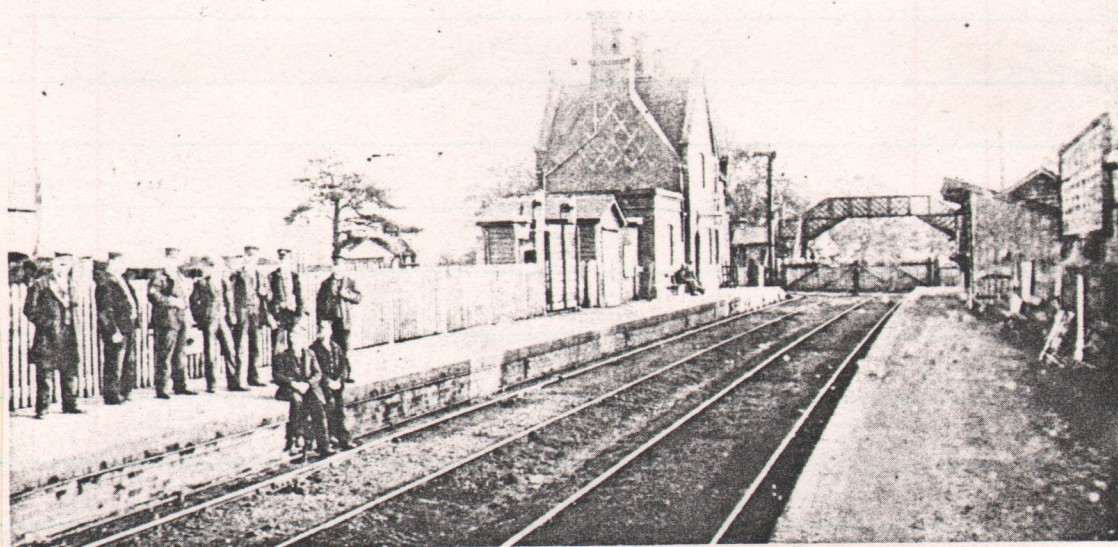


Portland Railway, 4' 6" gauge. 1825.

BLACKWATER



Blackwater S.E.C.R.

