

THE SOUTHERN WAY Issue No 17



Left - The Author at Bournemouth West circa 1950: Final destination of the Brighton – Bournemouth – the West Terminus. Here a young Bill Allen gazes towards the buffer stops. In the background a Drummond M7 and one of the local pilots – an Adams O2 No.212 still in SR livery some time after 1948. This engine was allocated post-war to Bournemouth and employed mainly on shunting turns until transfer to Eastleigh in November 1956, it was withdrawn in 1959. The mainland O2's retained original smaller bunkers compared with the extended version on the Isle of Wight locomotives. No. 212 also retained an original Adams boiler and boiler fittings. The M7 is push-pull fitted and no doubt used on the "Ringwood line" – Castleman's Corkscrew as it was known.



SOUTH COAST STEAM

Bill Allen

A sunny summer Sunday in Sussex! The year is 1954 or '55 and an excited throng of day trippers wait on platform 2 at Barnham station. Most have travelled up the short branch line from Bognor Regis on the 10.07am and others have congregated from the villages around Barnham. Very few have travelled by car - local buses would have been the most likely connection or simple walking. People of all ages are looking forward to a day out in Bournemouth. It seems strange that, living in a seaside resort, Bognor, which itself will be teeming with day visitors from London and the suburbs, that they should choose to travel some 65 miles along the south coast to another, albeit bigger and more sophisticated, town. But once there the different pleasures of cliffs, funicular railway down the cliff from Bournemouth West station and the wide golden sands will mean a good day out and an adventure for young and old.

And what train do they await? The 10 o'clock which has started its journey from Brighton, calling at Worthing Central 10.19am, Barnham 10.39am, Chichester 10.50am, Havant 11.3am, before continuing on to Bournemouth with stops at Southampton Central 11.42am, Brockenhurst 12.5pm Bournemouth Central 12.30pm and Bournemouth West, arriving at its destination at 12.42pm.

But for your author only just into double figures in years the excitement is greater because in this electrified area of the Southern Region the Brighton to Bournemouth is steam-hauled! One of three trains from Brighton daily in summer to Bournemouth, Plymouth and Cardiff which leave the electrified line just after Havant.

So picture the scene: looking due east the track is on a slight fall into Barnham station. In the middle distance a double semaphore signal guards access to platforms 1 and 2. As the due arrival time approaches the first indication of the train is the signal rising. The train has the road for plat-

form 2. Tension rises as eyes are strained to the horizon for the first sight of a column of steam indicating the imminent arrival of the train. And here it is; regulator eased, brakes on and a Brighton atlantic passes the crowds to draw to a stop near the starter and signal box. The passengers open the doors of the Maunsell or Bulleid carriages and struggle in with picnic hampers, buckets and spades, push chairs and small children to try and find seats in the already well-filled train. A wave from the Guard and *Trevoise Head* eases away effortlessly from the station. Today's adventure has begun.

In this article I will describe a little of the history of the South Coast services, concentrating on the 50s and 60s which was my direct experience. In fact travelling to school every day from Bognor to Chichester on the routine school train that ran in the mornings and afternoons, I often took the opportunity of using the Bournemouth- Brighton return service to get an opportunity to travel on a steam train. The returning school service was at 4.10pm and consisted usually of 2x2 emu units (2-BILs); one pair allocated to the Girls High School and the other pair allocated to the Boys High School - needless to say with no corridor connection between the two! The Bournemouth to Brighton train used to arrive about five to ten minutes before this service and when one had reached the elevated heights of the sixth form one could use this train as an alternative to the school service. Chichester was often used to take water from the crane at the end of the platform before the last leg of the journey on to Brighton.

Genesis: The 1912 LBSCR timetable shows that a service along the coast had been running for a long time. A through train departed from Brighton at 11.20am with through coaches to Salisbury and on to Plymouth. The train itself ran to Bournemouth. During the Second World War the Plymouth to Brighton continued, presumably well pa-

Opposite, middle - No. 34046 coasts into Chichester on the last leg of the journey to Brighton with original cab and high sided tender. The first coach is a Maunsell Brake Second. Directly behind the train is the turning triangle leading into the Cathedral fields. This was needed to enable locos on in-coming freights to be turned ready for return journeys. There was a turntable at Bognor shed but this would have necessitated a light engine movement. The scene is completely transformed today with a Waitrose super-store, car park and leisure centre replacing the sylvan fields. In the foreground coal wagons sit reminding us of the domestic fuel and gas works requirements in the post war era - to say nothing of the appetite of steam engines! No.

34046 Braunton was a long term 75A engine. New to traffic on 14 November 1946 it arrived at Brighton in June 1951 and stayed until January 1959 when called to Eastleigh for rebuilding. After this it was allocated to Bournemouth. Withdrawn in October 1965 she was saved for preservation via Woodhams and is still extant and running.

Opposite, bottom - The lower photograph is something different. When I looked at the negatives I thought we had different views of the same train approaching Chichester - but no this shot shows another West Country but with extended smoke deflectors The give away is of course the stock with a plum and spilt milk vehicle at the head of the train.



