

Reading, Guildford and Reigate Railway progress described in The Illustrated London News, 22nd September 1849

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THE ILLUSTRATED LONDON NEWS,

[SEPT. 22, 1849.]

THE COSSACKS.

The termination of the war in Hungary has led to the dispersion of vast herds of these irregular troops, whom the Emperor of Russia had so unsparringly employed in the recent struggle.

We find the characteristics of the Cossacks thus vividly described in a work lately published by Count Henry Krasinski—

"As military subjects, they are excellent for foraging parties, for surprising an enemy, cutting off his communications, and pursuing him when defeated. They make excellent pioneers, but are their services less useful in pillaging a country or in guarding its frontiers. They utter most singular cries when in pursuit of a retreating force, and in making, but extremely vigorous, and proof to all kinds of fatigue, clear all difficulties of the ground, carry their rifles every-where with facility, and are, like their masters, content with the most meagre fare. Indeed, there can be no doubt, but that the Cossacks have rendered signal service to Russia, which, ever since the year 1749, has taken them under her protection, without, however, the existence of any official act, treaty, or stipulation, confirming their submission to that power. But with to say, these pretended heroes are, in point of fact, altogether worthless as regular soldiers: the mere aspect of a musket or a pistol suffices to disperse them; they never dare charge in line, nor can they sustain a charge made upon them; so that with a single regiment of regular cavalry, one may always successfully attack ten regiments of Cossacks. In addition to a crooked sabre, a very long lance without pennant, and pistols, some few amongst them are armed with a long carbine, which carries to an almost incredible distance, and the ball of which is exceedingly small; this is perhaps their most dangerous weapon, and in the use of which they are very expert, turning it mostly to very good account. Occasionally, they form a sudden retreat, and when they perceive that their pursuers are comparatively small in number, they rapidly face about, and become the assailants; this, however, can only happen with an inexperienced body of troops, and only when they are unacquainted with their adversaries' way of warfare. The Cossack troops, but rarely form into squadrons; they even appear to entertain a strong aversion to every species of order and discipline. They never decide an action; but divide in their attack, falling indi-

crently on the van, the flanks, and the rear of an army on its march; hovering around them like a vapoury cloud, which from one instant to another alternately augments, fades away, or dissipates entirely, again to form into shape and to revive with increased density. They but seldom make a direct charge in line with their cavalry; but keep constantly pironetting and prancing about, wheeling round, and skirmishing about in every possible direction, with astonishing swiftness and activity. From the moment of their having taken the field for a campaign, they observe no regular intervals of repose, nor stated times for repast; they set at naught the inclemency of the weather; and rarely does anything escape the vigilance of their piercing sight, or the well-trained alertness of their acute sense of hearing; pillage is their peculiar *forte*, and they are dangerous only to a lying enemy. Once dismounted, they lose all their previous activity and courage, become altogether useless, and may be easily vanquished.

"The general characteristics of the Cossacks appear to be their predilection for a wandering life, love of rapine, a wild passion for democracy, and a liberty they know not how to use. A Cossack will endure any climate, and is remarkable for the instinct by which he finds his way in the wildest tracts. With noisy demonstrations of joy in successes, they combine sudden depression of spirits in reverses, and their passions are easily excited, being governed rather by impulse than by reason. The generality of the Cossacks are of middle size, but of robust constitution, enduring hunger, thirst, fatigue, and want of sleep with hardihood."

READING, GUILDFORD, AND REIGATE RAILWAY.

