a series of grim looking forts, built to guard the Harbour from a landward invasion. It was this great ridge that decided the fate of Portsmouth that it should become, instead of a commercial port, the greatest naval base in the world, for in the old days it made the harbour an ideal defensive position. Looking further, at the foot of Portsdown can just be seen the square keep of Portchester Castle (R), originally Roman, built as a defence from Saxon pirates. Thus we near the end of the first stage of the journey, across Farlington marshes, by the little halt and over a creek, which is curiously blue in sunshine, passing between an aerodrome and a long, low shed full of sinister grey guns, to FRATTON, and to PORTSMOUTH & SOUTHSEA station and the city of peace and war. Portsmouth the impregnable harbour, and Southsea the popular resort. Though Southsea is modern, Portsmouth has played its part since the history of England began. It owes its origin perhaps to the retreat of the sea from Portchester, an important naval station in Roman times, and the Norman kings used it as an alternative to Southampton on their journeys to France. Following the naval tradition, it was fortified in the reigns of Edward IV, Richard III and Henry VII, while in the reign of Henry VIII it became the chief and almost the only station of the Royal Navy, and from the Common that naval-

mindful king witnessed himself the fight at Spithead between the French and English fleets and the sinking of the *Mary Rose*. Indeed, Portsmouth has known many wars and rumours of wars; the French landed under English banners in 1338 and ravaged the town, though trying again in 1377 they were driven back to their ships by the infuriated townsmen.

It was captured and recaptured in the civil war and fleet after fleet sailed from its harbour to fight on all the seven seas. There is an ornate memorial in the church to George Villiers, Duke of Buckingham, favourite of the Stuarts, who was assassinated here, and an obelisk a few yards from the entrance to Clarence Pier, where the body of John Felton, who stabbed him, was hung after his execution. The Parish Church also has the marriage certificate of Charles II and Catherine of Braganza; cynically enough, the king made his mistress, Louise de Querouaille, Duchess of Portsmouth but a short time later.

Moving on to the Portsmouth Harbour station, we pass the Guildhall (L), an upstanding building of fine proportions, and the War Memorial ((L) with its beautiful gardens, until, as we near the last stop of the electric train, can be seen the masts and rigging of Portsmouth's most historic monument of all the *Victory*, (R) Lord Nelson's flagship, the ship on whose quarterdeck he fell mortally wounded.

It is but a few steps from the platform to the waiting steamer at Portsmouth Harbour, and while the luggage for the Isle of Wight is being loaded into cages and swung on board it is a good opportunity to stroll around the ship and observe the principal features of Portsmouth Harbour. To the right and northwards can lie seen the Dockyard with probably one of the larger battleships, and slightly further to the right lies Nelson's *Victory*. Across the harbour is Gosport where we notice Camper Nicholson's boatyard, renowned for the design and construction of the America cup yachts *Endeavour I and II*. Slightly to the left is the entrance to Haslar Creek, which is used as a submarine base.

The sharp clang of the engine-room telegraph declares that the mooring ropes are being cast off, and the steamer moves slowly astern to turn before leaving the harbour. On the starboard, or right, side is Vernon Pier, where the Mines Department has its headquarters, and while the ship is turning, air excellent view can be had over the stern of the immense Naval

Dockyard stretching away to the north. In a few minutes we leave the harbour, passing between Blockhouse Fort, which guards the entrance on the starboard hand, and the Round Tower, built in the reign of Edward III, on the port. By the side of the Tower a square aperture in the stone wall is still visible where years ago, in time of danger, *Ye mighty chayne of iron* was hove taut and closed the harbour entrance. In the First World War this was replaced by a 'boom', which closed the harbour against surprise attack from hostile destroyers and submarines, and was placed in position each night at sunset. In about five minutes we are passing or calling at Clarence Pier, beyond which lies Southsea Common, whilst the old anchor of HMS *Victory* may be seen mounted on the promenade amidst a long row of war trophies from all parts of the world.

Leaving the mainland behind, the steamer turns away to the south on its 4¼ miles passage to Ryde, unless the tide is low, when she bears eastward until she passes round Spit Sand Fort.

The three forts visible are Spit Sand, Horse Sand and No-mans, and they were constructed by Lord Palmerston about 1865 as a fortification to Portsmouth. The forts are built of granite blocks and iron, the masonry at the foundations being about 50 feet thick. The smallest is some 150 feet in diameter, whereas the two others are about 300 feet, and they are all supplied with fresh water from artesian wells. During the war Spit Sand Fort was manned by some 100 men and armed with two 6-inch guns and 12-pounders; the other two forts had some 200 men as their active complement and were armed with four 6-inch guns. To-day only a caretaker is in residence in Nomans and Spit Sand Forts, but Horse Sand is used as a Lloyd's signal station, and all liners entering the Solent have to fly their international code flags to give their names as they pass this point.

The strip of water we are now crossing is known as Spithead and has been the scene of many stately gatherings and pageants, the most momentous of which was probably the Royal Naval Review, held in July, 1914, immediately preceding the First World War. Instead of dispersing as usual after this the Fleet steamed northward to defend the seas for a period of four years.

As the steamer draws away from the mainland Haslar Hospital appears on the starboard side, where the land terminates in Gill Kicker Point and Port, beyond which may be seen Lee-on-the-Solent and Stokes Bay, where the French liner Normandie usually anchors and occasionally one of the German liners may be seen disembarking passengers.

Spithead has a strange fascination of its own, as it has all the space and breadth usually connected with the open sea yet all the activities and bustle commonly found in busy rivers such as the Mersey and Thames. It is no uncommon sight when crossing this strip of water to pass ocean liners either from New York and the North Atlantic or the Indian Ocean and East Indies, as ships from all parts of the world use this passage *en route* to the Southern Railway Docks at Southampton.

As the steamer approaches the Island the wealth of foliage is striking, with the trees appearing to grow right down to the water's edge along the whole length of the coast from Old Castle Point and Osborne Bay in the west to St Helens and Bembridge in the east.

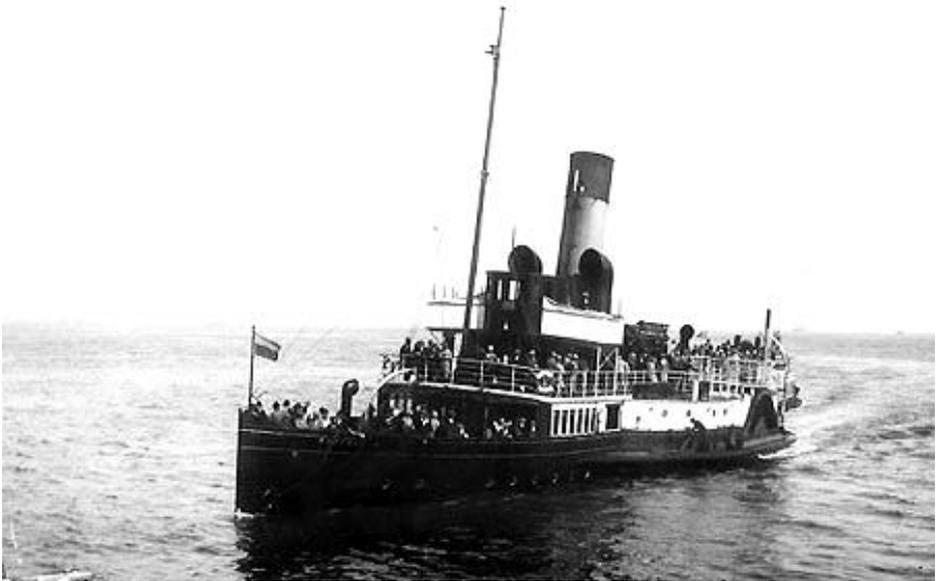
Ryde, with its half-mile long pier, is easily discernible and the several stately church spires are dominated by that in the west of All Saints, the Parish Church, one of Sir Gilbert Scott's finest creations. This church was built in 1872, and is held by many authorities to be the finest parish church in the South of England. It owes something, of course, to its position, some 130 feet above sea-level, and its fine spire rises to a height of 180 feet.

Away to the west are the two square-topped towers of Osborne House, which are just visible above the trees. The estate in which the house stands was purchased by Queen Victoria in 1845 and the house was completed in 1851. It will be recollected that it was here the Queen spent so many quiet days and where she died on January 22nd, 1901. There is little doubt that the Queen's residence at Osborne brought the island much into prominence, and it is of interest to record that even to this day the anniversary of her coronation day is still observed in Newport and Cowes as a public holiday.

Looking eastwards we notice the undeniably quaint suspension pier at Seaview, which was built in 1880, and beyond St Helens Fort and Lane End pier, the home of the Bembridge lifeboat.

And so the steamer approaches Ryde, with immediately to the westward of the Pier the Royal Victoria Yacht Club with its saluting battery and flagstaff. The first stone of this imposing building was laid by the Prince Consort in 1846.

The ringing of the engine-room telegraph now warns us that we are about to reach Ryde Pier. And here we must leave you, with the train awaiting to take you into a more intimate acquaintance with the many beauty spots of the Garden Isle.



Paddle Steamer *Portsdown*, which tragically never reached Ryde pier. In the early morning of 20 September 1941 it hit a German mine near Spitbank Fort, just outside of Portsmouth Harbour. After a huge explosion it broke in two; 23 passengers and crew were killed.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

PORTSMOUTH BRANCH.

OPENING TO HAVANT.

On and after Monday, the 15th of MARCH 1847, TRAINS are appointed to leave under, viz:-

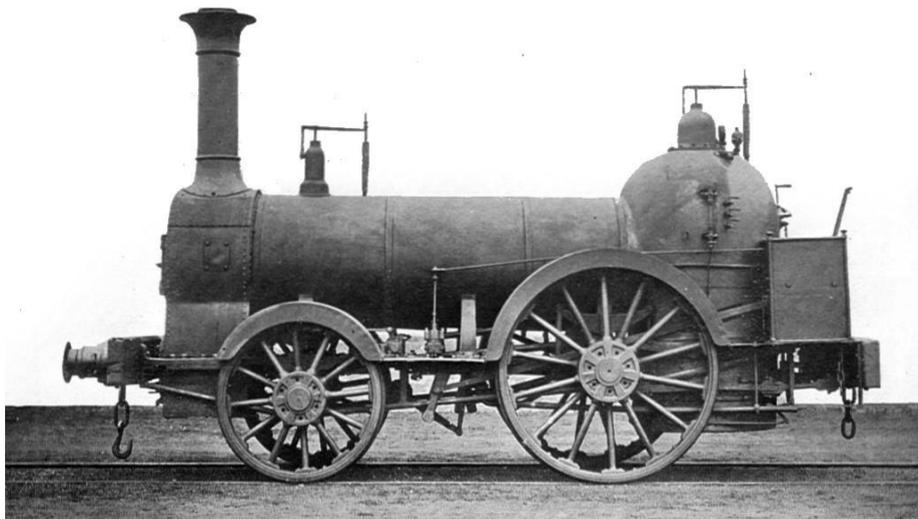
HAVANT	EMSWORTH	BOSHAM	CHICHESTER	BRIGHTON	ARRIVING AT LONDON
6 30 A.M.	6 36 A.M.	6 45 A.M.	7 0 A.M.	8 45 A.M.	10 15 A.M. Express
7 40	7 46	7 55	8 10	9 0	11 30 1st, 2nd & 3rd Class.
9 20	9 26		9 50	10 0	12 0 1st & 2nd ditto.
11 35	11 41	11 50	12 5 P.M.	11 30	1 30 P.M.
				2 0 P.M.	4 0
1 30 P.M.	1 36 P.M.		2 0	2 30	5 0 1st, 2nd & 3rd ditto.
4 5	4 11	4 20 P.M.	4 35	3 30	5 30 1st & 2nd ditto.
6 30	6 36	6 45	7 0	6 30	9 0 1st, 2nd & Parliamentary
				Arriving at 8 20	

BY ORDER. **T. J. RUCKTON.** SECRETARY.

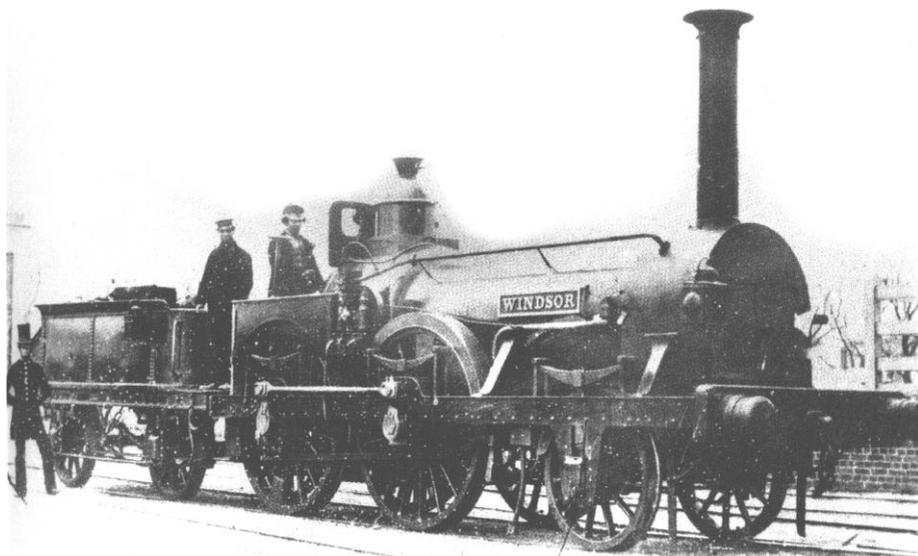
FARES	1st		2nd		3rd		Parly.		
	s.	d.	s.	d.	s.	d.	s.	d.	
London to Emsworth	15	6	13	0	.....				Express from London to Brighton
London to Havant	13	0	9	6	6	6	6	6	Express from London to Brighton
Brighton to Emsworth	13	6	9	6	6	8	6	8	
Brighton to Havant	7	0	5	3	3	6	3	0	
	7	6	5	9	3	8	3	2	

Timetable and fares for the first day of operation of the line.