Departure from Barnham. No. 34045 'Ottery St Mary' quietly gets away from Barnham westward bound on a Brighton coast service. While the Bulleids had a reputation for slipping I do not remember many such events here – perhaps the reason might be a combination of fairly light load and lack of deposits of oil on the rails as so few steam traversed this route. The contrast was to watch departures at Basingstoke or Salisbury when the pyrotechnics and symphony of spinning wheels, motion and steam was something to behold! No. 34045 is in commendably clean condition with a late crest. The line to Bognor branches off to the left. This was an important junction – the 12 coach Victoria electrics joined here. In practice a 4-COR and 4-BUF would arrive from Bognor first followed by a 4-COR from Portsmouth Harbour. Our morning school train used the cross-over in the foreground to reverse from Bognor en route to Chichester.

tronised by service personnel on leave or posting from Naval Bases in Plymouth and the Army on Salisbury Plain. The December 1944 'Railway Observer' describes "The Plymouth – Brighton train arrived in Brighton on the 4th November hauled by N class 1875 from Eastleigh shed". At

that time this was an Eastleigh duty but normally with a Drummond 4-4-0. The timetable at that time showed the train departing from Brighton at 11.45am proceeding to Romsey where the 12.55pm Portsmouth and Southsea combined. In later years a similar joining happened at Fareham.



Still in Malachite green, sister engine No. 34037, 'Cloveley' leaves Barnham in Easter week 1949 on a South Coast Express. She has the wedge shaped cab fitted the month before, visibility forward was improved by this modification but drifting steam from the soft exhaust was never fully successfully solved despite many variations in smoke deflectors.

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No. 34059 'Sir Archibald Sinclair' at Salisbury. Westward bound from platform 4 at Salisbury is Battle of Britain No. 34059. This platform was used for main line trains taking the former LSWR route to the West. In the bay, platform 5, some Maunsell stock awaits departure on a stopper to Exeter or Yeovil. Repairs / re-decorations to the canopy are in hand from the scaffolding seen. Salisbury was outside the 'Holiday Runabout' ticket Mike Hudson and I purchased each summer for our train spotting. But if we chose a stopping train from Southampton Central to Salisbury we knew the stock would be non-corridor – so no chance of travelling ticket inspectors or a nosy guard! On arrival a parcel exit gate not far from where this photo was taken could surreptitiously be used to leave the platform. Once outside a 1d platform ticket allowed access to this busy station. Departure back was simply a reversal of the process – no-one missed two boys from the platform!



After the end of the war the October timetable announced the introduction of through trains to Bournemouth and Cardiff to join the Plymouth. The timings remained the same well into BR days: 9.40am to Bournemouth, 11.0am to Cardiff and 11.30am to Plymouth. To quote the 'Railway Observer' again, "The Bournemouth train is usually worked by 430 (a L12), the Cardiff train which takes the timing of the previous 11.0am Plymouth is worked by an Eastleigh D15, while the Plymouth, put back to 11.30am, is worked by 423 or 428 (again L12s)." The L12s were transferred to Brighton specifically for these duties. The 'Railway Observer' records variations, with a B4X, No. 2056, on the Bournemouth and T9 No. 312 on the Plymouth. Eastleigh substituted T9s and L12s for the D15 occasionally but unusually a smaller wheeled S11, No. 400 was used on 27/8/45. No. 400 as 30400 was the last survivor of the class when finally withdrawn from Guildford in the autumn of 1954 having outlived fellow class members by three years. B4Xs did appear on an irregular basis in 1946 but exceptionally on 18th March the 'Railway Observer' reported that all these trains were hauled by "Greybacks" – No.2067 on the Bournemouth, No.2043 on the Cardiff and No. 2045 on the Plymouth. This latter locomotive was fitted with a Drummond chimney.

With Bulleid light pacifics emerging monthly from Brighton works it seems strange that more opportunity wasn't taken to use the coast trains to provide a hard running-in turn. No. 21C135 was used on the Plymouth returning on the Cardiff for two days in August. This was the second occasion that a 'West Country' was used (the 'Railway Observer' does not report the first case). So the coast line saw a class for the first time which was to become so familiar in the years to come. In September No. 21C137 *Clovelly* made her first appearance. Another debutante on the coast trains

was No. 928 *Stowe*, the first time a 'Schools' class had been seen. No. 929 was also used and a typical run is quoted in the 'Observer'. "*Malvern* hauled the Plymouth, 205 tons behind the tender, until the Portsmouth portion was added at Fareham when the train increased in load to 380 tons." While time was lost on this run due to the plethora of speed restrictions, the 'Railway Observer' says that "the use of these engines has considerably improved the running between Brighton and Fareham and enabled the piloting between Fareham and Southampton Central to be discontinued."