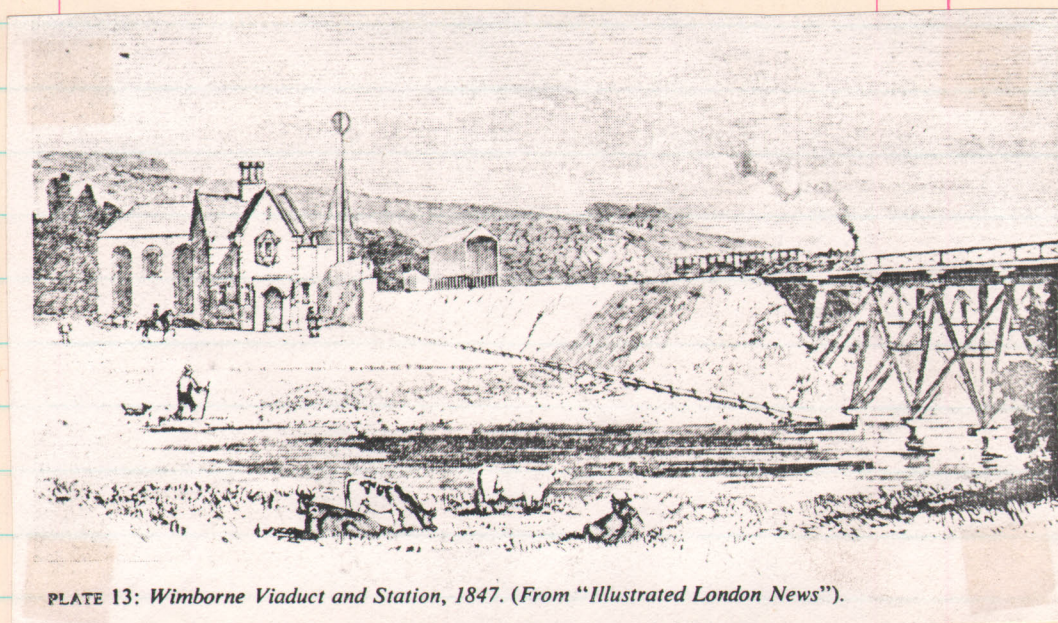
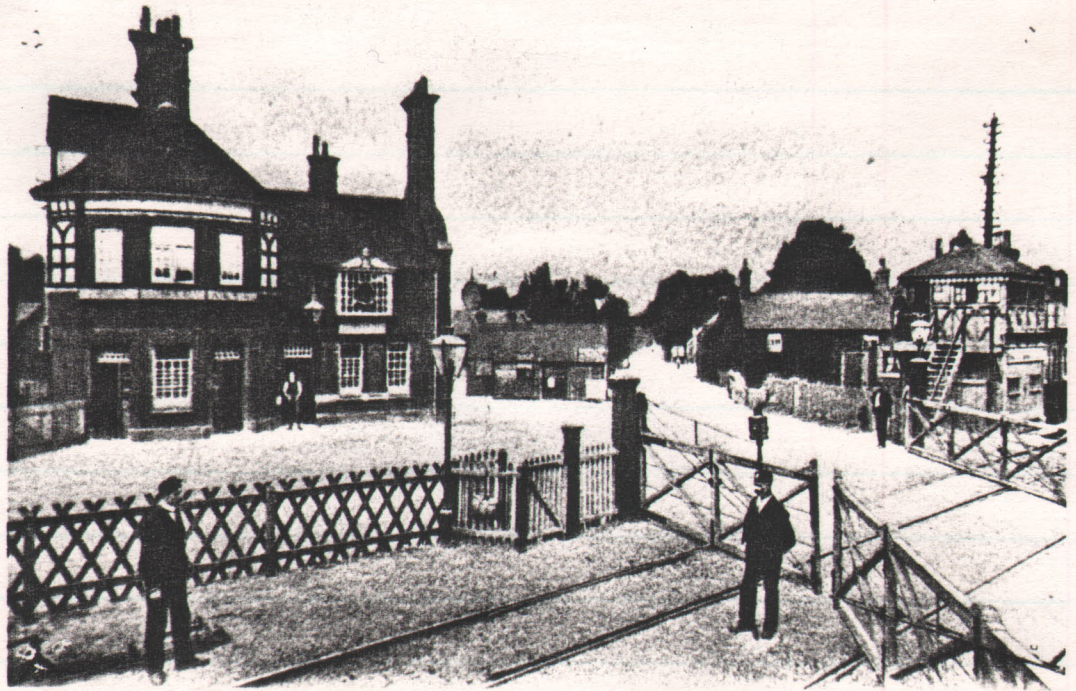


PLATE 13: Wimborne Viaduct and Station, 1847. (From "Illustrated London News").



Brockenhurst Level Crossing c. 1908. - Brockenhurst East SB



Andover Junction 16/9/1899 Single-framed Boyer 0-6-0
No. 373 (Built 1878) on up goods. Headcode; West of England - Nine Elms
fast goods