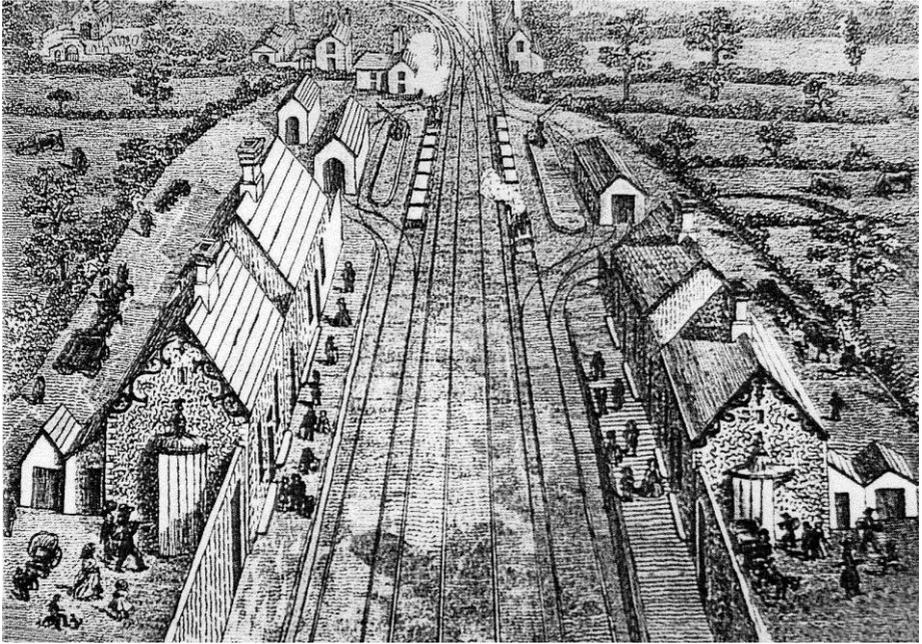
Note that the 4 5 P.M. train from Havant was a Parliamentary. This was a train running under the conditions of the Railway Regulation Act, which took effect on 1 November 1844. It compelled *"the provision of at least one train a day each way at a speed of not less than 12 miles an hour including stops, which were to be made at all stations, and of carriages protected from the weather and provided with seats; for all which luxuries not more than a penny a mile might be charged.*



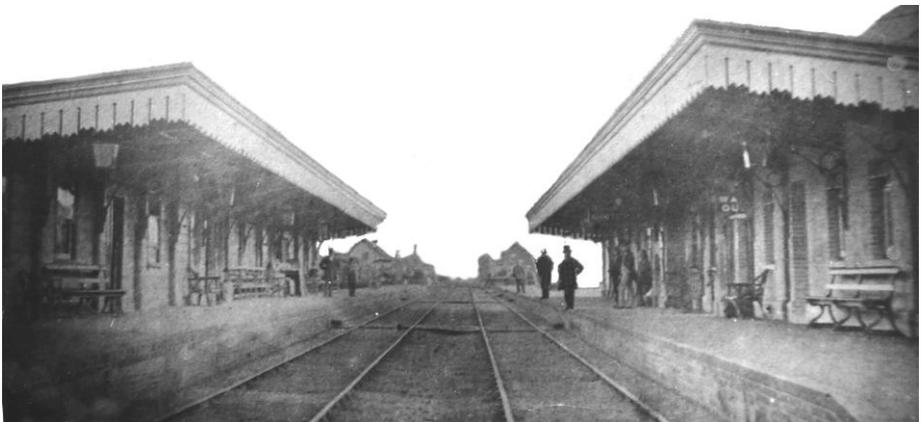
A Bury, Curtis & Kennedy engine similar to the one that was chained to the track at the junction by the LB&SCR.



'Hercules' Class engine *Windsor*. This engine together with its sister engine *Minos* were reputed to be the engines which brought the goods train down the Portsmouth Direct Line on 28 December 1858.



An 1858 engraving of the 1847 Havant station by William Pink that includes the junction with the Direct Line. Originally there were four tracks through the station but these were reduced to two when the station was rebuilt in 1889. The left-hand side buildings were demolished to make way for a goods yard. The buildings on the right-hand side were also demolished except for second one which was retained as a refreshment room.



The second Havant station circa 1890.



Havant station staff circa 1885. The station porter, Sam Walder, later a guard on the Hayling line, is centre row fourth from the right. The smallest of the three boys is an employee on W. H. Smith & Sons' station bookstall.



Havant station staff circa 1890s. *Roger Nash*

Private and not for Publication. SUPPLEMENT to SPECIAL NOTICE
No. 5.

LONDON AND SOUTH WESTERN RAILWAY
AND
LONDON BRIGHTON AND SOUTH COAST RAILWAY

Station Masters and Heads of Departments must ensure that a copy of this notice is handed to every person who may be in any way engaged in connection with the working of the Train including Signalmen, Crossing Keepers, Flagmen and Fogmen, who must read it carefully and strictly get up to and obey the instructions contained therein. No want of knowledge of these instructions can be accepted as an excuse for any failure or neglect of duty.

TO THE OFFICERS AND SERVANTS OF THIS AND OTHER COMPANIES CONCERNED

**FUNERAL TRAIN CONVEYING THE
BODY OF HER LATE MAJESTY QUEEN VICTORIA**

Accompanied by the Chief Mourner

H.M. KING EDWARD VII

AND

H.I.M. THE GERMAN EMPEROR

AND OTHER ROYAL PRINCES

On SATURDAY, FEBRUARY 2nd, 1901

FROM GOSPORT (S.W.R.) TO VICTORIA (*via Fareham, Cosham, Havant, Ford Junction, Horsham, Dorking and Mitcham Junction*):—

TIME TABLE

	Pilot	Royal Train
Up Journey	A.M.	A.M.
Gosport (Clarence Yard, S.W.R.)	8.35	8.45
Havant	9.05	9.15
Victoria	10.50	11.00

The Royal train will consist of eight vehicles.

On leaving Fareham, the Vehicles forming the Royal Train will run in the following order, viz.: Brake Van, Saloon, Funeral Car, Royal Saloon, Saloon, Bogie First, Bogie First and Brake Van. The Pilot Engine and Engine of the Royal Train will carry the following Head Signals.

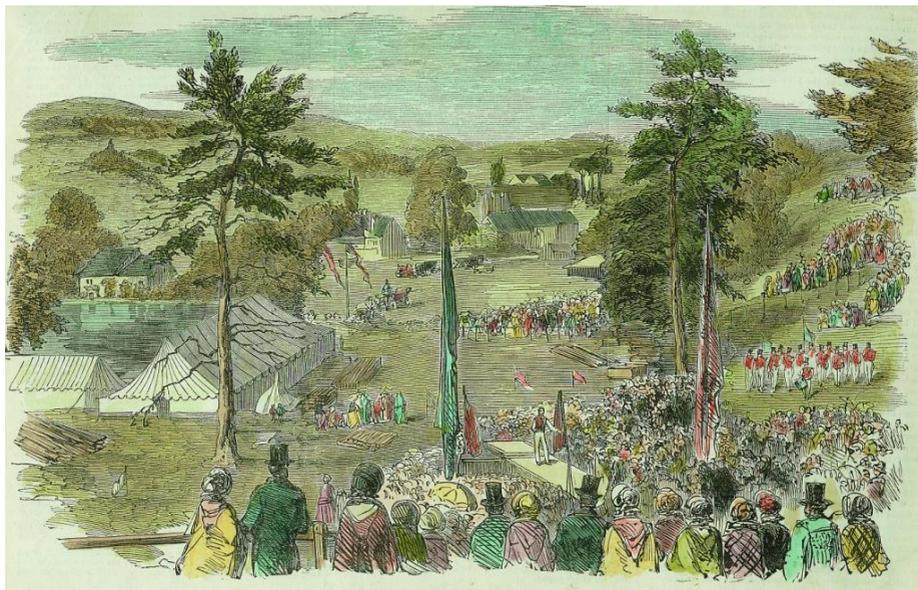
Clear Weather:— Three White Boards with a double diamond painted on them, one on top of the Smoke Box and one on each end of the Buffer Beam.

Foggy Weather:— Four Lights. A Green light on top of the Smoke Box, a Green Light on the centre of the Buffer Beam, and a White Light on each end of the Buffer Beam.

South Western Company's Engines and Guards will work the above services to Fareham.

Brighton Company's Engines and Guards will work forward from Fareham (S.W.R.) to Victoria, the Pilot and Royal Train being in charge of the South Western Company's Pilotmen from Fareham (S.W.R.) to Farlington Junction.

Transcript of the instructions for the running of the Royal Funeral Train.



Turning the first sod for of the Portsmouth Direct Railway at Buriton Manor on 6 August 1853. *Courtesy of the Buriton Heritage Bank*



In 1880, John Climpson, a guard on the night boat train of the LB&SCR hit on the idea of training a dog to collect money for charity. The idea caught on and for many years they were a familiar sight on various railways.

'Jet'. Honorary Collector for the L&SWR Railway Servants' Orphanage, circa 1904. *F. G. Breads, Photo. Havant*



1920s photograph of the second Havant station. What appears to be a 'Gladstone' type engine stands with a Brighton train on the up platform. *Aerofilms/English Heritage*



The first Havant station in 1879. It was built in 1847 and rebuilt, except for the refreshment room on the left, in 1889. Part of the front wall was still there in 2016. (See page 52). *The Railway Magazine*



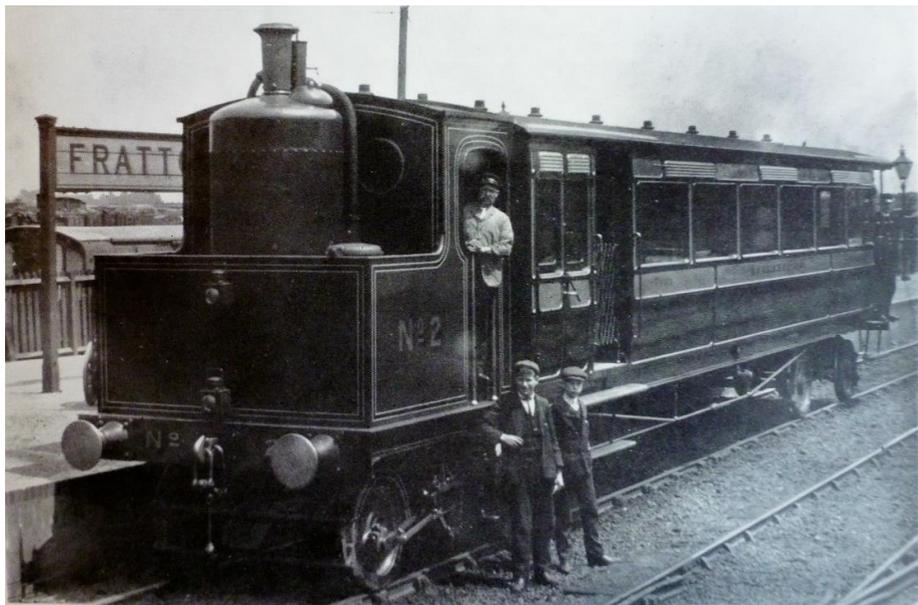
The third Havant station circa 1960. The goods yard is still in use, the Hayling 'Billy' is in the bay platform and a double-decker Southdown Hayling bus is on the forecourt. A slow Waterloo train is going over the junction of the former LSWR and LB&SCR lines where the 'Battle of Havant' took place. Many of the buildings have now gone. *Photograph The News*



A busy Havant station circa 1905. Trucks being shunted on the Hayling branch, Stroudley D1 tank engine No. 237, originally named *Cuckfield*, waits with a Brighton train, another passenger train on the down side and many trucks in the goods yard. The signalman watches the photographer. *Roger Nash*



Havant station circa 1915. The North Street level crossing is in the background and Hayling train Stroudley carriages are in the bay. LB&SCR luggage label. *Alf Harris*



Steam Railcar No. 2 pictured at Fratton. *FAJ Emery-Wallis*

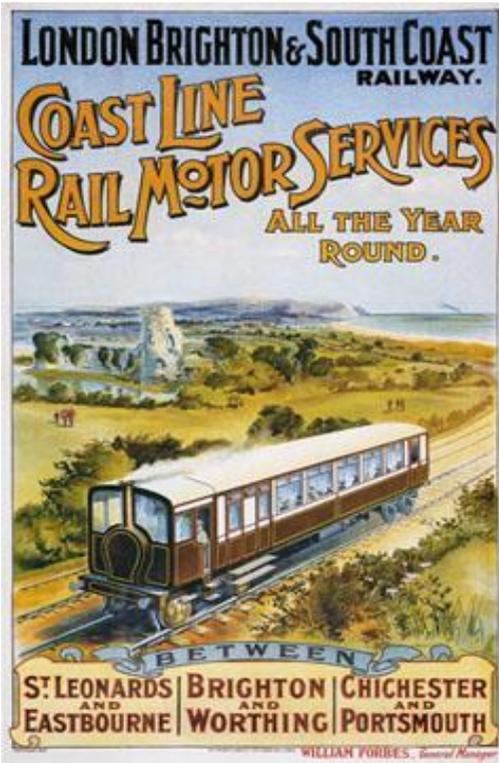
To try and reduce operating costs the LSWR and LB&SCR jointly built two Steam Railcars in 1903 which they were used on the short East Southsea Branch. In addition the LB&SCR ordered two petrol railcars from Dick, Kerr & Co in August 1905 and the following month two Steam Railcars from Beyer, Peacock & Co. There was a suggestion that they might be used on the Hayling Branch but again there is no evidence this ever happened. These vehicles may have passed through Havant at some time on their way to Nine Elms for heavy maintenance

In 1906 a service started from Portsmouth to Chichester using a motor-train. For this purpose two specially adapted 'Terrier' engines No. 643 ex 'Gipsyhill' and No. 673 ex 'Deptford', ran with a third class only auto-train trailer coach.

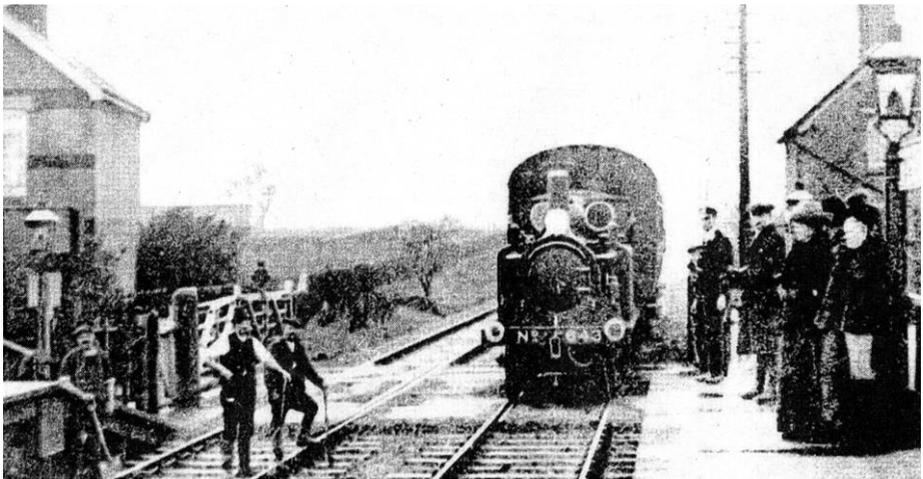
With this arrangement the coach was pulled as normal with the engine in front on the outward journey and on the return journey the coach was pushed by the engine at the rear. The driver would sit in a small compartment at the end of the coach and control the engine regulator and brakes initially by mechanical levers and later by compressed air connected through the coach, the fireman remained on the engine.

At this time unmanned 'Halts' were built at Warblington and Bedhampton. For the train to stop here either a request had to be made to the guard if on the train or by a hand raised if on the platform.

The train was nicknamed the 'Chichester Motor'; a name that remained for the later two car electric service, headcode 15.



Edwardian (1906) poster advertising the London Brighton & South Coast Railway's Coast Line Steam Rail Motor Services. The indication that there was a service between Chichester and Portsmouth was possibly wishful thinking on behalf of the publicity department as there is no evidence that it was ever started. *Southern Posters*



'Terrier' engine No. 643 ex *Gipsyhill* heads the 'Chichester Motor' at Southbourne on its way from Havant. *Geoffrey Bell*



1907. William Stroudley A1X Class ('Terrier') No. 663, *Preston*, heads a train whose headcode indicates it is a 'Day Special' between Brighton and Portsmouth. The coach was nicknamed a 'Balloon' after its roof appearance. This is an example of what the motor-trains looked like.