A change in shed responsibilities occurred in Spring 1947. Salisbury took over the Plymouth arriving in Brighton on the return train, stabling overnight and returning to Salisbury the following morning on the Plymouth. This saw the first regular use of the Bulleids – No. 21C153 on 29 April for example. On Saturday only the sole 'Schools' now left at Brighton, No. 930 *Radley* was used. (Nos. 928/9 had been transferred to St Leonards). After a period out of the timetables the Bournemouth was restored in the summer of 1947 but only on Saturdays. The 'Railway Observer' records that on the first day (21/6/47) the train consisted of 8 coaches with B4X No. 2073 at the head. No. 930 appeared in July instead of the usual loco. for the Saturday-only Plymouth. The 'Schools' Class did not reappear regularly at Brighton again until the late 50s.

Summer and Nationalisation in 1948 saw the end for the B4Xs with H1s used on the Bournemouth and the reinstatement of the three routes meant an opportunity to allocate three West Country Bulleid pacifics to Brighton for the services. These initial three were Nos. 21C133-35 (34033-5) and with their arrival Salisbury lost the Brighton – Plymouth roster. 1949 saw the allocation of 'West Countries' increase to four with Nos. 21C137-40 (34037-40). By the



Ardingly at Salisbury: Schools No. 30917 'Ardingly' off shed at Salisbury and at the east end of the station to be in position to take over either the Plymouth or Cardiff – Brighton. The timescale is the late 50's or early 60's. No. 30917 was a long-term Ramsgate 73G engine until the Kent Coast electrification made steam redundant. Allocation to Brighton was from July 1959. This roster, taking over from a WR Hall, Grange or County on the Cardiff, or a Bulleid on the Plymouth, would normally have been for a Brighton West Country. No. 30917 has the Bulleid modification of Lemetaire blast pipe and large diameter chimney. The engine was withdrawn in November 1962.

summer of that year loads were increasing – cross country leisure travel and holidays were picking up even at this time of austerity. The increase in public usage meant once again that particularly the Plymouth loaded to a maximum of 10 coaches and included a Buffet Car.

It is useful to realise that while the routes were not too arduous in gradient terms, Fareham – St Denys included Swanwick bank 1 in 70 up in the Southampton direction and 1 in 81 in the reverse and this combined with a tortuous course around Southampton with speed restrictions added to the work demanded of the engine. Brighton to Havant was basically level after a gentle six miles downhill at 1-264 from Brighton to Shoreham. After the diversion of the Salisbury line at Redbridge, Southampton to Bournemouth was an up and down route through the New Forest before a sustained downhill through Hinton Admiral (a scene of some speeds in the final days of steam). Then the line rose a little from Christchurch to Boscombe and on to Bournemouth. The Salisbury line rose gently through Romsey, Dundridge and Dean before falling to Milford Junction and Salisbury tunnel.

The arrival of powerful new pacifics should have transformed Brighton MPD's (75A) approach to the South Coast services. Sadly as we shall see availability was never a constant and failures, substitutions and an actual decision to allocate other locomotives to the rosters was the pattern to come through the 50s and 60s. By 1950 D15s had also completely disappeared from the trains, (banned between Havant

and Angmering for some reason unknown to the author). The Brighton Atlantics (H1s and H2s) had made occasional trips on the Bournemouth. The H1s were near their end – No. 32039 was the last at 75A and was withdrawn in December. The H2s came in and out of store at Newhaven each winter but often worked to Bournemouth in 1950, when a 'West Country' was not available. Austerity and rationing was still severe and all the Brighton South Coast trains were withdrawn in January 1951 as an economy measure.

But for the summer of 1951 the trains were reinstated – however in advance of this Southern Region made a decision to send all the pacifics away from Brighton – No. 34039 gained celebrity by being re-allocated briefly to Stratford on the GE section of the Eastern Region – Nos. 34037/38 went to Plymouth and Nos. 34040/41 to Bath for Somerset and Dorset services. The plan was to use Maunsell 3-cylinder U1 2-6-0s and Fairburn LMS design 2-6-4Ts (being built at Brighton works at that time). In the future both the Fairburns and the later BR Standard 2-6-4Ts appeared spasmodically on the South Coast trains. Water was routinely taken by all locos rostered to the services at Chichester and Southampton Central – thereby meaning no problem was experienced with water capacity with the tank engines. Apparently no difficulty appeared to occur with the reduced coal capacity. Brighton sent out Atlantics on the Bournemouth but clearly the loss of pacifics was keenly felt and "Control" was forced to rescind the decision regarding

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the pacifics which was reversed. Nos. 34045 – 48 were allocated joined by No. 34039 back from her Eastern Escapade in March 1952.

So the locomotives I best recall had arrived: No. 34039 *Boscastle*, No. 34045 *Ottery St Mary*, No. 34046 *Braunton*, No. 34047 *Callington* and No. 34048 *Crediton*. The 'Railway Observer' comments "The through trains from Brighton over the Netley line have not been hauled by 2-6-4Ts for some weeks, 34045-7 have been used and keep much better time than the tanks" And later in December issue "32422 ex-store was 3 minutes early with 9 coaches and a van on the Brighton – Plymouth. This excellent performance compares very well with the indifferent performance of the 2-6-4Ts" Clearly the experiment had failed and 'West Countries' and H2s re-established an ascendancy that was to continue for some time.