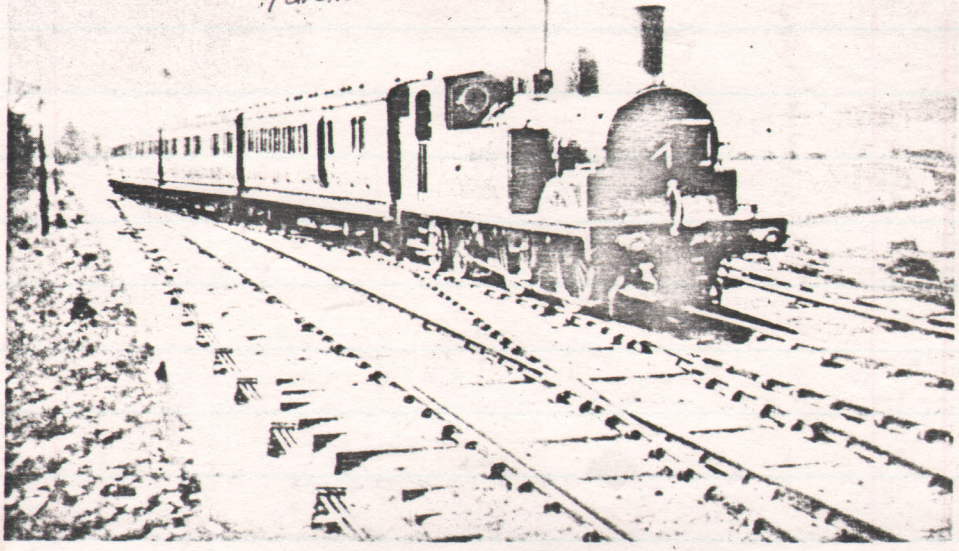
Andover Junction - Down side buildings.

Basingstoke

Alton

Winchester

Fareham



E.C.

Says
lost.
the on

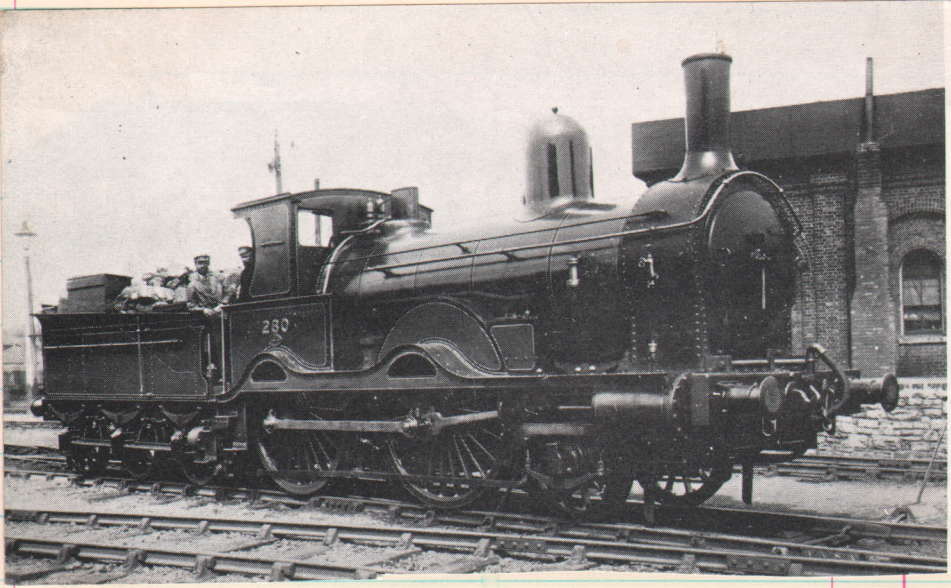
E.C.
Griffiths

Train crossing from the Meon Valley to Mid-Hants Line.

Butts Junction Alton.