This line of railway was commenced about two years since, close to Broom's Park, the beautiful seat of Sir Benjamin Brodie, near Betchworth, about midway between Reigate and Dorking. In our Journal of August 28, 1847, we gave an illustration of the initiatory proceedings. In our report, we took occasion to observe that "this very interesting line will connect the county towns of Berkshire and Surrey (Reading and Guildford), and extend from the latter across 'the Garden of Surrey' to Reigate; at the same time communicating with four trunk lines—the Great Western, the South-Western, the Brighton, and the South-Eastern Railways. To the pleasure tourist we scarcely know any line presenting so

many picturesque attractions. Its route lies from Reading, on the Great Western line, across Berkshire, by Wokingham and Sandhurst; entering Surrey by Frimley; then crossing the South-Western line, onward with a branch to Farnham; at the base of the Hog's Back, to Guildford; next by a branch to Godalming; and continuing at the foot of the celebrated range of chalk hills, past Dorking and Reigate to Redhill. We have alluded to the picturesqueness of the Surrey portion, which will be new ground to many a tourist; though it is, perhaps, the most beautiful scenery of its class in England. Its landscapes present a rich succession of *bits* for the painter, in its picturesque uplands, woodland dells, verdant valleys, rocky hills, and undulating parks and heaths—all lying within the eye of the traveller along this new line."

Our illustration gives a specimen of this picturesque scenery, showing a portion of the railway sketched from Betchworth, or rather Betchworth, Park, among the most beautiful of the scenery between Reigate and Dorking; although the part of the chalk hills seen from this point greatly exceeded by the bolder sublimity of Box Hill, the venerable giant of the chain, with its luxuriant clothing of patronymic evergreen.

That portion of the line which extends from Redhill to Dorking has been constructed, in first-rate manner, by Mr. George Wythes, the eminent railway contractor, of Reigate.

The state of entire line is thus given in the report of the directors of the South-Eastern Railway to proprietors at the half-yearly general meeting of the company, held on Thursday. On the 4th of July, 24½ miles of the Reading, Guildford, and Reigate Railway were opened for traffic, viz. 8 miles from Redhill to Dorking, and 16½ miles from Reading to Farnborough. On the 20th of August 20½ additional miles of this railway were opened, viz. 10½ miles from Dorking to Shalford, and 10 miles from Farnborough to Guildford. The connecting link that still requires to be completed is the 1½ miles between Shalford and Guildford, which is constructed by the South-Western Railway Company, the works on which the directors believe to be now finished, the sanction of the railway commissioners being only required to open the whole line of traffic.

As a "pleasure line," this portion will undoubtedly be very popular, since it gives the Londoner the first access by railway to the very attractive scenery of Dorking and Box Hill.



THE READING, GUILDFORD, AND REIGATE RAILWAY.—SKETCHED FROM BETCHWORTH-PARK.

ROUGH NOTES OF THE TALK BY ALAN EDWARDS AT CHILWORTH VILLAGE HALL

SATURDAY 28TH FEBRUARY 2004

These notes have been provided for anyone who went along to Chilworth Village Hall on the day or for anyone who missed the talk.

Any notes shown in ITALICS were not mentioned to save time

RECORDINGS ARE SHOWN IN HEAVY TYPE

INTRODUCTION

I was born in Magazine Cottages (No. 6) in 1943 with steam trains passing all of the time, this is very likely why I had the interest in the steam trains. In 1966 I started working on the Railway in the Stationmaster's Office at Guildford Station, 1969 I married and moved away to East Surrey to Lingfield and later to Warlingham.

1 RECORDING

Arriving by Train at Chilworth. 'U' class on an Up train approaches from Tangley and clanks to a stop.

Train heads off towards Gomshall with the exhaust hitting Lockner Bridge.

BEFORE THE RAILWAY CAME TO CHILWORTH

The road now known of as the A248 Dorking Road and New Road was very much different in the days prior to the building of the Railway line through Chilworth. Imagine the situation of the roads as they are now, heading from Albury to Chilworth you now turn left to cross the railway at Tangley Crossing, instead of turning left the original road continued in a fairly straight line along past Magazine Cottages and followed the course of the railway that we know today, a new road was constructed that turned left and crossed the formation of the railway at Tangley Crossing leading through the village, and was given the name 'New Road'.

THE OPENING OF THE RAILWAY

The Reading, Guildford and Reigate Company line opened in 1849 in stages

Chilworth Station was opened on 20th August 1849.

Charles Henfrey built the Dorking to Shalford Section of the line.