But on the other side of the coin the early fifties started a history of poor availability of the Bulleids. 1952 showed how reliable the H2s were in contrast. Autumn that year saw No. 32421 (*South Foreland*) used on the Bournemouth regularly. Shed staff at 75A bestowed the nickname 'Old Faithful' on her and her performance and economy (compared with the more profligate pacifics) increased her popularity with the enginemen rostered to her. The

'Railway Observer' reports that "amazingly 32421 was officially in store"! All sorts of locomotives were seconded to substitute for failures. En route and at destinations a failure meant a local replacement that would complete the turn and run the train the following day – when hopefully fitters and the away shed would have cured the problem Bulleid. So The 'Railway Observer' again reports "L12 30415, N 31805, Standard and Fairburn tanks, D15 30470 (presumably allowed through to Brighton) and even a D1 31735 On the Plymouth". Interestingly No. 34045 had disgraced itself by derailling at Brighton station and I suppose the nearest replacement was rapidly grabbed. The D1 was itself substituted at Southampton Central by a Standard 2-6-2T 82012 for the relatively short run to Salisbury – nevertheless quite a task for a modest tank. No doubt the D1 returned to Brighton to resume its correct diagram later. Drummond T9s also were frequent substitutes from Bournemouth, Eastleigh and Salisbury.

This pattern of problems continued in Coronation Year 1953. 75A must have been a nightmare shed to work at with poor availability of their premier locomotives, the 'West Countries' and the ageing H2s that themselves lacked their previous reliability. But suffice to say they were considered a better option for the Bournemouths and were offi-

No. 10000 at Southampton: En route between Brighton and Bournemouth was Southampton Central where we train spotters disembarked late morning and took up our places at the London end to watch the comings and goings. On this sunny day in 1954, 10000 (one of the LMS diesels) was awaiting departure to Waterloo. The two boys look on in some amazement at the locomotive, little knowing probably that they were looking at the pioneer of future motive power on British Railways. 10000 was based at Nine Elms from March 1953 to April 1955. With her twin 10001 and the three SR diesels Nos. 10201-03, they took their turns on the major trains between Waterloo and Bournemouth and Exeter. All were dispatched to the LMR by 1955.





No. 21C150, later to be named 'Royal Observer Corps' at Barnham around the end of 1947 on the Plymouth – Brighton. At this time the Salisbury roster brought a Bulleid on this train. In the distance is the slight rise towards Yapton and Ford Junction. In somewhat disreputable condition for a new engine, some wag has added a scrawl on the air-smoothed side, which I think reads "Sexy Moira" – I wonder who Moira was and whether she knew she was temporally immortalised on a railway engine! (The mind boggles!)

cially rostered to the trains in the winter diagrams. In 1953 another new class made a first appearance on the South Coast – Standard 76XXX 2-6-0s. Nos. 76010/17 as substitutes – allocated to Eastleigh the class made regular appearances through the fifties on a new Summer only service from Romsey to Littlehampton. Arriving in Littlehampton at 10.53am the locomotive concerned went to Bognor Shed for turning and engine requirements before departing at 6.30pm for the return journey, the day trippers no doubt having enjoyed the delights of the South Coast resort.

In our chronological tour of the South Coast expresses, 1954/55 marked my arrival on the "train-spotting" scene and in both years H2s were well to the fore. The 'Railway Observer' said that while the rosters list WCs, "doubtless the Atlantics will deputise on one or more of their duties each week". And Standard 2-6-4Ts also appeared again "reports speeds touching 75mph between Worthing and Ford – an unusual speed over the line". D Fereday Glenn in an article he wrote in the January 1980 'Railway World' makes reference to "Sometimes a shortage of 4-6-2s at Brighton (not unusual) might result in a whole variety of substitutes.....I have heard tales of such rarities as a Wainwright D 4-4-0". In correspondence I made at the

time I said "I can confirm that a 'D' did appear on at least one occasion to the fascination of those less well versed in railway matters who were amazed that such a venerable looking machine should be used on what was apparently an express service". The 'Railway Observer' doesn't confirm my observation but it certainly reminds us that equally elderly albeit perhaps more sprightly pensioners in the T9s were seen and as with the D1 incident often 75A would simply take a loco off another visiting roster and use it.

But 1956 dawned with ominous signs for the Marsh Atlantics – stored through the winter months once again at Newhaven Shed. None were steamed between 25th January and 9th March. In June Nos. 32421 and 32424 joined No. 32425 at 75A. No. 32425 had made an early fleeting appearance on the Bournemouth on 1st June. It is appropriate to retell the events of that year through a quotation from the 'Railway Observer'. "All the H2s had their bogies removed for examination all except *Beachy Head* had them replaced but the locos did no work and were out of traffic" – a fracture on LNER No. 0700 had caused a need for this as the H2s had a similar design of bogie reminding us of a certain common parentage of the Ivatt, Marsh and Gresley designs. The August edition worsened the story: "It

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Salisbury with a D15. Post-war, D15's had an Eastleigh duty on the Brighton south coast trains so here is No. 30470 at Salisbury in early BR days, perhaps 1949/50. Your author is in the foreground age 6 or 7. (While scanning the negative for this article I realised that I could, (a), read the number of the loco and (b), was present when the photo was taken.....so a quick re-visit to the appropriate Ian Allan and an underline to No. 30470 as a very belated 60 year on "cop"!) The engine is on a Salisbury – Portsmouth service, the front coaches of GWR thus which quickly identifies it as an inter-region working from Bristol or Cardiff. No. 30470 was withdrawn in December 1952, one of the more successful 4-4-0s that Dugald Drummond designed.

is understood that serious defects were discovered in 32421/26 and as a result it had been decided to scrap both. And 32422 was confined to light duties only and likely to go before the end of 1956. This is sad news for their many admirers, the more so as they were not programmed for withdrawal in 1956 or 1957".