In January 1907 motor-train working was introduced between Havant and Hayling Island as a winter service only. Clearly this introduction was not popular as the following reports in the *Hampshire Telegraph* show:

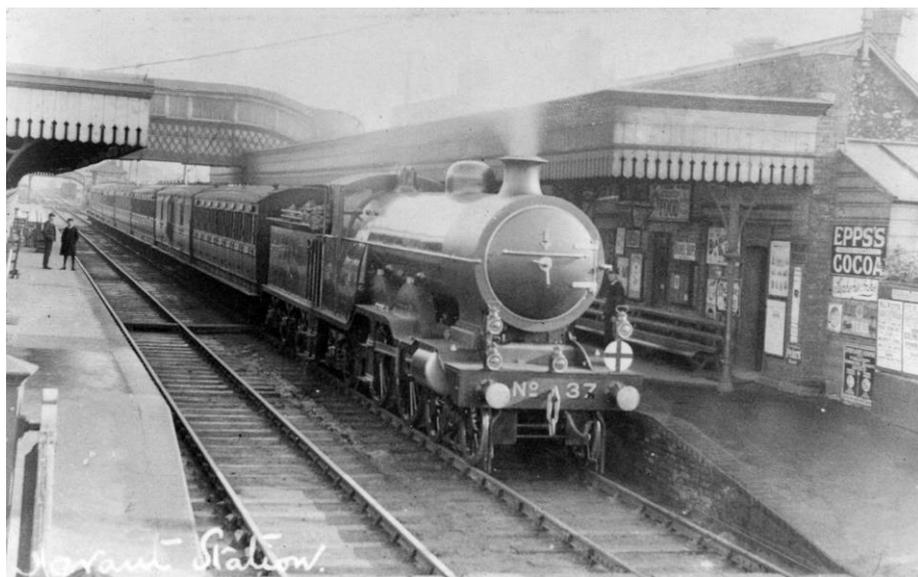
5.1.1907 – *With the advent of the New Year a railway motor service has been inaugurated between Havant and Hayling. The motor service is similar to that running between Portsmouth and Chichester and will carry only one class of passengers. It is claimed that the service is to be improved but it may be pointed out that the most pressing need, that of a later train, is quite ignored.* One advantage of the motor train was that it could be operated from either end.

20.4.1907 – *At a meeting of the South Hayling Parish Council a lengthy discussion took place with regard to the present motor rail service between Havant and Hayling, which was described as the most retrograde movement ever undertaken for the island. If it continued it would have a disastrous effect on Hayling as a seaside resort, the chief objection being that nearly half the car was occupied by the smoking department, ladies and children having to go through it on entering and leaving the car, and that as the connection between the smoking room and the other half was being continually opened the whole of the car was little better than a smoker. There was not sufficient accommodation for luggage and on several occasions it had been placed down the centre of the car.*

In 1916 the use of the motor-train on the Hayling Branch was discontinued completely. Also the running of mixed trains found the push-pull method of operation an inconvenience.



Havant station circa 1910. Note the foot crossing between platforms, now banned under Health and Safety regulations. The Hayling 'Billy' is in the bay.



Douglas Earle Marsh's Brighton Atlantic No. 37 heads a passenger train from Brighton circa 1915. No. 37 was later named *Selsey Bill* by the Southern Railway in 1926. *Alf Harris*



The Royal Train passing through Havant on Tuesday 15 July 1902 headed by LB&SCR Billinton B2 class 4-4-0 No. 318 *Rothschild*. King Edward VII was travelling from Victoria to Portsmouth en route to the Isle of Wight.

Checking newspaper reports for the journey confirms that the GWR Royal Train was used comprising six carriages of which the King's Saloon was the third from the engine. The report says that the train was standing at in the bay at platform 4 at Victoria and the main platforms were almost deserted. The GWR Royal Train was used as the Royal Saloon had large double doors making carrying the King in his wheelchair into the carriage easier. The train left Victoria at 11.35 and arrived at the South Railway Jetty in Portsmouth Dockyard at 13.56 (30 minutes slower than usual for a Royal journey). The Royal Yacht *Victoria and Albert* was moored alongside the jetty. The LB&SCR also provided the 'yellow' pilot engine that preceded it with a notice on its tender stating: 'Royal Train to Follow'.

The King returned on 6 August 1902 leaving the South Railway Jetty at 15.40. The Royal Train, headed by LB&SCR Billinton B4 4-4-0 No.42 *His Majesty* with the Royal Arms on the front, arrived at Victoria platform 4 at 17.30.

The 'yellow' pilot engine, which preceded it, had arrived at 17.25.

The DANDO (Duke and Ockenden) wind driven pump was in the back garden of No. 3 Waterloo Road and supplied water to the tank and water crane at the end of the bay platform. (*Photograph from Roger Nash, text by Gerry Nichols.*)

Various press reports regarding this journey from which the previous is extracted

Sheffield Daily Telegraph, 16 July 1902 page 5

The King had his operation at the end of June and was sufficiently recovered to be removed from Buckingham Palace to his yacht at Portsmouth. The time and place of the departure were kept a profound secret. At 10.30 traffic in Buckingham Palace Road was diverted. The two main platforms at Victoria LBSC were deserted but for a few railway official and workmen who were putting up two red baize screens. The Royal train consisting of 6 Great Western Railway carriages stood in one of the bays, the King's saloon round which the screens were placed being the third from the engine.

The King was carried directly from the vehicle he had travelled from the Palace directly into the third carriage.

Dundee Evening Post, 15 July 1902 page 4

The train was the Great Western Railway special which was specially built for her late Majesty Victoria. The Royal saloon had double doors which admitted of the easy passage of the King's wheeled chair. The train was drawn by an engine belonging to the Brighton line and was in charge of that company's drivers.

The train steamed out of the station at 11.36. It is due to arrive in Portsmouth at 1.56. It has been arranged that the train shall proceed at reduced speed so that the King shall not be disturbed by any excess oscillation. The traffic at each point will be stopped some time before the Royal train approaches. Mr. William Forbes, general manager; Mr Morgan chief engineer; Mr Greenwood superintendent of the line; and Mr Billington [sic], locomotive superintendent travelled down with the train and Mr Richardson travelled on the engine.

His Majesty arrived at Portsmouth at 13.50 and was at once carried on board the Royal yacht.

Surrey Mirror, 15 July 1902 page 2

Central News Telegrams – His Majesty was carefully wheeled on a special couch into the saloon carriage. The weather was very hot. The King passed through the LBSC and LSWR Station at Epsom at 12.10 in the white Great Western corridor train. The engine bore the gold crown in front and the blinds of the royal saloon were rolled up. The train proceeded through the junction very slowly.

Western Gazette, 19 July 1902 page 12

About 10.30 on Tuesday morning 6 saloons were shunted to the line at Victoria Station adjoining No 4 platform which is itself bordered by the carriage way in the centre of the station. They were furnished by the Great Western Company, and included the saloon used by Queen Victoria in so many of her journeys. This had

been chosen owing to the fact that it is provided with large double doors, which would allow the King to be carried in on his invalid couch without difficulty or danger, and it is, moreover, fitted with a large settee, on which the invalid couch could rest.

At 25 minutes to 12 under the charge of the principal official of the Brighton Company - which provided the engine and pilot – the train slowly steamed out of the station being timed to do the journey to Portsmouth in 2 hours 20 minutes, thus taking 30 minutes longer than is usual with the Royal train. The train proceeded right on the south railway jetty where the yacht Victoria and Albert was in waiting with steam up.

Yorkshire Evening Post, 16 July 1902 page 2

There was no occasion to use the special code of telegraph signals to control the working of the train. Out of London it was run very cautiously, especially over the points at Clapham Junction, the curve at Mitcham Junction, and at all stations between Sutton and Chichester, the towns passed through including Epsom, Dorking, Horsham and Arundel.

Sheffield Daily Telegraph, 7 August 1902 page 5

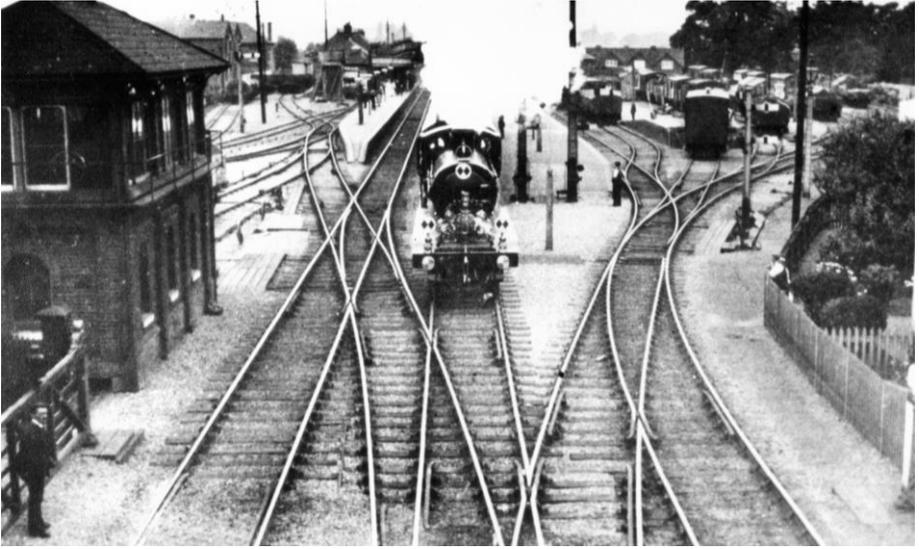
The King and Queen arrived at Portsmouth from Cowes shortly after 2pm. The train journey to London commenced at 3.40 pm.

Soon after 5 a train with particularly noisy children for passengers set them down at No. 4 platform and as soon as this was backed out of the way, and the children swept away out of the station, railway servants hurriedly carpeted half the platform in crimson....

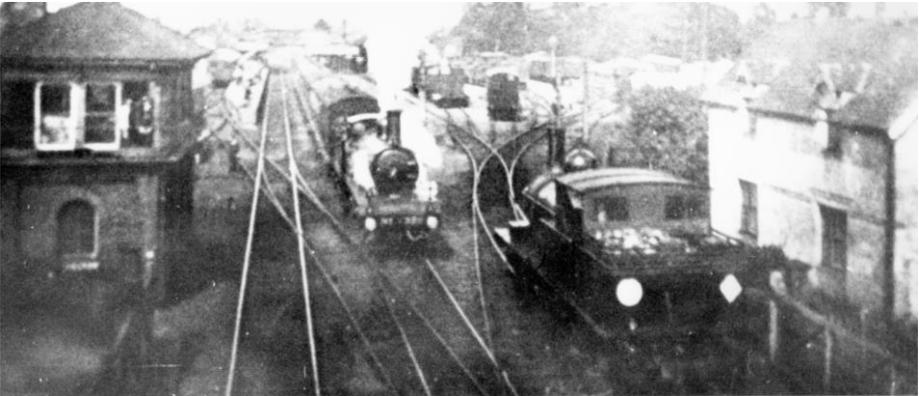
As the press were informed that the train was 10 minutes late in leaving Portsmouth Jetty, it was hardly expected that it would reach Victoria before 5.40. But trains when carrying Royalty have a knack of being up to time, and as a matter of fact, this train reached Victoria a minute before it was due. The first intimation of its arrival was at 5.25 when a yellow pilot engine steamed into the station with a notice tacked to the tender "Royal train to follow". A few minutes later the Royal train, which was specially constructed for the King by the LBSCR swept noiselessly round the curve.

Western Daily Press, 7 August 1902

Punctually at 5.30 the special drew into the station. The engine by which the train was drawn was appropriately named "His Majesty" and had the Royal arms emblazoned on the front of it. As the train came to a standstill the King and Queen could be seen seated in the principal saloon.



The Royal Train carrying Edward VII on his return from the Isle of Wight in the early 1900s. Regulations required that the crossing was guarded while a royal train passed. In 1901 Queen Victoria's funeral train passed through en route from Gosport to Victoria station and Windsor.



Billinton B2 4-4-0 No. 320 *Rastrick* on a Portsmouth to Brighton train sometime after 1905 and before it was re-boilered in 1908-9. To save costs, the Stroudley livery being expensive, several experimental liveries were tried in 1905 and *Rastrick* was repainted in 'Goods Green'. It probably still carried this livery at the time of the photograph. The LSWR locomotive on the right is a Radial 4-4-2 tank engine, possibly 0107 or 051, both shedded at Fratton in this period. The route discs indicate a Havant to Cosham working.



Dugald Drummond 'K' Class No. 386, with a Portsmouth to Waterloo via Guildford passenger train circa 1910. *Alf Harris*

At the entrance to the goods yard stands a L&SWR G6 0-6-0 tank engine on a local goods service between Havant and Cosham. A Hayling train stands in the bay. On the left is Havant Junction East signal box which controlled the Hayling branch traffic as well as the two level crossings. The box originally stood just to the east of the crossing but was moved to its new site when the station was rebuilt in 1889 at which time the LB&SCR extended and re-roofed the down side buildings and widened the platform. Similar work was carried out on the up side around 1894 when additional sidings were laid in the goods yard on the north side. A further siding was added during World War II (the author assisted with this work by being allowed to operate a pneumatic drill) to cope with the extra military traffic. When the station was rebuilt in 1937/38 by the Southern Railway the two other signal boxes, Havant North and Havant West were closed. Havant Junction East was retained and three extra bays to the original design were added to accommodate the new colour light signalling system, although the Hayling branch retained its semaphore signals. The Havant North box controlled the level crossing between Fourth Avenue and Eastern Road which was replaced by a bridge.