At around this period of time while the Railway line was being built, St Martha's Church was being rebuilt using the old materials where possible, after being damaged by a Gunpowder Works explosion leaving it in ruins by 1845, just think for a moment, all that work taking place in and around Chilworth.

The Chilworth Church Of England School was not opened until 1873.

OTHER OPENING DATES

Tonbridge to Redhill 26th May 1842, 7 years before the Redhill to Reading line

It is interesting to note that Waterloo Station in London opened on 11th July 1848 and London Victoria opened on 1st October 1860

The railway line from Guildford to Bramley, Cranleigh and Horsham opened in 1865 and closed almost 100 years later in 1965.

WHO RAN THE RAILWAY

1849 Reading Guildford and Reigate Railway

1852 South Eastern Railway

1899 South Eastern & Chatham Railway

1923 Southern Railway

1948 British Railways Southern Region

London Central and London West (later Central and South Western Divisions) Divisional Divisional Boundary between Tangley Crossing and East Shalford Crossing

1982 British Railways London and South East Sector

1986 Network SouthEast

1994 Thames Trains 'Go Ahead' (Reading)

1st April 2004 'First' Thames Trains (hot off the press information from the Guard on the train from Redhill today)

TRAINS THAT WHISTLED

Ruined recording of a journey from Guildford to Chilworth, by the Driver whistling too many times.

2 RECORDING

Schools Class speeds past Magazine Cottages with an up Passenger train, the Distant signal is at caution, the train with plenty of steam to spare the driver gives a warning whistle and prepares to stop outside Chilworth Station.

The driver gives a thank you whistle as the Chilworth signalman pulls off his signal and the train draws into the station with a 3 cylinder beat.

3 RECORDING

'N' class on the 12 10 pm Moreton Cutting (Near Didcot) to Tonbridge Freight train storms past Tangley Crossing and up the 1 in 100 grade and gives a friendly whistle to the signalman at Chilworth Station for giving him a clear run.as the exhaust hits the Station footbridge.

4 RECORDING

The rare sound of a Q1 Class loco on an up passenger train passing Tangley Crossing gives a throaty whistle to the signalman at Chilworth.

STATION MASTER'S AT CHILWORTH STATION

1948 Mr Jack Hovell,

1950's Jack Fordham the Station Master at Gomshall & Shere, he was known of as (Applejack) by the local railwaymen because he used to sell the Apples that grew alongside the railway line.

Later, the Station Master was based at Reigate.

Porter / Signalmen at Chilworth 1950's / 60's

Mr Bailey, Henry Downing, Graham Vincent, Stan Overington

Porter / Signalman Wages in 1928 47/- per week (£2 35p)

THE FACILITIES AT CHILWORTH STATION

Chilworth Station had a Booking Hall on the up side, there was a separate Ladies Room which was accommodated at the far end of the booking hall, the Gents was found on the up platform, the Station Master's Office was a separate room which was reached through the booking office, the booking office which had the small traditional glass window and a stable style door which would be opened if there was a parcel to be handed in for despatch or collected. A popular service in the old days was Passengers Luggage in Advance (PLA) as it was known as, it also had another name Passengers Luggage in Arrears which was unfortunately true on occasions. I can remember sending off some suitcases at Chilworth Station to Braunton in Devon and sending them back again after the holiday and there was no problem.

There was an open fireplace in the booking hall and I can recall seeing a lovely fire burning in the grate late one afternoon when there was a Ramblers Excursion train due to return to East Croydon and London Victoria. The Conducted Ramblers Excursions ran from London and the Suburbs to various places in the country, a popular trip was from London Victoria, East Croydon to Gomshall and Shere, Chilworth & Albury and Shalford, then the walkers would head off on an organised ramble and head back later in the day from another Station. One particular excursion of 11 coaches unusually brought one of the Schools Class 4-4-0 locomotives, it was number 30918 named 'Hurstpierpoint', this was another engine to underline in my Ian Allan ABC book of engine numbers. The Schools Class were the most powerful 4-4-0 locomotives in Europe and these engines hauled most of the Express Trains on the Waterloo - Guildford - Portsmouth Line before it was electrified in 1937. During the last few years of steam they were regular performers on the 'Conti'

The Signal Box was on the Down side.