The death knell had rung and while the survivors made appearances on the Bournemouth only *Beachy Head* survived the year and was occasionally used on Duty 730 (the Bournemouth) which was still programmed for a H2. Even No. 32425 was withdrawn despite

being in good condition. The loss of the Atlantics left a void that was filled by the transfer from Ashford (74A) in early 1957 of Ls Nos. 31776-8. These Wainwright 4-4-0s had been excellent, successful locomotives in Kent and East Sussex for many years and while they too were on less demanding duties than in their heyday, were well received by Brighton. The Ls were frequently used on the Bournemouth and were extremely popular with the crews according to the 'Railway Observer'. "31777 successfully managed the Brighton – Cardiff with a winter load of 8 coaches with exemplary timekeeping". This makes an interesting contrast



The U1s appeared occasionally on the Brighton South Coast trains as substitutes for Bulleids or the Atlantics. This view of No. 1897 is taken at Bognor, the loco departing with a freight train in early BR days. Note the 'SOUTHERN' struck through with a line on the tender. As No. 31897 it was allocated to Redhill for much of the late 40s and 50s and survived until 1962.

with a “press-ganged” appearance of No. 31776 on 19th December 1956 on the Plymouth – always the heaviest loaded train and full no doubt pre-Christmas. The booked ‘West Country’ had again derailed outside Brighton station. The 12 coach train was too much for the L which stalled on Swanwick Bank and No. 76018 had to be summoned to the train to assist. The Ls stayed at 75A until June 1959 when they were transferred to Nine Elms to end their days.

Through all these changes No. 32424 was still in use but fragile – failing twice including blowing out the front end of her left hand cylinder. She survived to be repaired and exhibited at Eastleigh Works Open Day on 7th August 1957 (see photo accompanying the article). She re-entered traffic to work duties from 75A that autumn but was soon out of use again. After a winter in store *Beachy Head* re-emerged to work a RCTS special on 13th April before the end came. Attempts to preserve failed; but how appropriate that on the Bluebell a recreation, phoenix-like of a duplicate *Beachy Head* is in hand....but that’s another story albeit one well worth supporting financially. So an era on the South Coast Services had ended – the graceful, Edwardian lines of the Marsh Atlantics were missed by everyone.

The start of 1958 saw the Ls in regular use on the Bournemouth and the ‘West Country’s on the Plymouth and Cardiff. Summer saw extra relief trains run – 7.49am Bristol – Brighton and 10.00am SO relief Brighton to Cardiff. But rather surprisingly the Bournemouth on Sundays was re-timed to run to the weekday timetable i.e. back early afternoon and therefore not much use to the day trippers we saw at the start of the article! And the summer also saw the arrival of an allocation of Schools V 4-4-0s. Immediately post-war Brighton had used Vs on the through trains and the ‘Railway Observer’ says “It is pleasant to see them appearing again”. This new strand to the passenger locomotive strength came as a result of the Kent Coast electrification.

Redundant on the trains to Hastings, Dover and Margate the highly competent Maunsell ‘Schools’ class were a welcome addition, arriving first with Nos. 30900/01 in 1958. Four more Nos. 30914/15 and 30916/17 joined the allocation which meant six strong passenger locomotives were there to alleviate some of the chronic difficulties at Brighton. The latter-day history of the ‘Schools’ at Brighton is well covered by Jeffrey Grayer’s recent article in Issue 13 of Southern Way. Suffice to say that 4-4-0s replacing 4-6-2s on not just the Bournemouth but also the Plymouth and Cardiff seems strange until you look at the appalling availability of the Bulleids at Brighton.

Modern, powerful and in respectable condition, the ‘Schools’ quickly became regular performers on the Bournemouth and Salisbury turns. They also had their reliability problems however – was it something that locomotives allocated to 75A were prone to? So Ls were still in evidence until the winter services of 1958. Coupled with these new arrivals were changes to the allocation of Bulleids. All the old ‘favourites’ departed, Nos. 34045/47 to Eastleigh to be modified and then joined by Nos. 34039/46/48. Nos.34008/19 arrived with Nos. 34097-9. Despite these changes fears were emerging that all these popular cross-country trains would be withdrawn as an economy measure. But this was a palpably wrong proposal and the effect would have been to cause even more overcrowding on the newly- introduced Hampshire Diesel Multiple Units; to say nothing of the more tortuous journey. Brighton to Bournemouth would have required an EMU to Fratton – change and lugging suitcases, pushchairs and children over a footbridge to join a DEMU. No doubt a wait would ensue and then another change at Southampton Central to await a Waterloo – Bournemouth express!