Atlantic No. 37, later named *Selsey Bill*, with the signal set for the Brighton road. *Alf Harris*



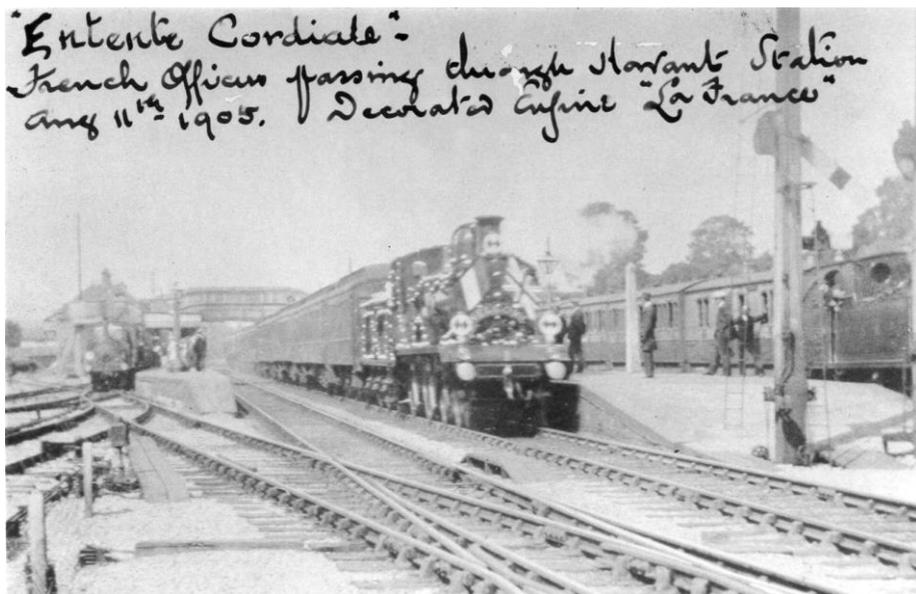
Laying the new track with the assistance of a Plasser & Theurer 'Switch & Crossing' ballast-tamping machine. December 2006. The now redundant Grade II listed signal box has been replaced by the characterless 'blue box' Area Signalling Centre in the background. *Author*



The bridge between Eastern Road and Fourth Avenue was opened in October 1935. At the same time the level crossing at Fourth Avenue and the North Havant signal box were closed. It is said it was made three metres wide to enable the dairyman in Denvilles to continue to use this route in to Havant with his horse and milk float. A farmer also used it to take his pigs to Havant market in a cart. It became known as 'Pony Trap Bridge'. *Author*

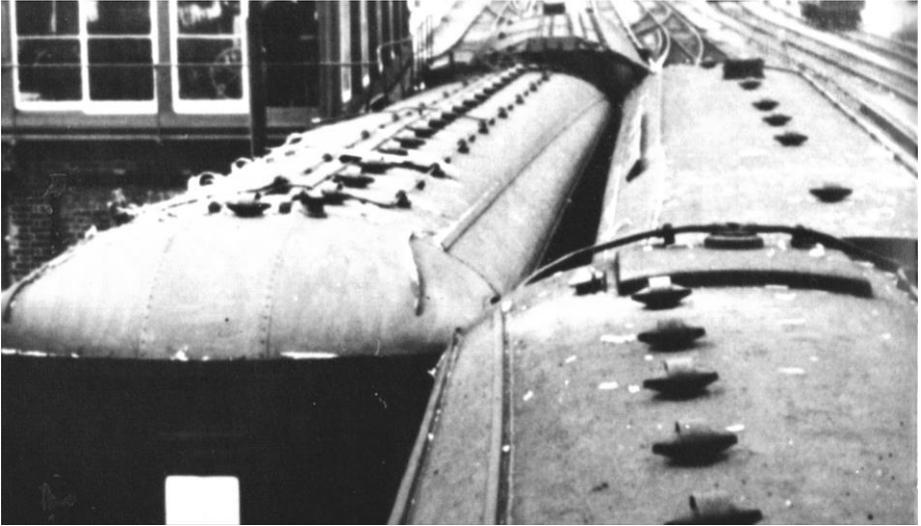


During World War Two Basil William's 'Hants and Sussex' buses operated from the station to the Stockheath Naval Camp, a run of 11 minutes. A Dennis 'Lance' with a Park Royal body waits for its next run. *AFM collection*

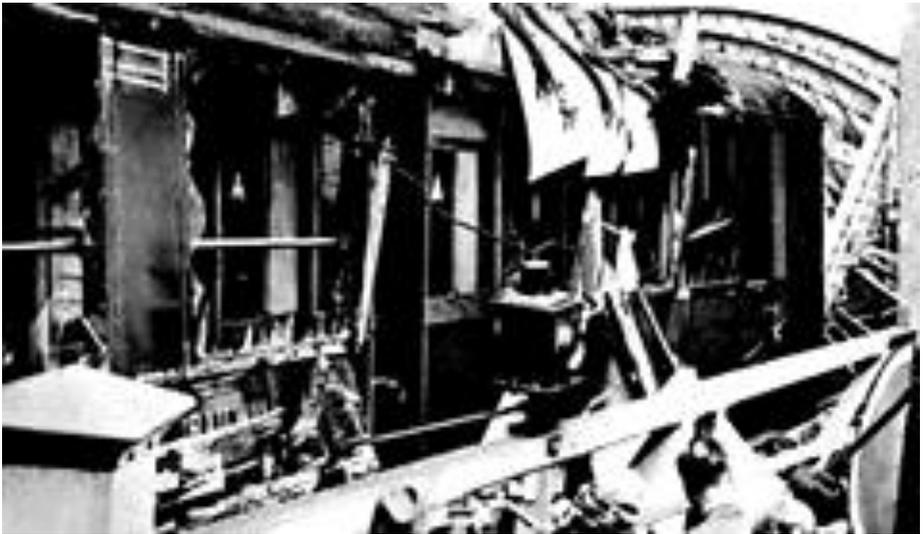


On 8 April 1904 Britain and France signed an agreement, later known as the Entente Cordiale, which resolved long-standing colonial disputes in North Africa and established a diplomatic understanding between the two countries. Following this agreement various celebrations took place, one of which was a visit to Portsmouth of the French Fleet during August 1905. On 11 August a party of 80 French and 30 English officers left the South Railway Jetty to visit Windsor and London. The Royal Naval Barracks band played the *Marseillaise* as the train, consisting of Pullman cars, pulled away. At its head was Robert Billinton's 4-4-0 B4 Class engine No. 54 *The Empress*, which had been decorated and renamed *La France* for nine days. The party had a tour of Windsor Castle with lunch in St George's Hall before being received in London by the Lord Mayor and seeing a show at the Alhambra.

The above photograph was taken as the train passed through Havant. The Hayling train is in the bay platform on the left. On the right is a LSWR train, which contrary to appearances is not standing in a bay platform but in the siding leading to the goods shed. Peter Swift of the LSWR Circle says that the 1909 LSWR Working Timetable shows a fairly frequent service between Cosham and Havant. It would seem that the empty stock has been backed into the siding to allow the special train to pass before returning to Cosham. (Alf Harris, DL Bradley, Richard Barton.)



The collision which occurred at about 1 p.m. on 17 June 1939 between the 12.36 stopping service from Chichester and the 11.45 express from Waterloo as a result of a SPAD (Signal Passed At Danger) by one of the trains.



One carriage of the Chichester train was badly smashed as a result of colliding with the bridge which had to be demolished. Two other carriages were derailed. Three women were taken to hospital, two of whom were able to return home after treatment. The third was seriously injured. Many holiday makers were held up by the accident.



The railway cottage Number 66 had a close shave. A steam crane lifts the leading Waterloo train carriage.



South West Trains Desiro 444 passing the now redundant Havant signal box. The original footbridge was erected in 1889 but was removed due to damage caused by the collision of 1939. It was not replaced until after the war. The author and friends would amuse themselves by standing in the smoke and steam from the shunting engines and trying to drop stones down their chimneys. *Author*

Whit Monday at Havant – 1891

Drunkness, rioting, profane language and everything that was bad was carried on again on our Railway Station on Monday night. This is the usual thing on public holidays, and the scene must be witnessed to convey any idea of the lawlessness that is carried on. All this is caused by intoxicants being sold in Leigh Park. Surely if Sir Frederick Fitzwygram only knew the sin it caused, he would prohibit such sale in his beautiful grounds and confine the public to non-intoxicants. The inhabitants, while ardently desiring to put an end to these disgraceful proceedings, in no wise wish to prevent the rational enjoyment which is afforded to the public in these beautiful grounds, and for which thousands are thankful to Sir Frederick Fitzwygram during the summer months.

Sir – In spite of the denial of Sir Frederick Fitzwygram, it cannot be admitted that Havant on Whit Monday was the scene of much drunkness, noises, and disorder, resulting from the sale of drink in the Park. Sir Frederick said that the Manchester Unity of Oddfellows are a very quiet and orderly people, but he must be aware that if he lends the Park to them they do not guarantee that only their members shall be admitted; but on the contrary, it is open to all who pay the entrance fee. He also informs us that on Tuesday morning he walked around the Park and saw not a trace of damage, which must have been seen if a lot of drunken people had been in the Park; but he must know that it is possible for drunken people to be about without being destructive. If he thinks that the disorderly elements must have spent the day loitering about Havant, he could have seen the contrary had been on the Leigh-road and seen the people returning from the Park. The scene at the Railway gates and at the top of North Street was such that it was not fit for respectable people to be about, and the police deserve great credit for the way in which they did their duty and for the patience they displayed under such trying circumstances.

Yours, etc.

Disgusted Visitor.

Sir – I was about town a great deal on Whit Monday, and am able to state what took place both in Leigh Park and on the road. Sir Frederick speaks of his visitors, the Oddfellows, as a quiet, orderly concourse of people. So they were on Monday last. The complaint made relates to the behaviour of others who joined their excursion. In going to the Park the excursionists behaved themselves in an orderly manner, but the police on duty in the Park had to go several times to the refreshment-booth to maintain order, and they ejected several who were quarrelsome and under the influence of drink. One man, who was drunk, staggered into the conservatory adjoining the house and damaged a plant. Putting it mildly, the behaviour of some of the young men and girls in the Park and on the road to the station was anything but respectable. Several young men were brought to the station from the Park drunk, and with faces covered with blood. Six men of the Army Service Corps came from the Park drunk, and because they were refused drink at the Star Hotel, smashed glasses and did other damage. One of their number was taken into custody and fined at the Police-court, on Tuesday, 26s., including costs. The other five were tried by court-martial for the same offence, and confined to barracks for fourteen days; one, a corporal, losing his stripes. Everyone knows Sir Frederick's motive in granting the use of the Park is to benefit the funds of the different societies, but surely some good may be obtained without so much evil. As such unseemly conduct is due to the sale of intoxicating drinks in the Park, cannot the Magistrates prevent it by refusing a licence?

Not an Abstainer.



North Street level crossing looking north circa 1910



North Street level crossing looking south, circa 1860. *Charles Rogers Cotton*



Havant West signal box and level crossing at the top of North Street looking into Leigh Road. *Alf Harris*



The Hayling branch and main line level crossings in New Lane. It was unusual to have two sets of crossings so close to one another and was very frustrating for motorists. The old gas works is in the background. It was a very convenient place on which to put pennies on the line. Replica gates now stand at this spot across what is now the Hayling Billy Leisure Trail. *Alan Bell*



Class 67 locomotive No. 67006, Royal Sovereign, This was one of three locomotives nominated to haul the Royal Train and received a special high maintenance regime. It was painted in the claret livery of the Royal Household. It is seen here approaching the New Lane crossing with a Pullman excursion train. *David Davies*



The new station was built in 1937 but the first electric trains from Brighton did not run until 3 April 1938. The engine appears to be an ex LBSCR 4-4-0 class '13' on a Brighton to Portsmouth service sometime between these dates.



The Flying Scotsman graces Havant with its presence circa 2000. This locomotive was built as a 4-6-2 Pacific type at Doncaster works in 1923 to the design of Sir Nigel Gresley. *Author*



Locomotive No. 850, Lord Nelson heads an excursion train. This class was a 4-cylinder 4-6-0 type designed for the Southern Railway by Richard Maunsell in 1926. *Author*



Troops of the 9th (Cyclists) Battalion the Hampshire Regiment pass over the level crossing en route to their camp, 1913. *Alf Harris*)



Havant railwaymen 'who did their bit' in the Great War.



In 1961, at the age of 16, Tony Walters started as a box-boy in the Havant signal box. When he retired after 44-years-service he was one of the last signalmen to work the box before it closed in 2006. The box is a very good example of a Type 5 Saxby and Farmer design the first section of which was built in about 1890 when the original station was rebuilt. It was further extended in in 1938 when the station was again rebuilt. At this time it was fitted with a 80 lever frame by the Westinghouse Brake and Signal Company of Chippenham. The box controlled the junction between the Brighton line of 1847 and the Direct line of 1859 as well as the goods yard and the Hayling Island branch line of 1867. It was Grade II listed on 17 November 1999. Alternative uses for it are constrained by its closeness to the running lines. The red levers were for signals, black for points and blue for point's locks. The white levers were formerly used for the Hayling Branch and the goods yard. In the left-hand corner are the control panels for the CCTV cameras and lifting barriers at the Bedhampton, New Lane and Warblington road crossings. *Author/Tony Walters*



In 2016 part of the original forecourt wall of the 1847 station remained. *Author*



Signalman Harry Griffin pulls one of the 80 levers in the Saxby & Farmer frame of the old Havant signal box which operated the points and signals. Signal lad Michael Prior records every train movement. *Alan Bell*



A pair of Class 33s double head an excursion train. *Bill Marshall*



Women Ticket Collectors, Havant, 1917-1919.

Havant Station was the first outside London, on the L.B. and S.C.R. system, where women ticket collectors were employed as a war-time measure. Such was the statement made by Mr. Jones, the station-master, in making presentations to Miss Bright and Miss King, on Wednesday evening. These ladies both acted as ticket collectors for two years, and have only recently relinquished their duties, on the re-instatement of men returned from service. The presentation was made on behalf of the station staff, who gathered at Mr Jones' office for the ceremony, and the gifts consisted of a very nice lady's handbag for Miss Bright and a travelling case for Miss King. Mr. Jones, in a happy speech, intimated that they were not the first ladies to be employed at the station as collectors, but during their time at the station they both worked amicably with the whole staff, every one of whom had a high opinion of them. There had never been a complaint of any kind, on the part of the company, as to the way in which their duties were discharged, and he did not know how they would have done without them. He only hoped they would be as happy as when they were employed at the station, and the whole staff wished them every future success. Mr Bone, (chief goods clerk) supported these remarks, and both ladies made feeling little speeches in returning thanks.

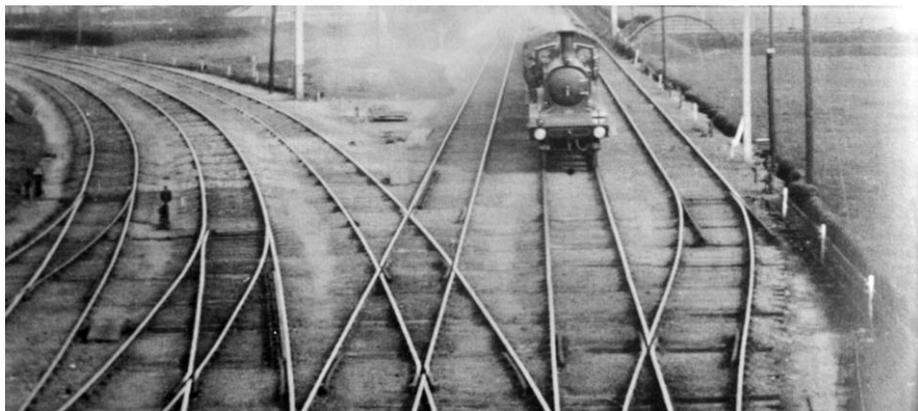
Hampshire Telegraph



Richard Maunsell N15X Class engine No. 2333, *Remembrance*, 'near Havant', circa 1936. The engine carried a plaque inscribed: "In grateful memory of the 532 men of the L.B.&S.C.Rly. who gave their lives for their country 1914-1919". This engine was designed by Lawson Billinton for the LB&SCR as a 4-6-4 'Baltic' tank and was built in 1922, the last locomotive built by the LB&SCR. It was rebuilt as a tender engine by Maunsell in 1935. L&SWR luggage label.
Alf Harris



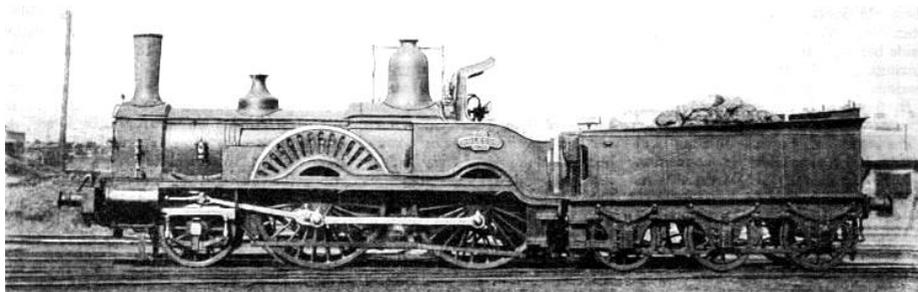
1912 Dugald Drummond 4-4-0 L&SWR class D15 No. 468 with a Waterloo to Portsmouth express passenger train approaching Bartons Arch. *Alf Harris*



Circa 1910. After the Severn Tunnel was opened coal trains from south Wales to Brighton came via Salisbury and Havant and were shunted in to the siding on the right. The loading gauge was to check they were clear to run on to Brighton. The left hand track was for trains being shunted in the goods yard and the spur was for an agricultural trading shed. On 10 February 1943 a bomb fell in the corner of the field to the right of the train, which caused a slight delay to services. It was no doubt aimed at the control room on the other side of the tracks.