There was a footbridge Bridge No. 1300A which was useful for pedestrians when the crossing gates were closed, I can remember standing on the bridge when a down train had stopped, sometimes the engine would be right under the bridge and looking down the engine chimney and experiencing the exhaust as the train started off. (Bridge No 1300 is a small culvert under the line midway along the station)

At the Gomshall end of the down platform was a corrugated iron shed which was used as a lamp room, the oil for the Signal and Crossing gate lamps was stored there.

There was quite an extensive Goods Yard at Chilworth Station,

Goods Yard

Sidings 362 ft

Long Siding 1017 ft

5 Ton Crane

Loading dock

Loading Gauge

In 1960 there were

163 Received wagons

Coal - Shephard and Hayward delivered by the wagon load,

Corn - C.A. Botting, Albury Mill. Yellow Lorries

16 Wagons forwarded,

Sugar Beet - Farmers. Jack Bailey, New Road and T F Butler of Manor Farm, East Shalford Lane

There was also a loading dock where I can recall seeing open wagons being loaded with Sugar Beet.

Sometimes a freight train would be shunted back into the long siding at Chilworth for a Passenger train to precede. This siding almost reached back as far as Tangleby Crossing.

There was a narrow gauge (800mm, 2ft 7 ½ inch gauge) tramway line that operated around The Chilworth Gunpowder Factory, this tramway was extended in 1885 to run from the Gunpowder Works to Chilworth Goods Yard, it used to come across the stream on a swing bridge and up what is now the footpath that runs beside the current Chilworth School and crossed the Dorking Road where Mrs Bartlett's Chilworth Stores used to be.

The owners of the factory organised special trains from Chilworth Station to convey their staff on trips to the seaside.

The Gunpowder factory closed down in the 1920's.

THE LEVEL CROSSINGS AND GATE KEEPERS COTTAGES

Between Shalford Station and Gomshall & Shere Station there were several Level Crossings and Gate Keepers Cottages.

EAST SHALFORD LANE CROSSING

TANGLEY CROSSING

FORD CROSSING

BROOK CROSSING

GOMSHALL LANE CROSSING

On regular occasions Full Water Cans were set down and empty cans loaded at some of the Crossing Keepers Gate houses, because these old houses did not have the mains water supply, I can remember being on a train that called at Combe Crossing between Dorking and Gomshall and watching this happening.

TANGLEY CROSSING

In the 1950's and 60's Bill Seymour lived in the Crossing Keeper's house.

Other names associated with Tangley Crossing at that time were Harold Whittaker and Charlie Greenaway who lived in the Pre-fabs at Hornhatch.

I can recall seeing Charlie looking through a pair of binoculars to see if there was train coming in the direction from Shalford, or was it perhaps that someone had just lit a bonfire in their back garden down at Hornhatch !

THE TRAIN SERVICE

Up Trains from Chilworth called at

GOMSHALL & SHERE, DORKING TOWN, DEEPDENE, BETCHWORTH, REIGATE, REDHILL, NUTFIELD, GODSTONE, EDENBRIDGE, PENSHURST, LYGHE HALT, TONBRIDGE

Down Trains from Chilworth called at

SHALFORD, GUILDFORD, WANBOROUGH, ASH, NORTH CAMP, FARNBOROUGH NORTH, BLACKWATER, SANDHURST HALT, CROWTHORNE, WOKINGHAM, READING

The Train service was displayed to the travelling public on departure posters, pasted onto boards at the Station, massive double width posters that also showed loads of other lines and connections that by the time you had worked out where to look for Chilworth, the train would be coming anyway. There were also public timetable books which even in the 1950's and 60's were priced at 1/- for the complete book of times for the whole of the Southern Region with 636 pages in the winter 1950 edition.

Then..