But 1959 started with yet another suspension of the Bournemouth as an economy measure. The service recom-

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menced in the summer and was practically monopolised by 'Schools' Nos. 30900/1/14 & 15. The 'Schools' also were used on the Salisbury trains joining the newly arrived Bulleids. In September No. 30917 joined the stud at 75A meaning there were five pacifics and six 'Schools' for four (three in winter) top link duties! But maintenance levels were reported to be lower than ever with engines out of service for long periods! 1960 saw the beginning of the end of steam on the South Coast Services. Initially little changed although transfers and re-allocations saw Nos. 34038/57 arrive from Exmouth Junction (72A) (to replace Nos. 34097/8) – both locomotives had high reputations in the West but one wonders how they fared at 75A! For No. 34038 *Lynton* it was a return to old haunts nearly ten years are leaving in 1951. Her stay was brief, however, departing to Eastleigh in November 1961. No. 34008 came as the first modified Bulleid to be at Brighton. Vs Nos. 30902/18/19 from 70A joined as others departed to Redhill.

Christmas chaos on the 6th December was reported by the 'Railway Observer' – "The Plymouth – Brighton reached Shoreham and the crew discovered that the tender was empty of water! Abortive attempts were made to top up with a hosepipe failed so the fire had to be thrown out set-

ting fire to the sleepers which brought the local fire service into action. To compound the delays the fireman (engineman that is) dropped his shovel across the conductor rail short circuiting the track and chaos ensued. Electric trains were left isolated between stations and emergency bus services were put in place between Worthing and Brighton for some time. [I'm not sure where the quote from the RO ends. And whether it's from the RO or the author, the sentence starting "Abortive attempts . . . is grammatically bad.] Shades of a pattern so familiar today in Network Rail days.

In 1961 attempts to improve the summer Bournemouth meant that apart from Saturdays the train was time-tabled to make the return trip starting from Bournemouth at 6.35pm a much better time for day trippers. Yet come winter '61/'62 and the Bournemouth again was suspended. More excitement with the fire service happened with Battle of Britain *Biggin Hill* on the Bournemouth. The Bulleids were prone to fires under the air-smoothed casing and this occurred between Hamble and Netley. The Brigade doused the fire and No. 76019 took the train on to Bournemouth leaving No. 34057 in a siding smothered in foam. But arrival at Bournemouth was after the time the return should have departed. If the new timings were in place this must



'Beachy Head': The classic lines of a Marsh Atlantic – at the Eastleigh Works Open Day in 1957. Already No. 32424 had been out of regular use for some time but managed to survive until 1958. I remember our surprise at finding her in the Works yard together with Adams 4-4-0 No 563. In the background the carriage works and sidings can be seen with the Eastleigh to Fareham line roughly central in the picture.



Cyclists Special at Chichester: My father and I were keen cyclist and members of Chichester Cycling Club. We often rode a tandem with me as 'stoker' and father as 'steersman'. The old station at Chichester has but months to live before modernisation will sweep away the narrow platforms, gas lamps, subway, dark dismal offices and waiting rooms. Today the rebuilt station still serves Chichester well. The bays were once used by Midhurst trains on the up side, on the downside for the all stations (and halts) Chichester to Portsmouth and Southsea trains – both now long gone. In the photograph No. 34092 'City of Wells' has arrived – your author, in a fetching belted two piece cycling outfit, is nearest the loco and we are ready to board. The Railway Observer of November 1956 says "Cyclists' Excursion: The Southern's first post-war venture in this field took place on 14th October when a special ran from East Croydon to Lyndhurst Road (in the New Forest) via Hove, Chichester and the Netley line. It was well supported by the Cycling Clubs of Surrey and Sussex and was full to capacity on leaving Chichester. The stock provided was four open seconds, a buffet car, and five vans."

therefore have been a Saturday train. So Bournemouth commandeered a spare coaching set and No. 34046 *Braunton* made a return to old haunts although in rebuilt guise.

In 1962 there was little of note to report. 'Schools' were still in use with Nos. 30901/17/28 in evidence. But once more 75A maintenance was at a low ebb and in early December, of the allocation of ten Bulleids, only two were in working order; so the Vs kept going until their premature demise at the end of the year. Also another class associated with the line at times, U1 No. 31903 was seen on the 5th December the last occasion when the three cylinder 2-6-0s were used. 1962 was the year the infamous decision to withdraw all remaining E6,K,& Vs for "accounting reasons" happened, irrespective of their condition.