The Havant 'Art Deco' style control room. When the direct line was electrified power was supplied to the third rail via a number of sub-stations. These were connected to the national grid at 33,000 volts AC. This voltage was reduced to 630 volts DC by transformers and mercury arc rectifiers. Later on this was increased to 750 volts and thyristors installed instead. The sub-stations below Liss were remotely controlled from Havant which also controlled sub-stations on the Brighton line when that was electrified. Its use as a control room ceased some years ago. During the war an air-raid siren was situated on its roof. Originally there were five control rooms; the one at Woking has been preserved and is Grade II listed.



Phlegon was a 2-4-0 locomotive designed by Beattie for the London and South Western Railway and was used on Havant services. This engine was constructed at Nine Elms, London, in 1868. It had 7 foot diameter driving wheels, and its cylinders measured 17 inches by 24 inches.



On 3 May 1953 the Stephenson Locomotive Society had a tour of Hampshire branch lines with this push-pull formation of LSWR class M7 locomotive No. 30110 in the centre. It is believed they had wanted to go to Hayling Island but it was too heavy for the bridge. Leading the train is ex-LSWR Coach S3070S 56' push-pull driving lavatory brake third. It was built for use on the Southern Region and purchased by the Mid Hants Railway in 1982 in very good condition as it had been refurbished by BR for use on special trains for the Pope's visit in 1982. It is now used in the Mid-Hants dining train 'The Watercress Belle' with the name *Fern*. At this time the station still had two through roads. *SC Nash/Middleton Press*



5 December 2013. Stanier Black Five No. 44871 with sister engine No. 45407, *The Lancashire Fusilier*, heads The Cathedrals Express excursion to Bath over the former Stockheath Level Crossing at Staunton Road. They are assisted by rebuilt Brush Class 47 No. 57313 at the rear, *Author*





9 April 2014. A Class 67 heads away from Bedhampton with an Eastleigh to Canterbury 'Golden Arrow' excursion. *Author*



The Stockheath signal box, Staunton Road level crossing and signalman's house, 6 June 1968. The crossing was replaced by a footbridge in the 1970s. *XS 38. John Scrae.*



1938 rebuilding of the station. The line has been electrified and electric trains are running. Not a hard hat or high-vis jacket in sight. The look-out stands in the middle of the track presumably with a horn in his hand. In the foreground is the old level crossing from North Street into Leigh Road. By now the new bridge in Park Road North was open. *Brian Cox*





4-COR (4-car corridor) stock, nicknamed 'Nelsons' (one eye), passing through the new station under construction in 1937. Head code 8 was for a Portsmouth to Waterloo fast not-stopping-at-Havant service. *Alf Harris*



8 March 2020. Some 80 years later 4-COR's successor, a Class 444, waits to depart for Waterloo. *Author*



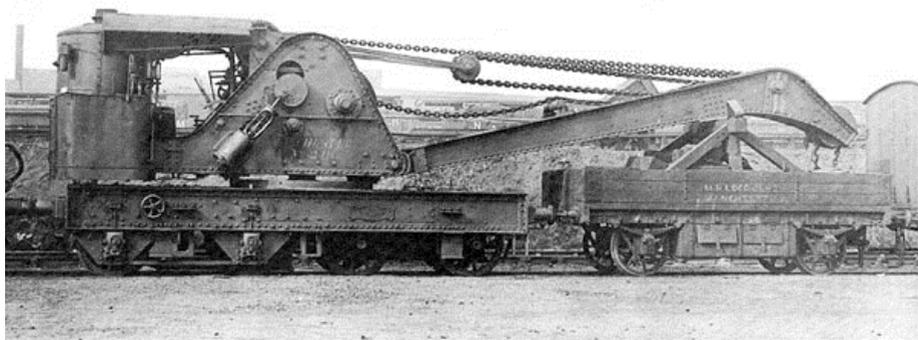
Dick Smart from Hayling Island with his model steam engine during National Savings Week 1944. In front of the crowd of soldiers, French and English sailors and railwaymen is the author in his flat cap. *The News*



Un-rebuilt (spam can) Oliver Bulleid light pacific 'Battle of Britain' class, *Spitfire*, with a Brighton to Plymouth service circa 1960. The Hayling branch line is in the foreground. *Author*



The War Department (WD) 'Austerity' 2-8-0 was a type of heavy freight steam locomotive introduced in 1943 for war service. The North British Locomotive Company of Glasgow built 545. They were used by the British Army in mainland Europe and in the run up to D-Day and many came through Havant, often in convoy. After the war a large number were repatriated and some were used by the Southern Railway.



A Cowans Sheldon 15-ton steam breakdown crane built for the Midland Railway in 1899. During the war a crane of this type or heavier capacity was berthed in light steam in the goods yard ready for immediate use. It was probably from Eastleigh as the driver was Bill Bishop who was based there. Coincidentally Bill had been born in Market Lane, Havant, in 1908; his father worked at Havant station as an outside railway porter. *David Withers, Breakdown Crane Association*



1942 built Oliver Bulleid Austerity 'Q1' Class engine No.33001, originally C1. This engine, now preserved, was often seen on shunting duties in the Havant goods yard. Nicknamed, among other things, 'coffee pots' or 'Charlies'.

Southdown



A 1936 Leyland KP22 with Park Royal B20F body on the 47B Southdown service to the Hayling Island Golf Club House via Hayling station. A 'Terrier' takes on water behind. *Copyright Photograph from the Clark/Surfleet Collection – Southdown Enthusiasts Club*



Station Master Matthew Lampport greets Her Majesty the Queen on her arrival at Havant Station having travelled from Waterloo on a service train.



Her Majesty Queen and the Duke of Edinburgh being greeted by the mayor and mayoress of Havant, Councillors Jack and Jennie Curruthers. The occasion was their visit to HMS *Dryad* on 20 June 1973. HMS *Dryad*, Southwick House, was the D-Day headquarters of General Eisenhower. Not in the picture was Derek Ridley, the borough council Chief Executive Officer, who was admonished by the Duke for not wearing his wig.



On about 6 December 1974 Station Master Matthew Lampport escorts Her Majesty over the newly laid tarmac to her waiting train. For years we had had to push 'brute' cages loaded with Sunday newspapers over a raised kerb here. Repeated requests for this to be alleviated had failed but news that the Queen was coming prompted immediate action. Thanks were extended to Her Majesty every Sunday thereafter.



Photograph taken after Havant had won the coveted Best Kept Station Award in the 1960s. Jim Cook, John Cherrison ? Cyril Baldwin and Station Master Matthew Lampport. Station Masters always held an important role in the town, but now, sadly, they are no more. *Photographs Mike Lampport*



A Class 33 diesel-electric locomotive takes empty Sunday newspaper vans to Fratton, June 1987. By 1988 all rail newspaper traffic had ceased. The label is from one of the bundles of *Sunday Times* supplied to the author who was the local wholesale Sunday newsagent. *Author*



Every Sunday morning the author (unofficially) took over the station booking hall to pack and distribute newspapers.. On one occasion when there was a rail strike the he was given the key so he could open up and still use it; the newspapers coming down by road. He is seen here packing copies of the *Sunday Times*, Christmas 1986. *Author*



On a cold and snowing Sunday morning Jim, Steve and Tony wait for the arrival of the 3.15am Waterloo newspaper train which was booked to arrive at 4.35am. This train also consisted of three passenger coaches which made it the only steam/diesel hauled passenger train to operate on the line after it was electrified and continued to be so until newspaper traffic was transferred to the road in 1988. On arrival at Havant the front of the train was detached and went forward with newspapers for Portsmouth and the Isle of Wight. The rear two vans were detached and went on to Emsworth, Chichester, Barnham and Bognor. This left two vans in the station with Havant and Hayling newspapers. When unloaded the vans were taken across to the goods yard, usually by a 'Terrier' engine; not a very onerous duty.
Author



A Class 33 heads an engineering train. The line of flat wagons were used for carrying long welded rails or pre-assembled track panels. *Bill Marshall*



The 'Ticket to Ryde' excursion on 26 April 2014 with a pair of South West Trains 159s from Waterloo to Portsmouth Harbour. Then a cruise on the motor vessel 'Wight Scene' around Portsmouth Harbour and on to Ryde Pier Head to catch Island Line 1938 tube stock for the Isle of Wight Steam Railway. *Author*



9 April 2014. A Class 67 heads away from Bedhampton with an Eastleigh to Canterbury 'Golden Arrow' excursion. *Author*



The first trial electric train led by a 4COR (4-car Corridor) unit passing through Denvilles on 8 March 1937. Full services started on 4 July 1937. *Reg Vince*



On 26 July 1958, 4COR (4-car Corridor) unit 3116 leads a 12-car formation through Havant on a Portsmouth Harbour to Waterloo express service. The second unit is a 4RES unit with full restaurant facilities, and another 4COR brings up the rear. *Courtesy Colin Boocock*

Waterloo to Portsmouth Electrification

The electrification of the London-Portsmouth line opened up the longest electric track in the country and cost about £3,000,000. The new service of 36 trains daily (instead of 18 steam trains), with 32 down and 30 up trains on Sundays, increased the annual train mileage from 2,235,464 (steam) to 4,188,168 (electric), an increase of 88 per cent. The average time of the best steam train between Portsmouth and London was 102½ minutes, and the electric trains reduced this time to 90 minutes.

The scheme included the electrification of the Aldershot, Farnham and Alton route, making a total of 95 route miles and 242 track miles and the cost of £3,000,000 included the provision of 312 new or re-built motor coaches and trailers. It was the last big scheme under the managership of Sir Herbert Walker and of the Chief Mechanical Engineer, Mr. R. E. L. Maunsell.

The work began in June 1935 and the first electric trial train ran to Portsmouth on 8 March 1937. Between December 1935 and November 1936 188 cable trains were employed in laying 309 miles of single core 33,000 volt cable and 218 miles of pilot cable. Twenty-six sub-stations were built and equipped. Platform and station alterations were carried out at 11 stations including Havant. Platforms 800 feet long were required to accommodate 12 car trains.



Coinciding with the operation of the new electric train service was the addition of the paddle-steamer *Ryde* to the Company's fleet. The *Ryde*, giving accommodation for 1,050 passengers, was the seventh new vessel to be built for the service during the last thirteen years.



On 21 May 1987 British Rail Class 5 3,250 H.P. diesel-electric locomotive No. 56056 hauls a rake of aggregate hopper wagons through the station. These locomotives were nickname ‘Gridirons’ because over the appearance of the horn cover on the front of the cab. *Bill Marshall*



This ticket is issued subject to the Regulations and Conditions contained in the British Transport Commission's Publications and Notices applicable to the railways upon which the ticket is available and to the special condition that the Commission shall not be liable for personal injury (whether fatal or otherwise), loss, damage, delay or detention of or to the holder and/or his property by whomsoever or howsoever caused, whether or not by the neglect or default of the Commission their servants or agents.

1d. Platform Ticket



Havant's Edmondson ticket dating machine



Headcode 62, slow Brighton to Portsmouth service. The engine of departing goods trains was on the buffers at the far left of the goods yard out of sight of the shunter. When given the verbal OK from the signalman to depart he had to climb the ladder on the lamp column, turn, hang on with one hand and wave the other at the driver to reverse out on to the main line. The line to Hayling is in the foreground. Enamel Havant station 'Totem' sign. *Author*



In 2004, due to a stock shortage, Wessex Trains hired two Class 31 locomotives, *Charybdis* and *Minotaur*, to operate 'top-and-tail' on a Friday only Bristol to Brighton and return service. *Author*



An unusual sight at Havant was this ex-London Transport Central Line set. It is seen here on a driver training trip prior to being shipped to the Isle of Wight in 1967. In the background can be seen the ex-Blackpool tramcar and also the loading gauge. *SC Nash/Middleton Press*



On 22 October 2013, the day after the big storm, DR98977 pauses at the station while on leaf clearing duties. *Author*



On 29 December 2013 trains terminated at Havant because of engineering works at Portsmouth. A Class 377 *Electrostar* leaves for Brighton from the down platform. The new track layout is signalled for bi-directional running thus enabling trains to arrive at or depart from either platform. A Waterloo train waits in the up platform but it is only going as far as Petersfield due to an embankment collapse between Liss and Liphook, see below, which closed the line for several days. Note the ivy progressing over the redundant signal box. *Photographs by the author and The News*





December 2006. Platelayers relay the infamous junction. The 'kink' in the Brighton line is so that the radius of the Portsmouth direct line could be increased to enable faster running thus saving valuable seconds. *Author*



December 2006. General Motors Class 66 No. 66078 passes over the new crossover to the west of the station with ballast wagons. *Author*



A Southern Bombardier *Electrostar* Class 377 Brighton to Portsmouth Harbour service at the junction with the Portsmouth Direct Line. *Author*



154 years after the 'Battle of Havant' a South West Trains Siemens 'Desiro' Class 444 comes off the Portsmouth Direct Line from Waterloo to cross over the junction and onto the former LB&SCR track. *Author*



'Britannia' Class 70013 *Oliver Cromwell* headed the special train run on 13 April 2009 to celebrate the 150th anniversary of the opening of the Portsmouth Direct Line. She was selected to operate the last steam passenger train prior to the abolition of steam traction on British Railways lines on 11 August 1968 running from Manchester to Carlisle. Souvenir platform ticket.
 Author



Rebuilt Bulleid Light Pacific 'West Country' Class *Ottery St Mary*. This Class was a daily sight at Havant hauling passenger trains from Brighton to the west of England. British Railways 'Ferret and Dartboard' logo. Author



Oliver Bulleid Light Pacific 'Battle of Britain' Class, *Tangmere*, with an excursion train. *Author*



English Electric 3,300 h.p. Class 55 'Deltic' locomotive No. 55019, *Royal Highland Fusilier*, with an excursion train. *Author*



13 September 2012. A 35-year-old ex London Overground, British Rail Class 313, on a stopping Southern West Coastway Line service from Brighton to Portsmouth Harbour. *Author*



313201 seen at Havant working 2S05 Portsmouth and Southsea to Littlehampton. *Chris Addoo*. 313201 was the United Kingdom's first-ever second-generation electric multiple unit. Built by British Rail Engineering at York, the three-car train was released in 1976. Originally numbered 313001, it was initially used on the Great Northern electrified route from Moorgate. It now operates on the Southern West Coastway route. To celebrate the heritage of this special train it has been repainted into British Rail blue and grey. Slight changes have been made to accommodate tonal contrast on doors, to meet accessibility requirements. The repaint was part of its C6 overhaul, which included work on its doors, air system and interior, as well as bodywork repairs. Its interior now meets accessibility guidelines.