There were the Timetables that the Railway used, these were called 'WORKING TIMETABLES' in other words, the public timetables were 'TIMETABLES THAT DID NOT WORK'

THE FARES

1954 3rd class Single Fare

Chilworth to Guildford 7d (3p) 30th August 1954

1/- (5p) 10th October 1963

1956

Chilworth to Waterloo 5/4d (27p)

Chilworth to London Bridge / Victoria 6/- (30p)

Season Ticket rate to London Waterloo via Guildford £10. 6s (£10.30p)

Return Tickets had to be torn in half, keeping the return half for the journey home

Early Morning Return (Workman's) tickets

Excursion fares Brighton 9/9d (49p) Hastings 14/9d (74p)

Platform Tickets 1d

PARCELS and FREIGHT TRAINS

Christmas Mails and Parcels trains to the Post Office mail depot at Redhill.

5 RECORDING

BR Standard Class 4 2-6-0 clanks past Tangley Crossing with a train of assorted 4 wheel and bogie vans conveying Christmas mails and parcels.

Freight Services

12.10 Moreton Cutting (East of Didcot on the Western Region) to Tonbridge,

10 past 7 pm

6 RECORDING

A rare recording of a N Class with plenty of steam to spare on a down train of empty Carflat wagons from Newhaven to the West Midlands trundling past Tangley Crossing. The guards van on the rear has the brakes slightly applied. All my other recordings are of 'Up' trains heading towards Redhill.

7 RECORDING

The connecting rods clank and the wagons squeal as N Class 2-6-0 makes a wonderful sound on the 12 10 pm Moreton Cutting to Tonbridge freight passing Magazine Cottages.

8 RECORDING

U Class 2-6-0 on an up passenger train gives a short whistle as she approaches Tangley Crossing and gallops on towards Chilworth

9 RECORDING

S15 4-6-0 No. 30847 has been shunted back into the long siding at Chilworth Station to let a passenger train precede. This recording was made on the Bridge at Lockner and the train can be heard making progress towards Albury Heath.

10 RECORDING

N Class 2-6-0 working a heavy freight train has been held at Tangley Crossing signals waiting for a clear run. The train restarts with no difficulty at all. There seems to be a Hot Box (Axle Box) on one of the wagons.

Pick Up Freight calling at all stations that had a Goods Yard to detach and attach wagons.

4.0 am Mondays exited Norwood to Guildford

5.5 am Mondays Only Redhill to Guildford

11 RECORDING

Traffic is waiting at Tangley Crossing as 'all singing and dancing' sounds come from Q1 class 0-6-0 clanks past Magazine Cottages on an up Ballast Train from Meldon Quarry to New Cross Gate. The crossing keeper clunks the Gates open for road traffic to carry on as the train slogs up the hill towards Gomshall. Q1 Ballast Trains conveying the chippings hewn from the rock face at the Railway owned Meldon Quarry, near Okehampton deep in Devon to the Permanent Way yards at New Cross gate or Tonbridge were a regular sight passing through Chilworth.

TWO WORLD WARS

Two World Wars brought a tremendous volume of traffic, both Passenger and Freight in the lead up and

during the days of conflict.

Pre - WW1

One Train did not make it as far as Chilworth

On February 11th 1903 or 20th 1904 a Troop Train from Woolwich Arsenal to Portsmouth

Spectacularly derailed at Gomshall Station with the O class loco number 284 ending up facing in the opposite direction.

No fatalities.

A fatal accident between Chilworth and Gomshall around 1910

A troop train became stuck near Postford and the assisting engine sent to help ran into the back killing the Guard and a number of soldiers. A commemorative Yew tree clipped like a Bird (Known as Jesse's Seat) was planted in respect of the Guard and is still there today.

WW1

Lots of traffic to and from the Gunpowder factory via the private siding

On Wednesday night 29 May 1918 at 23 45 a 12 coach train from the LSWR to Folkestone conveying 7 Officers and 576 Men worked by a LSWR engine with a SECR Pilot Driver

On Thursday morning 30 May 1918 at 01 45 another train from the GWR to Folkestone with 4 Officers and 377 Men worked by a GWR loco with a SECR Pilot Driver.