The winter of 1962/3 proved to be one of the worst for years. Not since 1947 had so much snow fallen and the consequence was disruption to all services in the UK. For Brighton the combined effect of the snow and the inability of collieries to adequately maintain supplies of coal meant many cancellations of the South Coast trains. I was a dental student in London at that time and for a short spell had to commute from Bognor to Victoria in the 4-COR / 4-BUF express units then in use. Memory certainly confirms the cold mornings and evenings! A newcomer as an allocation

at 75A was a Standard Class 5 4-6-0 – No. 73085 which was weight-restricted and used on the mainline and Salisbury turns. But this year, despite more Bulleids arriving, was steam's swansong. The summer services still saw the pacifics as the main motive power. The exception was the Bournemouth which was now diesel-hauled by Type 3 65XX's. In the autumn of 1963 all the 75A pacifics were transferred away. Timetable changes and the arrival of the diesels accelerated their departure. The final allocation of Bulleids in September was Nos. 34012 *Launceston*, 34013 *Okehampton*, 34014 *Budleigh Salterton*, 34019 *Bideford*, 34027 *Taw Valley*, 34089 *602 Squadron*, and 34100 *Apple-dore* (all rebuilt) with Nos. 34055 *Fighter Pilot*, 34057 *Biggin Hill* and 34063 *229 Squadron* all in original unrebuilt condition. Exmouth Junction (72A) took over the Plymouth duty, coming to Brighton on the return service and returning to Exeter on the following morning on the 1130 to Plymouth. This diagram illustrated the maxim of using locomotives to maximum capacity for while at Brighton the loco was used on an evening freight to Norwood Junction and 5.32am Vans from London Bridge to Brighton. This alteration combined with the usual seasonal cancellation of the Bournemouth and Brighton to Cardiff was the precursor of a major alteration in early 1964.

SOUTH COAST STEAM

Through trains on the Havant to Cosham line ceased. The Brighton – Plymouth was hauled to Portsmouth where the 72A Pacific took over having overhauled now at Fratton MPD. Motive power on the Brighton – Portsmouth leg was the Raworth/Bulleid electric locomotives 20001-3. The Brighton to Cardiff was withdrawn becoming another Portsmouth to Cardiff train. The ‘Railway Observer’ notes that the last Bulleids on the services were seen on 4 & 5th January with Nos. 34070 and 34072 seen. But the magazine also notes that “despite the end of steam on the South Coast services a shortage of locomotives (at 75A again) meant that 34010 was borrowed from Nine Elms (70A) and used on the 11.0am Brighton – Portsmouth and 4.35pm return.” And through the spring Standard 2-6-4T’s reappeared on a number of occasions

Summer saw no return to the halcyon days. All steam services at 75A ended and the loss of facilities at Brighton meant that any “failures” that needed steam to work through to Brighton could not be serviced there! Laborious light engine movements to Redhill were made as a consequence. The Brighton – Cardiff was not re-instated, although a locally advertised “relief” was run in August to Cardiff, but without a balancing return trip! Types 3s were used. The evidence from the ‘Railway Observer’ demonstrates some indecisiveness and lack of consistency among the timetablers. So when winter arrived a retimed Plymouth exchanged locos from electric to steam at Chichester. The pacifics continued via the direct line to Fareham again. Steam motive power was essential as the days grew colder because the Type 3s had no steam heating for the trains. The westbound exchange happened in the platform of the station but in the east direction as those who know Chichester will realise that successive busy level crossings and no provision of sidings meant a special stop was required at the home signal. Experience however found that the trains had difficulty keeping to time with this arrangement. So management abandoned this and a 72A Bulleid worked through to Brighton again returning light engine to Fratton.

1965 marked the end of our story of South Coast Steam. In June the Bournemouth train was re-instated but the comfortable Bulleid or Mark 1 steam stock was now a noisy modern 3-car Hampshire DEMU. Steam was banned on the Central Division and the remaining sheds at Redhill, Tunbridge Wells West and Eastbourne closed. Western Region DEMUs took over the Portsmouth – Bristol and Cardiff trains. The Brighton – Plymouth was diesel-hauled.

So a chapter of passenger trains that had served very well the communities in Sussex, Hampshire and counties west came to an end. Today EMU’s travel the coast route to Southampton. Portsmouth-Bristol and Cardiff are in the hands of First Great Western Sprinters. But even now some glamour remains – A Brighton to Great Malvern train departs at 0900 and later in the day the 1700 departs for Worcester Shrub Hill. And No. 34067 *Tangmere* is occa-

sionally seen raising the echoes through the houses on the outskirts of Chichester on special workings; reliving those days of the 50s and 60s.

Appendices: Sample Timetable and Locomotive Workings:

Some timetable facts as the Coast steam trains settled into BR days. By 1955 In the week the Brighton to Bournemouth ran to a timetable starting at 9.40am and arriving in Bournemouth at 12.22pm. And with a rapid turnround on Branksome shed the train returned at 1.50pm calling at Chichester at 4.03pm before arriving in Brighton at 4.54pm. But on Sundays in the summer the timetable changed to allow passengers to get a full afternoon excursion at Bournemouth. Departure was much later at 7.32pm arriving in Chichester 9.12pm and for your author alighting at Barnham at 9.22pm to connect to Bognor arriving at 9.42pm. The train finally reached Brighton at 10.2pm. The end of a long day!