English, Welsh & Scottish Railway General Motors Class 66 No. 66241 heads a Pullman Car Orient Express excursion. *Author*



23 September 2012. First Great Western 150927 British Rail Class 150/9 'Sprinter' with the 18.48 service to Cardiff. This was originally a two car Class 150/1 but a Class 150/2 was added in the centre to make it into a three car Class 150/9. *Author*



A South West Trains Siemens 'Desiro' Class 450 waits to depart for Waterloo on 10 September 2012. *Author*



On 8 October 2017 South Western Trains classes 444 and 450 are still in their Stagecoach livery. *Author*



Above, 15 January 2020. A rare sight never to be seen again. A 10 car Class 442 formation leaving Havant. Below, 8 March 2020; another Class 442 alongside a Class 444. Shortly after one failed at Havant with a door problem and they were all withdrawn from service for ever. *Author*





24 December 1918. Class 450 still in Stagecoach livery but at least badged up as South Western Railway. Not so fortunate their van that still carries South West Trains. *Author*





16 September 2012. Due to engineering works an Alexander bodied Dennis Trident Stagecoach bus provided a 'Rail Replacement Service' to Petersfield. *Author*



5 January 2019. Class 444 still in Stagecoach livery but at least badged up as South Western Railway. *Author*



Railway painted white

As you look at the railway lines you will see a new idea; painting the rails white. Not the whole rail of course but the sides of the rail known as the web. Recently it has become known that this helps to reduce the problem of the rails expanding in heat by the white paint reflecting the sun's rays.

In days past, 60ft lengths of rail were joined by fishplates with an expansion gap between the ends of each rail. When the rail length expanded in the heat the small gap took up the expansion.

As you may well imagine it took many thousands of 60 foot lengths fitted in iron chairs to cover the whole of the UK railway system.

Today we have what is called long-welded-rail (LWR) which comes in pre-stretched lengths of about 300ft but are not abutted end to end but have a glancing joint. This is where the rail ends are thinned out and they join side by side.

To help stop the rails stretching and buckling in the uncommon heat of recent years it is hoped the white paint will do the trick. *Bob Hind*



3 May 2019. Track and ballast replacement on the down side platform. Removing old ballast. Great Britain Railfreight's General Motor's Class 66/7 No. 66769 heads a line of ballast wagons.



Sleepers laid ready for new rails.



New ballast is levelled before tamping. The empty ballast hoppers wait to depart.



Plasser & Theurer Tamper/Liner DR 73943. Tamping machines are used by engineers on the railway to pack (or tamp) the stone ballast which supports the track. The ballast needs to be firmly packed to avoid unwanted track movements; however, even tightly-packed ballast allows some flexibility. Before the introduction of mechanical tamping machines, the job had to be done by manual labour. This only partly consolidated the ballast so speed had to be restricted over renewed track until the passage of trains had bedded-in the ballast: track which has been mechanically tamped can be operated at full line speed much sooner.



Brighton and Hove buses add some colour to the proceedings running the rail replacement service to Chichester.





On 9 September 2014 West Country Class 4-6-2 34046 Braunton enters the curve onto the Direct Line at the head of 'The Solent and Sarum' railtour. It is on its way to Rowlands Castle and the climb to Buriton Tunnel. Braunton was built at the Brighton Works in 1946 and withdrawn in 1965. It went to Barry where it languished for nearly 40 years before being rescued and restored.
Author.



A British Rail Class 4MT 2-6-0 shunts in the goods yard on 3 December 1966. The ex-Blackpool tramcar is in the background over three years after arriving. *Bill Marshall*



Network Rail's Response Unit van



Idsworth Signal box. St Hubert's chapel is in the background



Dugald Drummond 4-4-0 Class T9 No. 337 at Rowlands Castle circa 1914. *Alf Harris*



Rowlands Castle station circa 1910. This was the local station for the former Parish of North Havant. Note the bay platform and the spur on the left to a siding where cattle and other goods were dealt with. Carriages and horses for Goodwood races were often unloaded here. *Alf Harris*



1938. 2-Bil stock on a stopping Waterloo to Portsmouth service at Rowlands Castle. 2 Bil (Bi-lavatory) meant 2 carriages each with a corridor and lavatory. *Alf Harris*



The Duchess of Kent arriving at Rowlands Castle on a visit to Stansted House. The gentleman with the station master in bowler hat, leather gloves and raincoat is no doubt a senior railway official. The other 'official' wears an overcoat, leather gloves and carries a statutory umbrella notwithstanding it is obviously a very fine day. The gentleman with her is possibly Lord Bessborough. *Alf Harris*



Rowlands Castle station with its new footbridge, a product, no doubt, of the Exmouth Junction concrete works as were the lamp columns. 20 August 1969. *John Scrace*



No. 60163 *Tornado* is a brand new engine completed in 2008. It is based on a LNER Peppercorn Class A1 design. Having passed through Havant it is at Rowlands Castle starting the climb to Buriton tunnel. *Author*



Early 1900s. Track maintenance the hard way at Woodcroft; crow bar and brute force. Note the female audience on the wooden crossing bridge. *Alf Harris*



An early photograph of a 4COR (4-car Corridor) train passing through Idsworth. Headcode 7 was for a slow Waterloo to Portsmouth service and would not normally be seen on this stock. Note the new colour-light signals and telegraph pole. *Alf Harris*



Rowlands Castle signal box, 20 August 1969. XR 53. The goods yard was behind. *John Scrace*



Denvilles Halt was opened on 1 November 1907. The name was changed to Warblington Halt a month later and to Warblington on 5 May 1969. It looks here as if it is still under construction. What appears to be Douglas Earle Marsh No. 39, later named *Hartland Point*, approaches with a passenger train for Brighton. *Alan Wallbank*



The Motor Halt at Warblington circa 1910. The hut was for the crossing keeper as there was no signal box at the time. My mother used to talk to him when going to school; one day he gave her a piece of cake. *Author*



Warblington Halt with signal box circa 1930. *Author*



Southern Railway electric stock 2-Hal unit No. 2669 at Warblington Halt. Headcode 12 indicates it is a Bognor Regis to Portsmouth Harbour service. 2-Hal meant it was a 2-carriage train; one carriage had a corridor and lavatory and the other no corridor or lavatory, hence 2-Half-lavatory. The semaphore signal is pulled off. *Alf Harris*



1982 view of Warblington showing the 'cattle grid' type arrangement to discourage pedestrians walking onto the track, although, almost unbelievably, a foot crossing is provided for passengers and pedestrians to pass through wicket gates and cross the tracks when the gates are shut. *John Scrace*



Rural scene at Bedhampton level crossing circa 1907. *Author*



Electric Multiple Unit headcode 62, Brighton to Portsmouth stopping service, at Bedhampton Halt in 1960. The halt was opened in 1906 and re-named Bedhampton on 5 May 1969.



Installing new gates at the Bedhampton level crossing. The DTP registration on the Bedford lorry indicates this was after 1932 when three letter registrations were introduced. The workmen wear the standard flat cloth cap of the time, no protective headgear or high visibility jackets. The look-out man stands ready with his warning horn but is not looking in the right direction. The Broomwade air compressor is mounted on a somewhat decrepit old vehicle. *Reg. Edwards, one time Stationmaster at Havant*



LMS Stanier Class 5, (Black 5) No. 44871 steams through Bedhampton with an excursion in 2011. A Southern Brighton service has just left, *Author*



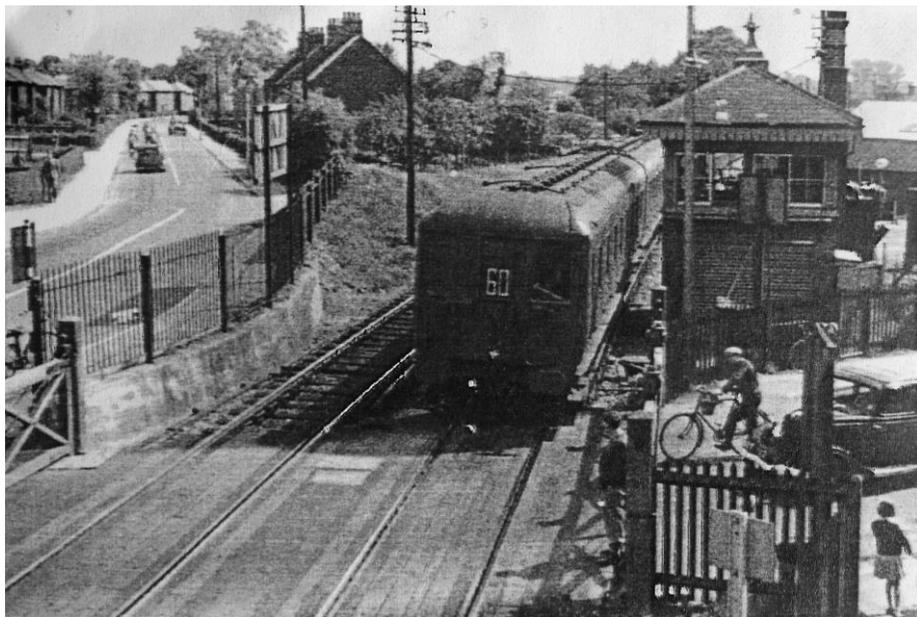
Bulleid Pacific *Clan Line* heads the 'The Waterloo Sunset' tour through Bedhampton on 9 July 2017. The tour was to mark 50 years from the end of steam on the Southern Region. *Bob Hind*



The original wooden Bedhampton station. *Alf Harris*



View from the Mill Lane, Bedhampton, bridge showing the siding into the Portsmouth Water Company works. Circa 1910. *Alf Harris*



Semi-fast Brighton to Portsmouth Harbour service, headcode 60, passes Bedhampton signal box in May 1947. New Road is seen before widening.



On 21 December 2014 a Virgin 125 Bournemouth to Manchester service is diverted via Bedhampton due to engineering works at Reading. *Author*



Keen train spotter, David Davies on the right, catches BR Standard Class 4 Number 76079 as it approaches Bedhampton with an excursion in 2011. This engine was the 59th to be rescued from Dai Woodhams' scrap yard at Barry.
Author



Bedhampton Crossing circa 1960s. The original Act stipulated a road bridge was to be provided here. It has yet to be built.



The original wooden gates before they were replaced by lifting barriers. Also the signal box and in the distance the footbridge which replaced the Stockheath Crossing. *Alf Harris*



6 May 1984. Bedhampton Crossing signal box in the process of being demolished. *Bill Marshall*



In 1984 the Bidbury Mead Women's Institute decorated the station with baskets and tubs of flowers, firstly on their own initiative and then as part of the Beautiful Britain project run jointly by British Rail and the WI. The Keep Britain Tidy group awarded them a special mention certificate in the annual Queen Mother's Birthday Awards. Holding the watering can is 'Station Master' John Arter, a railway servant for 46 years, 36 of them at Bedhampton, assisted by Christine Baldwin and Margaret Green.

HAYLING BRIDGE & CAUSEWAY.

It is not clear why the LB&SCR wanted to buy the bridge unless they saw it as a competitor or as a good investment. This was of course the case eventually when the new bridge was built.

COMPANY OF PROPRIETORS OF THE HAYLING BRIDGE & CAUSEWAY.

PURSUANT to the Standing Order of the House of Lords.—Notice is Hereby Given,—That a:

SPECIAL GENERAL MEETING

Of the said Company of Proprietors will be held at the Town Hall, Havant, Hants, on Thursday, the 18th day of April, 1878, at three o'clock in the afternoon, when a Bill now pending in Parliament, intituled "An Act to confer further Powers upon the London, Brighton, and South Coast Railway Company, and to enable them to Purchase the Hayling bridge and causeway," will be submitted to the Proprietors then present, either in person or by proxy for their approval.

LONGCROFT & GREEN, Clerks, Havant.

Dated this 1st day of April, 1878.

LANGSTON BRIDGE

A petition is being extensively signed by the inhabitants of Havant and Hayling praying the County Council to take measures to render Langstone Bridge free of toll. The Bridge is the property of the London Brighton South Coastal Railway Company and the toll imposed is felt to be a great drawback to the development of Hayling as a seaside resort, as well as to the agricultural interests of the place. One farmer at Hayling has to pay as much as £36 a year to take his produce into Havant across the bridge. The ratepayers of Hayling too are taxed for the maintenance of the County roads but receive no benefit as their roads are not taken over by the County Council. If, however, the bridge were free, there would be a main road supported out of the County rates, right down to the beach or ferry.

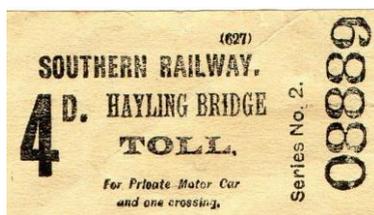
Hampshire Telegraph, 13 March 1897



The wooden toll bridge was opened in 1824 and bought by the LB&SCR in 1878. It was owned then, the Southern Railway and British Rail until the new bridge was built by Hampshire County Council in 1956. During this time the tolls levied remained the same because the original Act stated they could be reduced but not increased. *Author*



Return toll for a motor car.



Single toll for a 'Private Motor Car'.



Single toll for a pedestrian.



Return toll for a pedestrian.



SOUTHDOWN

Leyland Tiger buses ran to Hayling Island from the forecourt of Havant station. When the bridge was found to have deteriorated only 13 passengers were allowed to remain on board over the bridge – the remainder had to walk. Later on light-weight buses were used to provide a shuttle service for excess passengers. *John Molloy*



British Rail staff continued to collect the tolls on the new bridge for Hampshire County Council until it became toll free in 1960. Foreman Arthur Scutt and toll collectors, Harry Oldfield and Francis (Nobby) Clark. A Hampshire County Council return toll ticket for a motor car from Robert Morley's collection.



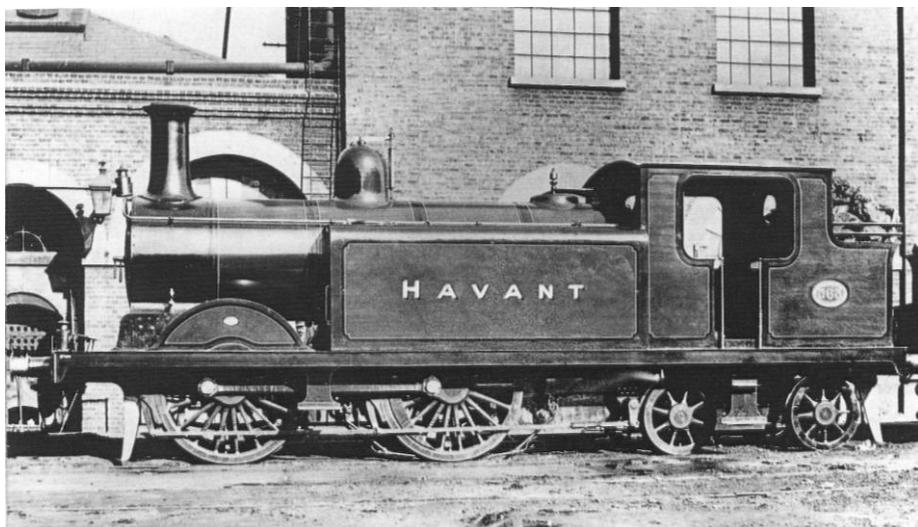
One of the two Leyland Cubs that were provided for the shuttle service. The other Cub, ECD 524, is at the Amberley Chalk Pits museum. The embankment for the new bridge can be seen under construction on the left.