The train waited at Ashford Kent for Engine purposes and to draw the carriage blinds.

Pre-WW2

1935

From the Afternoon of Friday September 20th through to the Early Morning of Saturday September 21st 1935 there were 12 extra Troop Trains associated with Military Manoeuvres that passed through Chilworth.

Each Regiment had 2 trains.

These trains conveyed the following troops

1st Royal Scot's

2nd Devons,

2ND East Surreys

2nd Dorset's

HQ 12th Infantry Brigade,

1st Royal Berks

2nd Royal West Kents

2nd Seaforth Highlanders

with a total of

82 Officers

2772 Other Ranks

113 Horses = 46 Officers Horses and 67 Riding Horses

10 Carden Lloyd Tanks

45 Limbered vehicles

50 Two wheeled vehicles

170 Cycles

13 ¾ Tons of baggage.

WW2

Operation Dynamo

During the Dunkirk evacuation May 27th to June 4th 1940 the public service of trains were withdrawn for 9 days around 600 trains some Ambulance trains conveying troops, many in a bad way, traversed the line through Chilworth. The Southern Railway did not have enough carriages to make all the trains up so they did rustle up 55 trains, the LNER 47, LMS 44 and the GWR 40.

On 11th April 1944 a train of loaded Petrol Tanker wagons collided with a Light Engine at Shalford Station, there was a terrific blaze and some of the tank wagons were under the A281 road bridge, the heat causing the bridge to buckle. Driver Arthur Griffen received the British Empire Medal for dividing the burning train and moving the front part to safety.

East Shalford Sidings opened during the WW2 years

6 through lines 4 shorter sidings

1950's Guildford turntable out of action

Crippled wagons were stored there also

Withdrawn Electric trains

P Way PAD (Pre Assembly Depot) making up track for Bournemouth Electrification 1965/6

French diesel shunting engine made by the firm 'Secmafer' was used at East Shalford.

PEACE TIME

1949 23rd July Daily Express AIR PAGEANT at Gatwick Airport

3 Extra 6 coach each way Trains between Guildford and Redhill.

Christmas Day 1951

Up trains (5) Down trains (6)

THROUGH TRAINS FROM MERSEYSIDE TO KENT AND SUSSEX COAST

Birkenhead and Hastings and Dover, ran from 1863 - 1866

resumed again in 1897 Liverpool and Folkestone Harbour.

many variations over the years and by 1938

Birkenhead via Chester, Shrewsbury, Birmingham, Reading, Guildford, where an attachment was made with a portion from Bournemouth via Alton, then the whole train headed off through Chilworth to Redhill where it split up into portions for Brighton, Eastbourne, Hastings, Dover and Deal.

These through trains ceased during the WW1 and WW2 years, although there was a busy through train that ran during part of the war years from Ashford (Kent) to Newcastle mainly for military personnel.

Resumed again after the war as Birkenhead to the Kent and Sussex Coast

Known affectionately as The 'CONTI' (Continental Express)

Standing on the platform at Guildford in the summer of 1950 the announcement for the down train would sound like this..

NORTH CAMP - READING GENERAL - OXFORD - BANBURY GENERAL - LEAMINGTON SPA - BIRMINGHAM (SNOW HILL) - WOLVERHAMPTON (LOW LEVEL) - WELLINGTON - SHREWSBURY - GOBOWEN - RUABON - WREXHAM - CHESTER (GENERAL) and BIRKENHEAD WOODSIDE

I never heard the announcement for the up train but these are the stations that the train served

REDHILL -

Where the train split into portions for

BRIGHTON - EASTBOURNE - BEXHILL CENTRAL - ST LEONARDS WEST MARINA - ST LEONARDS WARRIOR SQUARE and HASTINGS

And

TONBRIDGE - ASHFORD (KENT)

Where the train split again with portions for

SHORNCLIFFE - FOLKESTONE CENTRAL - DOVER PRIORY - MARTIN MILL - WALMER - DEAL and SANDWICH.