Long timbers
across whole layout

20

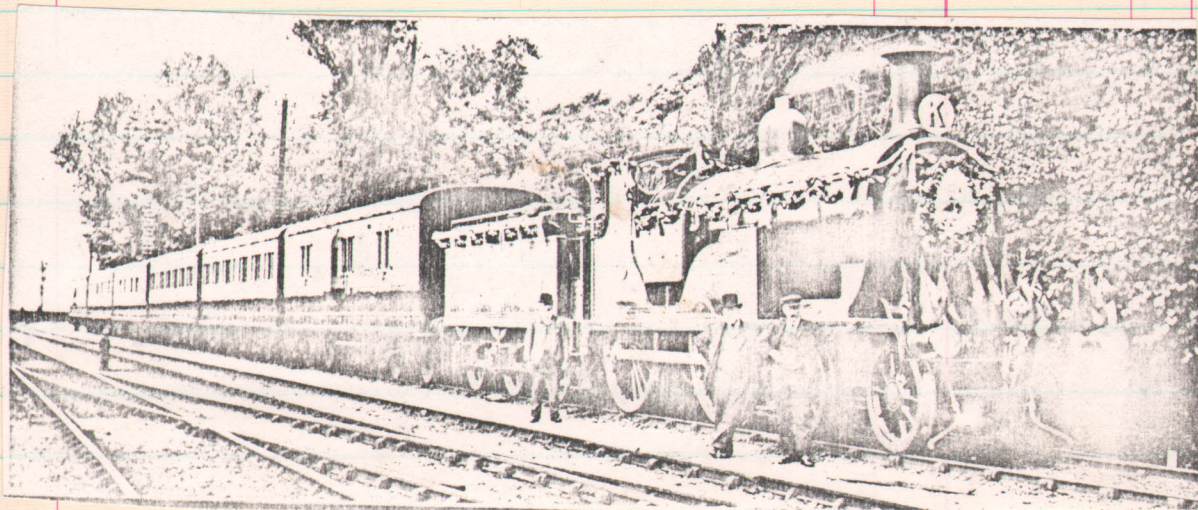


Winchester Junction c.1900. Fourth sleeper baring.
Alton Line to right.

Laid in by hand. Note good top achieved with jacks
and hand slueing.



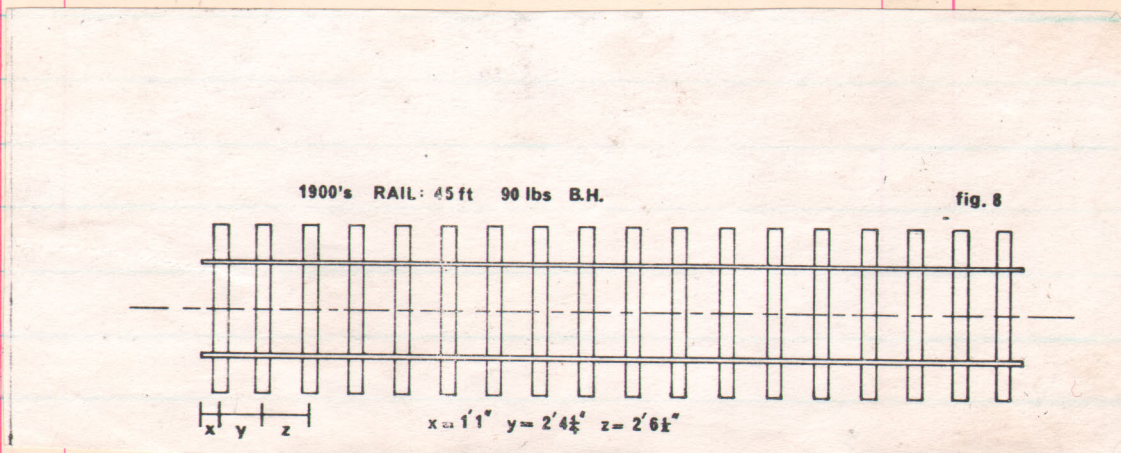
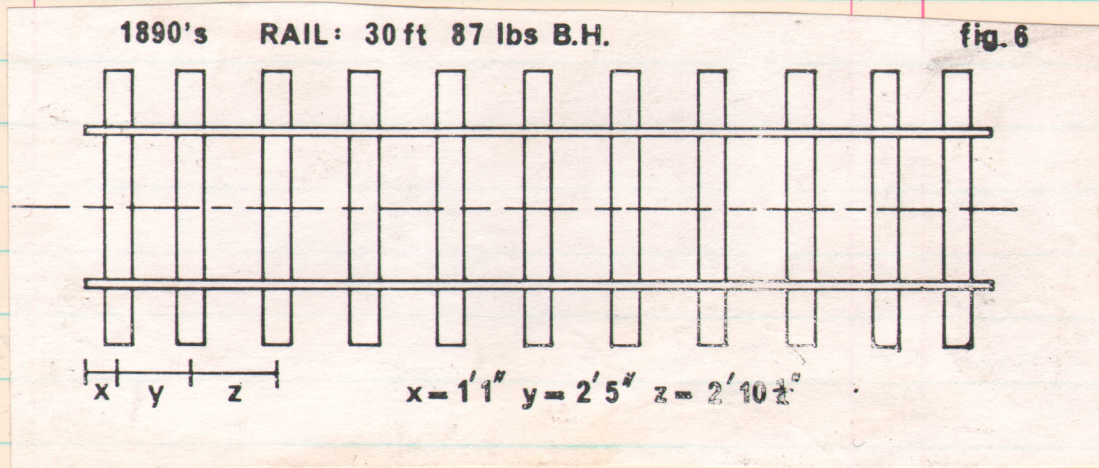
RELAYING AT EWELL. 1930s SR Standard 45' 95BH