The railway-owned bridge caused great distress to bus passengers when the weight restriction was reduced from 6 tons 6 cwt to 5 tons in 1954. Only 13 passengers were allowed to remain on the bus the remainder having to walk over the bridge in all weathers. After protests were made two Leyland Cub buses were provided to operate a short service over the bridge. Their seats were arranged horizontally (as in World War II 'Standee' buses) and to reduce their weight further, the rear indicator box and inside rear wheels were removed! Just visible is the embankment of the new bridge on the left and the old bridge toll keeper's hut on the right.

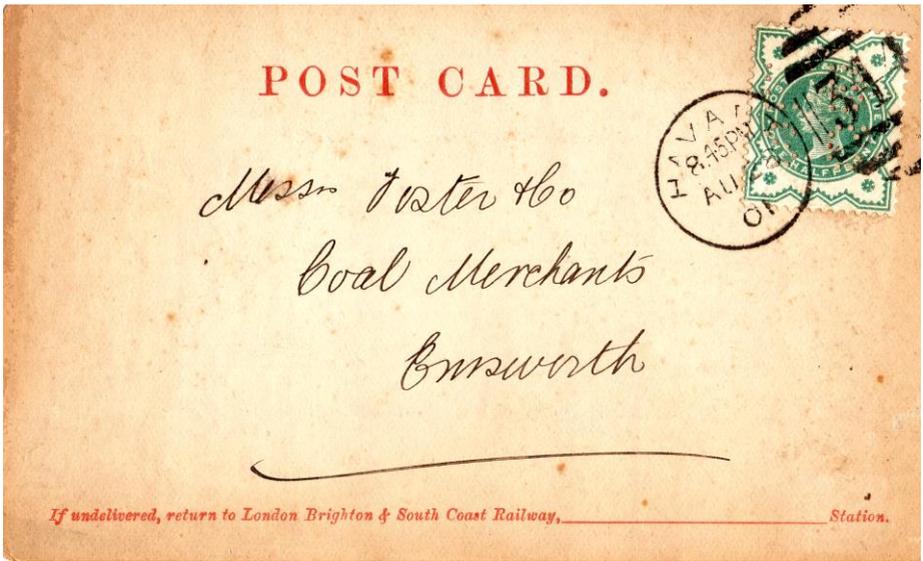
Photograph and text – Alan Bell



Before the closure of the Hayling branch a group was formed who hoped to run it as an electric preserved line. An ex-Blackpool Corporation tramcar was purchased which was berthed for some time in the goods yard. It is seen here being manhandled into position. In the background can be seen a Wadham's built ambulance destined for Scotland or Ireland. *Alan Bell*



A Robert Billinton 'D3' named *Havant* circa 1900. Sheddied at Brighton it may well have been a regular visitor on the main line to Portsmouth.



In 1878 Havant was sent a new duplex handstamp incorporating the postmark and killer. The Post Office number for Havant was 344.

(834a)

LONDON BRIGHTON & SOUTH COAST RAILWAY.

Havant STATION, *28/8/01*

The undermentioned goods have arrived here consigned to you, and remain at the
Owner's risk. Will you please cause removal on or before *6 P.m. 29th* which
date demurrage at Three Shillings per truck per day or part of a day will be charged.

FROM.	GOODS.	WEIGHT.				TO PAY.		
		T.	C.	QR.	LB.	£	s.	d.
<i>Portsmouth</i>	<i>coke</i>	<i>4</i>	<i>00</i>	<i>0</i>	<i>0</i>	<i>Paid</i>		

Truck Nos. *5243*

A postcard dated 28 August 1901 to JD Foster, coal and coke merchant of Emsworth, advising that 4 ton of coke from the Portsea Island Gas Light Company had arrived. Failure to remove by 6 p.m. on 29th would incur demurrage (charge for delay) of 3 shillings (15p) per day. *Author*



In 1902 William James Martin was employed as a ticket collector on the London, Brighton & South Coast Railway. *Elsie Abbott née Martin*



Terrier' No. 32650 sits on the bay platform before its next trip to Hayling. It is now at the Spa Valley Railway, Tunbridge Wells. Single ticket Havant to Hayling Island; fare 8d. (3p). *Roger Gallienne*

Private and not for Publication.

SOUTHERN RAILWAY

Supplementary Notice
No. 35, 1947.

INSTRUCTIONS TO

STATION MASTERS, INSPECTORS, DRIVERS, MOTORMEN, GUARDS,
SIGNALMEN, CROSSING KEEPERS, PERMANENT WAY STAFF AND
ALL OTHERS CONCERNED

AS TO

A ROYAL SPECIAL TRAIN

CONVEYING

THEIR MAJESTIES

THE KING AND QUEEN

MEMBERS OF THE ROYAL FAMILY AND SUITES

PORTSMOUTH HARBOUR

to

WATERLOO

ON

MONDAY, 12th MAY, 1947

Also private special train from Stewarts Lane to Fratton on Sunday,
11th May.

Sund 11th May, 1947

TIME TABLE OF PRIVATE SPECIAL TRAIN
STEWARTS LANE TO FRATTON

This Train will carry the Standard Engine Head Signal.

	P.M.	
	arr.	dep.
STEWARTS LANE	—	7 30
Brixton	7	39
Herne Hill	7	42
Tulse Hill	7	47
Streatham	7	52
Streatham Jc. South	7	53
Mitcham Jc.	7	57
Sutton	8	4T
Epsom	8	12
Leatherhead	8	21
Effingham Junction	8	29
Guildford	8 43	8 47
Shalford Junction	8	50
Haslemere	9	8
Petersfield	9	23
Havant	T9	38½
Portcreek Junction.....	9	43
Fratton	9 49	9 51
FRATTON CARRIAGE SHED.....	9 55	—

FORMATION OF PRIVATE SPECIAL TRAIN
LEAVING STEWARTS LANE JUNCTION

	ENGINE (T.9 Class).		
	(BRAKE CAR "AURORA "		
	KITCHEN CAR "PLATO "		
	(Kitchen leading)		
PULLMAN	PARLOUR CAR "MINERVA "	GANGWAYS	
CARS	PARLOUR CAR "ROSEMARY "	CONNECTED	
	KITCHEN CAR "MEDUSA "		
	(Kitchen trailing)		
	BRAKE CAR "J'NO "		

LIGHT ENGINE WORKING

	P.M.	
	arr.	dep.
NINE ELMS LOCO	...	5||40
Loco Junction... ..	5	48L
West London Junction... ..	5	52T
West London Sidings	5||53	...
Clapham Junction ... ..	...	6||5
STEWARTS LANE...	6||15	...
Work 7.30 p.m. to Fratton.		

Upon arrival at Fratton, the stock forming this private Special Train must remain uncoupled in the carriage shed until departure for Portsmouth Harbour at 8.25 a.m. on Monday, 12th May.

Inspectors Pecksen and Holmes will travel with the Private Special Train from Stewart's Lane to Fratton on Sunday, 11th May and 8.25 a.m. empty train from Fratton to Portsmouth Harbour on Monday, 12th May.

MONDAY, 12th MAY, 1947

**TIME TABLE OF A ROYAL SPECIAL TRAIN
PORTSMOUTH HARBOUR TO WATERLOO.**

All speed restrictions must be strictly observed. The following are the permanent and temporary speed restrictions in force at the time of going to press. Care must be taken by the Driver and Guard before starting to ascertain if any other restriction has since been made.

DISTANCE FROM PORTSMOUTH HARBOUR. M. C.	UP JOURNEY.	A.M.		REMARKS AND SPEED RESTRICTIONS.
		arr.	dep.	
— —	PORTSMOUTH HARBOUR (No. 1 platform)	—	10 35	15 m.p.h. over curves between Portsmouth Harbour and 45 miles 16 chains.
0 66	Portsmouth & Southsea (High Level)	10 40	10 45	20 m.p.h. over reverse curves through station
7 77	Havant	10	57 (Through Line)	30 m.p.h. through Junction.
11 15	Rowlands Castle	—	—	50 m.p.h. between 63½ and 63 mile posts. 45 m.p.h. between 60 m.p. and 58 miles 8 chains. Buriton Tunnel.—Between Rowlands Castle and Petersfield. Length 485 yards.
19 42	Petersfield	11	13	
31 33	Haslemere	11	28	30 m.p.h. between 39 miles 27 chains and 38 miles 75 chains.
38 12	Milford	—	—	45 m.p.h. over reverse curves between 35 miles 30 chains and 33 miles 45 chains.
42 72	Shalford Junction	—	—	St. Catherines Tunnel.—Between Shalford Jc. and Guildford. Length 132 yards. Chalk Tunnel.—Between Shalford Jc. and Guildford. Length 845 yards.
44 08	Guildford	11	47	20 m.p.h. between Chalk Tunnel and Guildford Station.
49 54	Woking Junction	—	—	20 m.p.h. through Junction.
50 09	Woking	11	56 (Through Line)	
52 62	Byfleet	—	—	50 m.p.h. between 22 miles 10 chains and 21 miles 45 chains.
57 29	Walton	—	—	50 m.p.h. between 17 miles 14 chains and 16 miles 72 chains.
61 09	Hampton Court Junction	12	10	
64 54	Malden	—	—	40 m.p.h. between 9 miles 67 chains and 8 miles 24 chains.
68 71	Earlsfield	—	—	15 m.p.h. between 6 miles 31 chains and 5 miles 61 chains. 30 m.p.h. between 4 miles 33 chains and 4 miles 10 chains.
70 44	Clapham Junction	12	22½	40 m.p.h. through station.
72 13	Loco. Junction	—	—	20 m.p.h. between 1 mile 36 chains and 1 mile 21 chains.
74 35	WATERLOO (No. 11 Platform) ...	12 30	—	
Form			11 15 p.m. to Stewarts Lane.	

Monday, 12th May, 1947—continued.

Enginemen and Guard of Royal Train.

Engine Driver	...	...	...	...	S. HAWKINS.
Fireman	...	...	...	...	G. LOUCH.
Guard	...	...	...	...	H. REEVES.

Inspectors.

Inspector Pecksen and Motive Power Inspector Langdon will travel with the Royal Train.

Inspector Pecksen must enter in his report the number of persons (other than the Railway Officers) who travel by the Royal Train.

Termination of the 8.25 a.m. empty train from Fratton at Portsmouth Harbour.

This empty train must be brought to a stand at **Portsmouth Harbour**, with the leading door of Pullman Car "**Rosemary**" opposite the booking hall door.

Stopping of the Royal train at Portsmouth and Southsea (High Level)—Measurements.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at the Up platform at **Portsmouth and Southsea**, and a man with a red hand signal must stand on the platform side of the engine at the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the foot-plate of the engine to the centre of the leading door of Pullman Car "**Rosemary**" by means of which the Royal party will entrain at **Portsmouth and Southsea**, is as follows :

216 feet 0 inch.

Termination of the Royal Train at Waterloo—Measurements.

A distinctive chalk mark must be made at the exact spot at which the footplate of the engine should be when the Royal Train stops at Platform No. 11 at **Waterloo**, and a man with a red hand signal must stand on the platform side of the engine and **another in the six-foot way** at, or opposite, the chalk mark to ensure the train being stopped dead at the appointed place.

The distance from the centre of the footplate of the engine to the centre of the leading door of Pullman Car "**Rosemary**," from which the Royal party will alight at **Waterloo**, is as follows :—

216 feet 0 inch.

Standby Engines.

Standby Engines to be provided at **Woking, Guildford** and **Haslemere** from 9.0 a.m. to 12.30 p.m.

Linemen.

Linemen to be available throughout the route until after the passing of the Royal Train.

Running of the Royal Train to be advised.

The Station Masters at Portsmouth, Havant, Petersfield, Haslemere, Guildford, Woking, Surbiton, Clapham Junction and Waterloo must advise the Divisional Superintendent by telephone (CONTROL) immediately and state the exact time at which the Royal Train left, passed or arrived, as the case may be. The Station Master at the entraining station must also advise the detraining station immediately, stating the exact time at which the Royal Train left. Divisional Control to transmit this information to Superintendent of Operation, Waterloo, by telephone (CONTROL) immediately after receipt of each message.

Monday, 12th May, 1947—continued.

All intermediate Signal Boxes on the Line of Route to be open for the signalling of the Royal train.

London West Divisional Superintendent to arrange.

FORMATION OF ROYAL TRAIN LEAVING PORTSMOUTH HARBOUR

	ENGINE (Lord Nelson Class).	
	BOGIE LUGGAGE VAN No. 2345	
PULLMAN CARS	BRAKE CAR "JUNO"	} GANGWAYS CONNECTED
	KITCHEN CAR "MEDUSA" (Kitchen leading)	
	PARLOUR CAR "ROSEMARY"	
	PARLOUR CAR "MINERVA"	
	KITCHEN CAR "PLATO" (Kitchen trailing)	
	BRAKE CAR "AURORA"	

EMPTY TRAIN WORKING.

From Berth.	A.M.		Formed of 10.35 a.m. Special from Portsmouth Harbour.	P.M.	
	arr.	dep.		arr.	dep.
FRATTON CARRIAGE SHED ... ..	...	8:25	WATERLOO (No. 11 Platform)	L	1:15
Portsmouth & Southsea (H.L.)	8	31	Queen's Road	1	21 L
PORTSMOUTH HARBOUR (No. 1 Platform)	8:35	...	West London Sidings	1:23	...
To form	10.35 a.m.	to	Clapham Junction ... ..	...	2:20
	Waterloo.		STEWARTS LANE	2:30	...
			Disposal		Berth.

LIGHT ENGINE WORKING.

	A.M.	
	arr.	dep.
FRATTON MOTIVE POWER DEPOT ... ..	...	9:30
Portsmouth & Southsea (H.L.)	9	36
PORTSMOUTH HARBOUR	9:40	...

Work 10.35 a.m. to Waterloo.

S. W. SMART,

Superintendent of Operation.

General Instructions

to

Station Masters, Inspectors, Drivers, Motormen, Guards, Signalmen, Crossing Keepers, Permanent Way staff, and others concerned in the working of Royal special trains.

1. **Engine head signals.**—The engine, or where more than one is used, the leading engine, of the Royal special train must carry four head lamps or white discs by day, viz. : one at the foot of the chimney, one at each end of the buffer beam and one in the centre of the buffer beam. After sunset, and during fog or falling snow, four white lights must be carried in the same positions.

2. **Tail lamps.**—The Royal special train will carry two tail lamps on the rear of the last vehicle, but the provisions of Block Regulation 19 need not be carried out unless *both* lamps are missing or *both* lights are out.