CANTERBURY WEST - MINSTER (THANET) - RAMSGATE - DUMPTON PARK - BROADSTAIRS and MARGATE

Guildford Station timings were 12 15 Down and 13 58 up

Alternate SR / WR stock Refreshment car and several brake coaches

Summer Saturdays many additional trains ran such as

10 20 Birmingham Snow Hill to Margate

10 35 Birmingham Snow Hill to Hastings

1042 Wolverhampton Low Level to Ramsgate

and more besides.

These through trains ceased at the end of the summer timetable in 1964.

THE STEAM LOCOMOTIVES

Although unlikely to have been ever been seen at Chilworth, there was a LBSCR Steam Locomotive that carried the name 'CHILWORTH' she was a Class E4 0-6-2 Tank engine number 504 built in September 1900 at Brighton Works, a very interesting fact is that she was 1 of 12 of this class that operated with the ROD Railway Operating Department during the First World War in France between 1917 and 1919, returning to England again after the war. During Southern Railway days she carried the number 2504 and in 1948 she was renumbered 32504 by British Railways. Her days in England were mainly spent at the place of her birth, Brighton and she was finally withdrawn and Scrapped at Ashford in Kent in November 1961.

Two of these locos were shedded at Guildford during the 1950's and early 1960's which had the numbers and names as follows 32505 Annington

32506 Catherington but why the engine with the local name could not have been used locally is a mystery, my own thoughts are maybe if someone standing on the platform at Guildford Station waiting for a train to Chilworth (SECR train), then a Horsham Line train (LBSCR) arrives with the name CHILWORTH on the side of the engine, it could be read to mean that this train was going to go to Chilworth !

There is still one of these locomotives in existence at the Bluebell Railway, No 473 named Birch Grove.

Steam Locomotives from The Southern Region some dating from the early 1900's were the most frequent

performers, during the WW2 years and into the early 1950's the WD 2-8-0 locos were used on the heavy freight trains. I can remember clearly E Class 4-4-0 number 31315 which still had the engine number painted in yellow on the front Red buffer beam in the 1950's. Western Region engines regularly worked one passenger train each way on weekdays to familiarise the WR crews with the line, with Manor Class named engines in later years. WR locos would be seen more often on Summer Saturdays working the through trains from the West Midlands to the Kent and Sussex Coast. During 1964 a London Midland Region Black 5 number 45346 and an Eastern Region B1 number 61313 were definitely seen and heard after they had both broken down on Inter regional trains on the Brighton Main line and were repaired at Redhill shed. New BR Standard class locos were seen from the 1950's.

In 1964 a regular freight train working from Banbury to Redhill was pulled by one of the Standard Class 9F 2-10-0 engines, these were the largest of the BR Standard engines, and one of these locos number 92250 was the last steam loco to be built by British Railways and was appropriately named Evening Star.

In the 1950's

Steam Engines from the early 1900's were in regular use at Chilworth

D 1901 No. 31737 was a regular performer seen at Chilworth and is now preserved in the NRM at York Museum.

D1 class 1921

E class 1905 No. 31315 still had the number painted in yellow on the front Buffer beam.

E1 class 1919

L class 1914

L1 class 1926

THE LATER YEARS

U class 1928

U1 class 1925

N class 1917

N1 class 1922

Q class 1938

Q1 class 1942

S15 class 1927

V class 1930

WR locos class 43xx, Manor Class, Freshford Manor, Frilsham Manor

Standard class 4 2-6-0 76053 - 76062

Standard class 9F 2-10-0 used on the Banbury - Redhill freights in 1964.

In 1964 Steam engines from all four BR regions could be seen at Chilworth

SR BR STD WR LMR ER

LMS Class 5 No. 45346 and LNER Class B1 No. 61313 running in after repairs at Redhill

Alongside ex GWR Manor class, SR classes and Standard locos, all together at this time.