- Brighton – Cardiff departed Brighton at 11.0am, Barnham 11.38am, Chichester 11.49am arriving Cardiff 4.35pm
- Brighton - Plymouth Depart 11.30am, Barnham 12.5pm, Chichester 12.18pm, arriving Plymouth 6.11pm. Train includes a buffet car and added coaches from Portsmouth and Southsea at Fareham.
- The returning trips were Cardiff depart 12.50pm arriving Brighton 6.24pm, Plymouth 11.0am arriving Brighton 5.24pm

Locomotive Diagrams

Brighton MPD, 75A, was responsible for the supply of locomotives for the three coast steam services. Diagrams 730,731 & 732 on Monday to Saturday. Diagrams 732 & 733 on Sundays. Thus Brighton Diagram 732 on Sunday ran as follows:

7P/5F (WC)	732	
off 734 Saturdays		
---	Bricklayers Arms Loco (coupled to 633)	3.35am //
3.50am	London Bridge	4.40am P
5.43am	Brighton	7.55am //
---	Brighton Loco	9.45am //
**	Brighton	10.0am P
12.42pm	Bournemouth West	1.09pm //
1.31pm	Bournemouth Central Loco	6.17pm //
6.30pm	Bournemouth West	7.32pm P
10.24pm	Brighton	** //
**	Brighton Loco	

On Monday to Friday the diagram was

7P/5F (WC)	730	
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---	Brighton Loco	9.25am //
**	Brighton	9.40am P
12.09am	Bournemouth Central	12.10pm //
12.18pm	Branksome Loco	1.20pm //
1.25pm	Bournemouth West Sidings	** E
		Propel
**	Bournemouth West	1.50pm P
4.54pm	Brighton	5.37pm E
	(off 11.0am Plymouth)	
5.42pm	Hove	6.22pm //
Except Weds 24/8 & Thurs 28/7,4/8, 18/8		
6.30pm	Brighton Loco	---
Weds 24/8 & Thurs 28/7,4/8,18/8		
6.27pm	Preston Park	6.31pm E
6.35pm	Brighton	** to Loco

The reference on Sunday to "coupled to 633" was a Redhill N Class duty.

The locomotive was manned entirely by Brighton locomen as below in the week

- 1.No 1 P&D prepare loco
 - 2.1st set on 9.10am and work until 4.55pm
 - 2nd set on 4.30pm, relieve at 4.55pm. Work and dispose.
- Then passenger 8.12pm to Lewes. Relieve No 760 at 8.39pm work and relieve.

Hence the Brighton men operate to and from Bournemouth including propelling the stock from Bournemouth West Sidings into the platform at the West station ready for the early afternoon return departure. Quite a hard onerous duty with only a break of an hour at Branksome to get some rest and a well deserved lunch.

The diagrams for the other two departures to Cardiff and Plymouth were as follows:

7P/5F	731	
---	Brighton Loco	10.45am //
**	Brighton	11.00am P
1.31pm	Salisbury	** //
**	Salisbury Loco	2.30pm //
**	Salisbury	2.55pm P
	(11.10am ex Plymouth)	
5.24pm	Brighton	5.38pm //
5.40pm	Brighton Loco	9.10pm F
Fridays excepted		
11.55pm	Norwood Yard	12.05am //
12.20am	Norwood Loco	2.00am //
2.30am	London Bridge	3.20am P
4.32am	Brighton	6.15am //
6.20am	Brighton Loco	---
Fridays only		
1155pm	Norwood Yard	2.00am //
	and as shown Saturdays	

Once again one set of Brighton men sufficed for manning the loco from Brighton to Salisbury with again the statutory lunch hour for their "snap". Another handled the latter part of the diagram on the "Newspaper Train" London Bridge to Brighton.

Diagram 731 certainly utilised the locomotive to the full with only brief stays in Salisbury and Norwood for engine requirements

The final diagram is "The Plymouth", which included a Buffet car, was the heaviest working of the three.

7P/5F	732	
MO	---	Brighton Loco 11.15am //
		(with Salisbury engine off 471 Sun)
	---	Brighton 11.30am P
1.58pm	Salisbury	** //
		Salisbury Loco 3.25pm //
		(with Brighton engine off 733 Sun)
		and as shown for MX

MX	---	Brighton Loco 11.15am //
	**	Brighton 11.30am P
1.58pm	Salisbury	** //
	---	Salisbury Loco 3.25pm //
	---	Salisbury 3.53pm P
		(1.0pm ex Cardiff)
6.24pm	Brighton	** //
	---	Brighton Loco 10.40pm //
		(coupled to 733)
FX	---	Brighton 11.18pm V
		(double – head with 733 to E.Croydon)
1.31am	London Bridge	1.45am //
2.03am	Bricklayers Arms Loco	4.30am //
		(coupled to 532)
4.52am	London Bridge	5.32am V
7.42am	Brighton	8.20am E
**	Carriage Sidings	8.30am //
**	Loco Yard	---

FO	---	Brighton 11.18pm V
		(double-head with 733 to E.Croydon)
1.31am	London Bridge	
		and as shown Saturdays

Once again long hours on this duty for locomotive and men.

The photographs in this article were taken by Ronald and Bill Allen.