3. **Telegraphic or telephonic communication with Royal special train.**—(a) Competent telegraph or telephone men will accompany the Royal special train with the necessary instruments and appliances by which a communication can be at once established at any place in case of need. The call signal for the Royal special train in any case of emergency must be “R.X.” for telegraph instruments and the call signal for telephonic communication must be twelve short rings given thus :—6 pause 6. Telegraph messages sent from or to the train, unless it is necessary to prefix them “D.M.,” must be prefixed “R.L.” and take precedence of all other messages, except those bearing the prefix “D.M.”

(b) Special attention must be given to the telegraph and telephone instruments during the time the Royal special train is running.

4. **Block signalling of Royal special train.**—(A.) **The following mode of signalling will apply between boxes where block apparatus is provided** :—(a) The Royal special train must be signalled on the Block Telegraph by a special “Is line clear ?” signal of 12 beats on the bell given thus :—4 pause 4 pause 4.

(b) Permission must not be given for the Royal special train to approach from the signal box in the rear until the “Train out of section” signal has been received from the signal box in advance for the previous train or light engine passing over the line upon which the Royal special train will run or where intermediate block signals worked from the signal box in rear are provided, the line upon which the Royal special train will run is clear to the intermediate block home signal and the overlap track circuit in advance of that signal is also clear. The Royal special train must not be allowed to proceed towards an intermediate block home signal, worked from the signal box in rear, until the “Train out of section” signal has been received from the signal box in advance for the previous train.

Unless instructions to the contrary are issued, Signalmen at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

An intermediate block home signal worked from the signal box in advance must not be lowered for the Royal special train until the “Train out of section” signal has been received from the signal box in advance for the previous train passing over the line upon which the Royal special train will run, or if the signal box in advance is less than half-a-mile from the signal box controlling the intermediate block home signal, permission has been obtained from such signal box for the Royal special train to proceed.

(c) The “Train out of section” signal for the Royal special train must not be given until the train has proceeded at least a quarter-of-a-mile beyond the home signal, and has passed the starting signal, where provided, and is continuing its journey, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(d) The above instructions apply during fog or falling snow as well as in clear weather, except that where intermediate block signals of semaphore type are provided, the Royal special train must not, during fog or falling snow, be allowed to proceed towards the intermediate block home signal until permission has been obtained for it to proceed to the signal box in advance, unless Fogsignalmen are on duty at the intermediate block distant and home signals, when the Royal special train may be allowed to proceed towards the intermediate block home signal, provided the "Train out of section" signal has been received from the signal box in advance for the previous train.

(B.) The following mode of signalling will apply between boxes where block apparatus is not provided.—(a) The previous train or light engine passing over the line upon which the Royal special train will run must be signalled under the Regulations applicable to normal working and after it has passed clear of the track circuit controlling the leading signal worked from the signal box concerned the Signalman thereat must give the "Train out of section" signal.

(b) Block working by train bell as described in Regulation 3, clause (c), of the Regulations for train signalling on double lines where block apparatus is not provided must then be instituted and the Royal special train block signalled in accordance with this Regulation. Unless instructions to the contrary are issued, Signalmen at signal boxes less than half-a-mile from the signal box in advance must not give permission for the Royal special train to approach from the signal box in the rear until permission has been obtained for it to proceed to the signal box in advance.

(c) A special "Description of train" signal of 12 beats on the bell must be given thus :—
4 pause 4 pause 4.

(d) After the Royal special train has passed, a lever collar must be placed on the lever of the signal controlling the entrance to the section ahead, and this lever collar must not be removed until the "Train out of section" signal has been received for the Royal special train.

(e) The "Train out of section" signal must not be given for the Royal special train until it has passed the track circuit controlling the leading signal worked from the signal box concerned, unless there are facing points which are set for another line, or the train has been shunted clear of the main line.

(f) After receipt of the "Train out of section" signal for the Royal special train the signalling of trains under the Regulations applicable to normal working may be resumed.

(g) The above instructions apply during fog or falling snow as well as in clear weather.

5. Trains running upon, crossing, or fouling the line on which the Royal special train runs.—
Except where instructions to the contrary are issued—

(a) A train or light engine running in advance of the Royal special train on the same line of rails must not be allowed to leave or pass any place at which it can be shunted unless there is time for the train or light engine to arrive at the next place and be shunted 10 minutes before the Royal special train is expected to pass the signal box in the rear, or, in the case of a train or light engine not continuing on the same line of rails as the Royal special train, unless such train or light engine can pass the junction at which it will leave the line upon which the Royal special train will run 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(b) At signal boxes where the "Section clear but station or junction blocked" signal (Warning arrangement) is authorised, it must not be used for any train or light engine which will run upon or across the line on which the Royal special train will run for 30 minutes before such train will pass or arrive.

(c) A train, light engine, or vehicle must not be allowed to cross, or foul, the line upon which the Royal special train will run for 10 minutes before the Royal special train is expected to pass the signal box in the rear.

(d) A train or light engine that cannot be allowed to have precedence of the Royal special train must not be allowed to approach a junction from a conflicting direction until after the Royal special train has passed, so as to avoid any train or light engine standing at the junction home signal during the passing of the Royal special train.

(e) Except at a single line crossing station as provided for in clause (h) a train or light engine must not be run on to a diverging line, nor must a train or light engine be allowed to stand on a platform, bay, or other converging line, for the Royal special train to pass, unless there are catch points, or other points set for another line, to prevent the line upon which the Royal special train will run being fouled.

(f) Should advice be received that the Royal special train is running out of course, the above-mentioned instructions as to trains not being allowed to precede it or cross the line upon which it will run must be carried out according to the time it is expected to pass.

(g) Permission must not be given for a train or light engine following the Royal special train to approach on the same line of rails, or on a converging line at a junction, until the "Train out of section" signal has been received for the Royal special train from the signal box in advance, unless there are facing points which are set for another line.

(h) On a single line, should it be necessary for a train to cross the Royal special train, such train must arrive at the crossing place and be clear of the line on which the Royal special train will run at least 10 minutes before the Royal special train is due to pass the signal box in rear and the Royal special train must not be accepted until the other train has arrived in the loop line clear of the single line. The Signaller must verbally inform the Driver of the circumstances and instruct him not to allow the engine to move. The Station Master will be responsible for seeing that the train is clear of the loop line over which the Royal special train will pass and that the hand brake in each van on the train is hard on and properly secured. Where possible the train must be shunted to a siding clear of the running lines at least 10 minutes before the Royal special train is due to pass the signal box in rear.

6. Movements in the facing direction over points not provided with facing point locks and bars.—Should it be necessary for the Royal special train to pass in the facing direction over points which are not provided with facing point locks and bars, or with facing point locks and track circuits in lieu of bars, such points must be secured by clips before the movement is made. As an additional safeguard a plug must be inserted between the stock rail and the open switch after the clip has been adjusted to the closed switch. This instruction will not apply to points on single lines fitted with a facing point bolt controlled by the token for the section.

7. Shunting Operations.—Except where instructions to the contrary are issued.—(a) Shunting operations on any lines or sidings next adjoining the line on which the Royal special train will run must be suspended for 10 minutes before the train is expected to pass the signal box in the rear and until it has passed.

(b) At the starting point of the Royal special train, shunting operations on any lines or sidings next adjoining the line on which the Royal special train is to start or will run must be suspended for 10 minutes before the train is expected to start and until it has passed.

8. Trains travelling on adjoining lines.—(a) All trains—other than passenger trains, empty carriage trains, and light engines—running in the same or opposite direction on any line next adjoining that on which the Royal special train will run, must be brought to a stand at the last block post 15 minutes before the Royal special train is due, and so remain until it has passed.

(b) Passenger trains, empty carriage trains and light engines travelling in the same or opposite direction to the Royal special train may be allowed to proceed, but if travelling in the same direction as the Royal special train must run at such speed as will avoid running alongside the Royal special train for a longer period than is absolutely necessary.

(c) Ordinary mixed trains and mixed troop trains must be dealt with as "goods and mineral trains."

9. Guards to examine the loads of trains brought to a stand.—Guards of all trains brought to a stand upon the running lines or sidings adjoining the line upon which the Royal special train has to travel will be held responsible for carefully examining the loading of their trains directly they come to a stand, to see that nothing is projecting or out of order. Station Masters, or Signallers in the case of outlying signal boxes, must instruct the Guards of freight trains stopped at their station or signal box to carry out this instruction.

10. **Trains conveying loads out of gauge.**—Trains conveying loads out of gauge must be shunted clear of lines or sidings next adjoining the line on which the Royal special train will run not less than 30 minutes before the Royal special train is due to pass.

11. **Inspection and closing of stations and yards.**—(a) Station Masters at stations where there is not a separate goods staff, and Goods Agents at stations where the goods yard is under the control of the Agent, must go round the sidings adjacent to the line upon which the Royal special train will run, and satisfy themselves, at least 10 minutes before it is expected to pass the signal box in the rear, that everything is well clear and is so kept until the Royal special train has passed. They must also see that all approach road gates (except those which Passengers may have to pass through), and gates leading to goods yards and sidings, are closed and locked before the Royal special train is expected to pass. Station Masters must personally see that all entrances to the stations are watched.

(b) Station Masters and Goods Agents must act in concert for the purpose of carrying out the foregoing arrangements.

(c) At intermediate sidings where an Agent is not employed, the man in charge will be responsible for taking the necessary precautions as above directed.

12. **Horses.**—Care must be taken that any horses, with or without vehicles, which may be within station limits are under strict control during the approach and passing of the Royal special train, and they must not be allowed to work on or near the lines adjoining that upon which the train will run while the train is approaching and passing.

13. **Barrows, crane jibs, mail bag apparatus, &c.**—(a) Special care must be taken to see that all barrows are securely fastened, crane jibs well clear, no mail bag apparatus projecting and that any other matter requiring particular care has been fully attended to.

(b) Barrows or other similar vehicles must not be taken across the line on which the Royal special train will run within 10 minutes of the time at which the Royal special train is expected to pass.

14. **Fogsignalmen.**—Whenever there is any likelihood of fog or falling snow, the Fogsignalmen must be at their posts on the line upon which the Royal special train will run 30 minutes before the Royal special train is due, and they must remain there until after it has passed, but they will not be required to carry out the fogsignalling regulations except during fog or falling snow.

15. **Road level crossings and intermediate sidings without signal box or where signal box is closed.**—(a) All public road, occupation, bridle, and foot path level crossings, and all intermediate sidings where there is not a signal box, or the signal box is closed, must be specially guarded to prevent trespassing.

(b) At all level crossings where Crossing Keepers are stationed, the Crossing Keepers in charge must be on duty, and at all level crossings which are in the charge of Gatewomen, a competent man must be employed 30 minutes before the Royal special train is due to pass and remain until 10 minutes after it has passed.

(c) At all level crossings where a Crossing Keeper is not regularly employed, and at intermediate sidings at which there is not a signal box or man in charge, or the signal box is closed, Permanent Way staff provided with the necessary hand signals and detonators must be placed in charge 30 minutes before the Royal special train is due to pass, and they must satisfy themselves that there is no obstruction, and they must remain at their posts 10 minutes after the Royal special train has passed.

(d) Nothing must be allowed to cross the line at any public level crossing for 15 minutes before the Royal special train is expected to pass and until it has passed, and at any occupation level crossing for 30 minutes before the Royal special train is due to pass and until it has passed.

(e) The District Permanent-way Inspectors will be held responsible for providing the extra men required in connection with all level crossings.

16. **Tunnels.**—(a) Where tunnels exist, arrangements must be made for the lines through the tunnels to be inspected by a competent man or men, provided with hand signals and detonators, immediately prior to the running of the Royal special train, to see that the line on which such train will run is in proper condition and that nothing has fallen on to the line. After this examination no goods train must be allowed to pass through the tunnel until the Royal special train has passed.

(b) A competent man, provided with the necessary hand signals, must be placed at each end of each tunnel through which the Royal special train will run, at least one hour before it is due to pass, so as to prevent any unauthorised person being upon the railway in or near the tunnel, and he must remain until the train has passed.

(c) Another competent man must also, if practicable, be stationed on the top of the tunnel at each ventilating shaft at least one hour before the Royal special train is due to pass, and remain until recalled by the man stationed at the end of the tunnel from which the Royal special train has emerged.

(d) The District Permanent-way Inspectors will be held responsible for providing all the men required in connection with tunnels.

17. **Permanent and temporary restrictions of speed.**—All permanent and temporary restrictions of speed must be observed.

18. **Suspension of Engineering Works.**—All engineering work near to or on the line upon which the Royal special train will run, whether in the hands of a Contractor or of the Company's staff, must be stopped 30 minutes before the Royal special train is due to pass and until it has passed.

19. **Observance of Instructions.**—(a) All concerned must carefully read and act upon the Instructions contained herein; they must not, under any circumstances, give information to anyone not affected by the Royal special train arrangements.

(b) EXCEPT AS OTHERWISE PROVIDED BY THESE INSTRUCTIONS IT MUST BE UNDERSTOOD BY ALL CONCERNED THAT THE COMPANY'S GENERAL RULES AND REGULATIONS, THE INSTRUCTIONS CONTAINED IN THE APPENDICES TO THE WORKING TIME TABLES, AND ALL OTHER RULES, NOTICES AND INSTRUCTIONS IN FORCE, MUST BE STRICTLY OBSERVED.

20. **Station Masters.**—Station Masters at all stations on the route of the Royal special train must be on duty, and watch the passage of the train. They must satisfy themselves that the whole of their staff concerned thoroughly understand these instructions.

21. **Altered shunting arrangements if Royal special train not to time.**—In the event of the Royal special train being advised as running late, the various Station Masters must arrange the shuntings accordingly.

22. **Distribution of this notice.**—A copy of this notice must be supplied, as soon as possible after receipt, to every Inspector, Driver, Motorman, Guard, Signaller, and to all other men who may be concerned, and their signatures for it must be taken.

23. **Acknowledgment of this notice.**—Receipt to be acknowledged on the form sent herewith by next train without fail.

R. M. T. RICHARDS,

Traffic Manager

WATERLOO STATION,
6TH MAY, 1947.
(S.T. 900).

**ALL TICKETS
MUST BE
SHEWN**

SOUTHERN RAILWAY
THE CONDITIONS UPON WHICH TICKETS,
INCLUDING SEASON TICKETS, ARE ISSUED,
AND THE CONDITIONS APPLICABLE TO
PASSENGERS LUGGAGE ETC., CAN
BE OBTAINED FREE OF CHARGE ON
APPLICATION TO THE BOOKING CLERK.

**SOUTHERN RAILWAY,
WARNING**
IS HEREBY GIVEN UNDER SECTION 97(2) OF THE
SOUTHERN RAILWAY ACT, 1924, TO PERSONS
NOT TO TRESPASS UPON THE RAILWAY.
PENALTY NOT EXCEEDING 40^s/.

Warning
**Do not trespass
on the Railway
Penalty £1000**

Inflation



World War Two essential service badge



SOUTHERN RAILWAY
**PASSENGERS MUST NOT
CROSS THE LINE**

— WARNING —
STOP LOOK & LISTEN
BEFORE CROSSING THE LINE.

Danger
Do not lean out of the window or open
the door when the train is moving