READING LOCOSHED 70E CLOSED 1/1965

GUILDFORD LOCOSHED 70C CLOSED 9/7/1967

REDHILL LOCOSHED 75B CLOSED 6/1965

TONBRIDGE LOCOSHED 74D CLOSED 1/1965

Engine Liveries

SECR Green with Brass

SR Black or Green

BR Steam Black, Black Lined or Green

BR Blue for Diesels

NSE Red White and Blue

THE CARRIAGES

SECR Birdcage sets

1st Class Saloon coach Armchairs

Carriage liveries

SECR Maroon

SR Green

BR Red for local stock, Carmine and Cream, then back to Green for Southern Region stock

Birkenhead SR Green / WR Maroon - Chocolate and Cream.

Then Blue, Blue and Grey

NSE Red White and Blue

Thames Trains Navy Blue Green and White.

12 RECORDING

U Class 2-6-0 on an up passenger train takes a leisurely departure from Chilworth Station towards Lockner Bridge.

THE CLOSURE OF THE GOODS YARD

Chilworth Goods Yard closed down on 7th May 1962.

INTRODUCTION OF DIESEL SERVICES

On January 4th 1965

Tadpoles, named as such because the first coach (an old electric driving coach) was wider than the other two coaches (which were old narrow width Hastings line Diesel coaches) started running on the Reading to Tonbridge service to a regular interval timetable,

WR DMU Network SouthEast

Front seat for good views along the line, just as the driver sees it.

Through trains to Gatwick Airport commenced on 12th May 1980.

Class 33 Crompton Diesel Electric locos worked the 'Conti' in later years

WR Hymek, Warship, Western, Class 31 and Class 47 Diesel locos worked the inter-regional freight and parcels services.

THE CLOSING OF BOOKING FACILITIES

Tickets were sold from inside the Signal Box for a short period prior to

5th November 1967 when Conductor Guards PayTrain, Omniprinter machines.

End of original Edmondson Card tickets sold since opening of the line in 1849.

First ticket in my collection of tickets, SR Platform Ticket No. 305 bought from the Booking Office at Chilworth 14th October 1954 cost 1 old Penny.

13 RECORDING

Recording made inside the Booking Hall at Chilworth Station as S15 engine pulls the 12 10 Moreton Cutting to Tonbridge freight on the 1 in 100 gradient. The last vehicle, the Guards van has just cleared as the signalman re-opens the crossing gates for anyone coming from or going to Blackheath.

THE INTRODUCTION OF AUTOMATIC HALF BARRIERS

Tangley Crossing, the Automatic half barriers were in operation from the 11th July 1974

Chilworth Station, barriers started on 9th June 1978. The old Gates went to the Dart Valley Railway in Devon.

THE REMOVAL OF THE FOOTBRIDGE

The famous artist David Shepherd had arranged for the footbridge to go to the East Somerset Railway, then to Shackerstone Railway (Battlefield Line) Market Bosworth, Leicestershire.

14 RECORDING

The train from Chilworth has just arrived at Guildford and the station announcer calls out the stations to Reading. The driver gives a whistle as he pulls away, just as an electric train formed of 2-BIL units also leaves heading for Waterloo via Woking.

FILMING AT CHILWORTH STATION

Film. The Passionate Stranger (1957)

Margaret Leighton, Ralph Richardson, Thorley Walters and Patricia Dainton.

Ralph Richardson played Professor Roger Wynter and Sir Clement Hathaway.

Margaret Leighton played Leonie Hathaway and Judith Wynter.

Patricia Dainton played Betty and Emily

Carlo Justin played Mario and Carlo.

In the 1950's Women's Magazines Quaker Sugar Puffs Henry Downing, the Porter / Signalman scratching his head while watching A train being driven by Bears being loaded with Honey and Sacks of Wheat

Steam Train Memories

Footplate rides with the driver on a steam train.

Dorking Town to Chilworth. GWR 2-6-0, very fast and rock and roll, a bit like a fairground ride. The GWR museum at Swindon has a mock up of a GWR footplate and it truly is just like the real thing.

The talk came to an end at this point

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