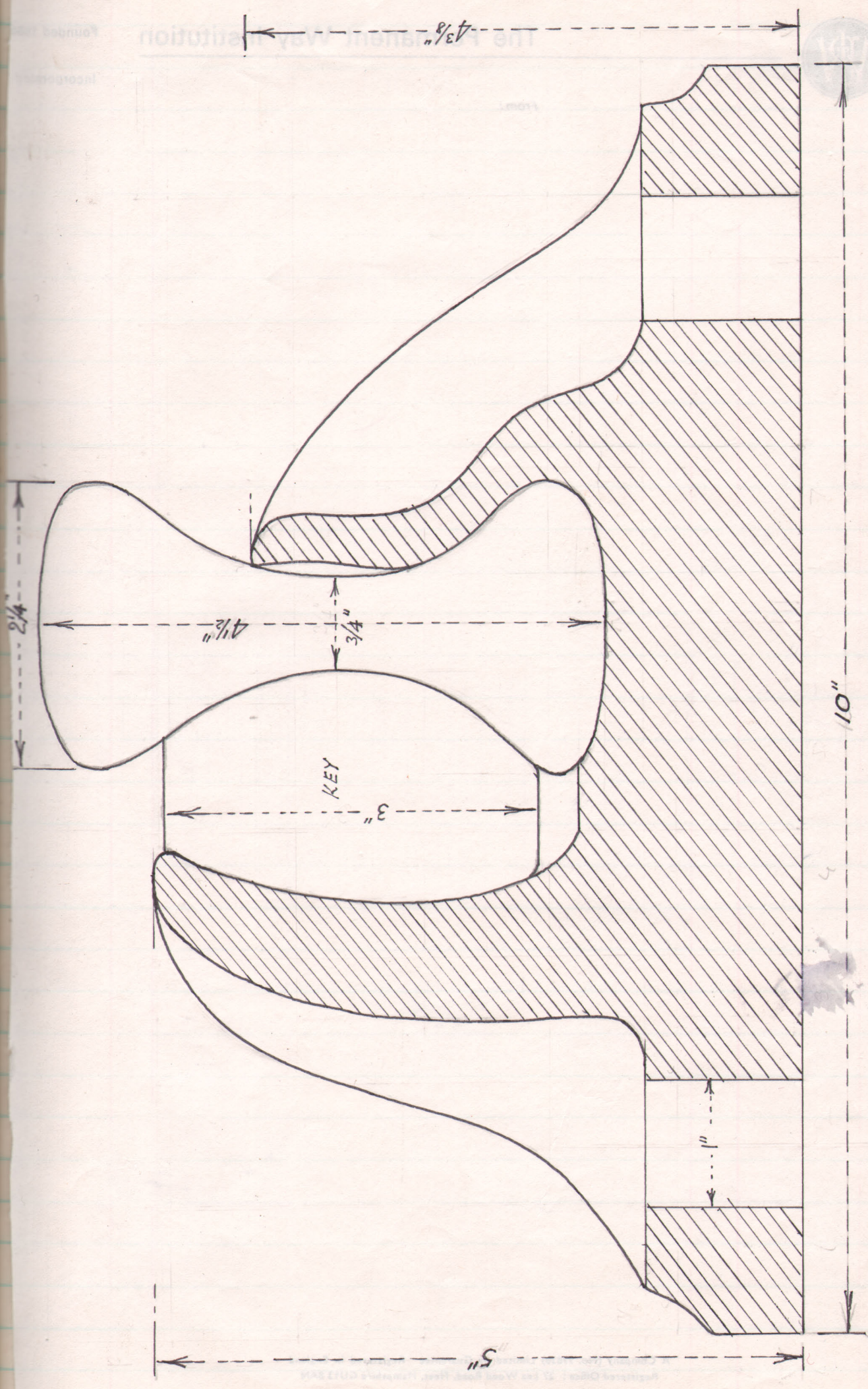


Southampton West 12 July 1902 (Up side-country end) T9 No 773
with Lord Ritchenor's train

Parallel Rails

Locke introduced double-headed rail ("double parallel") Grand Junction
62lb/yard. Also wood key as a cushion between jaw of chair and web
of rail.

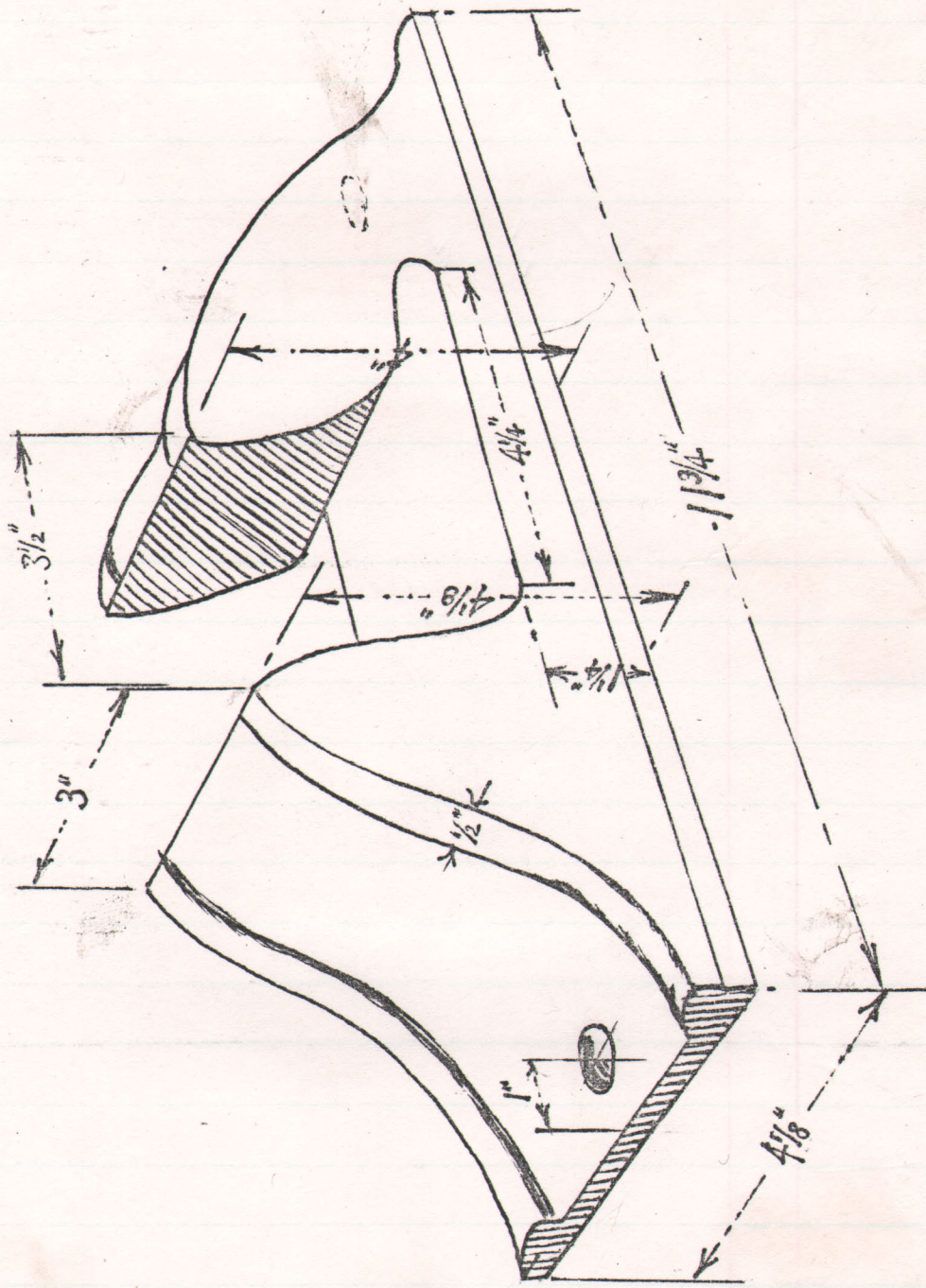


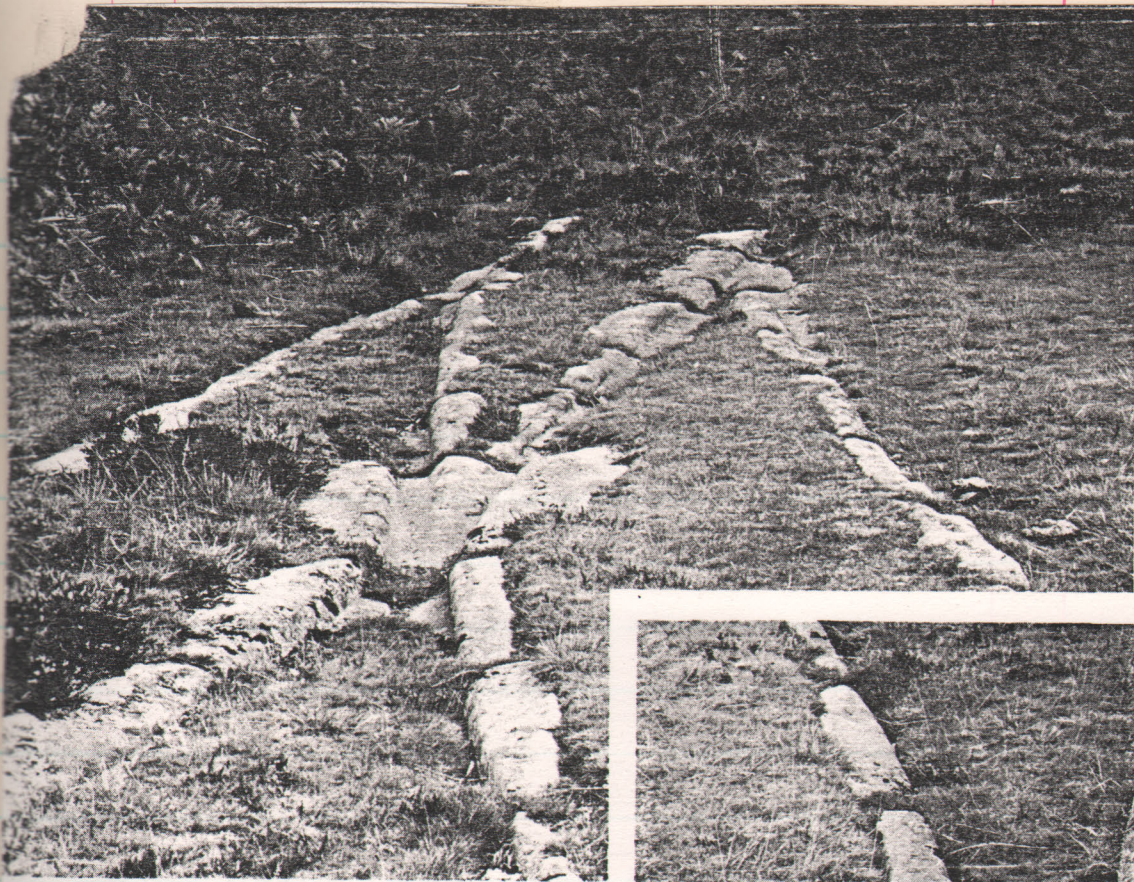


LONDON & SOUTHAMPTON RAILWAY
 Possible chair pattern 1838, based on Perdonnet/Polonceau
 Calculated weight: 20lb. * [intermediate]

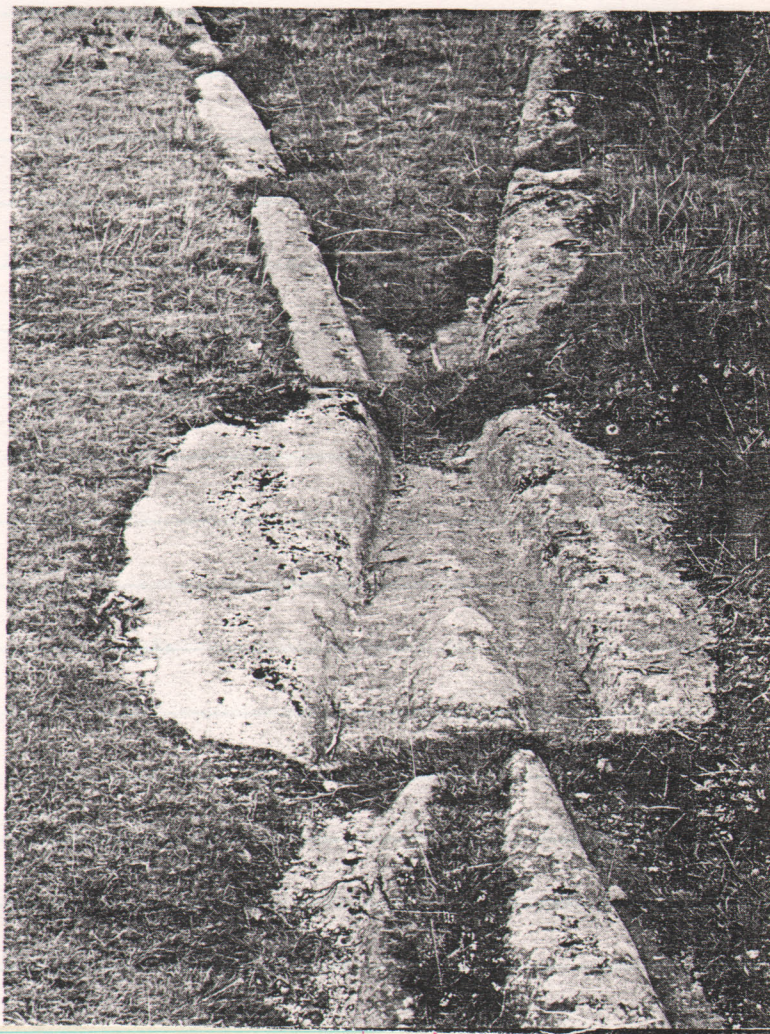
DJW 2/88

CHAIR FOUND NEAR POKESDOWN (BOURNEMOUTH)

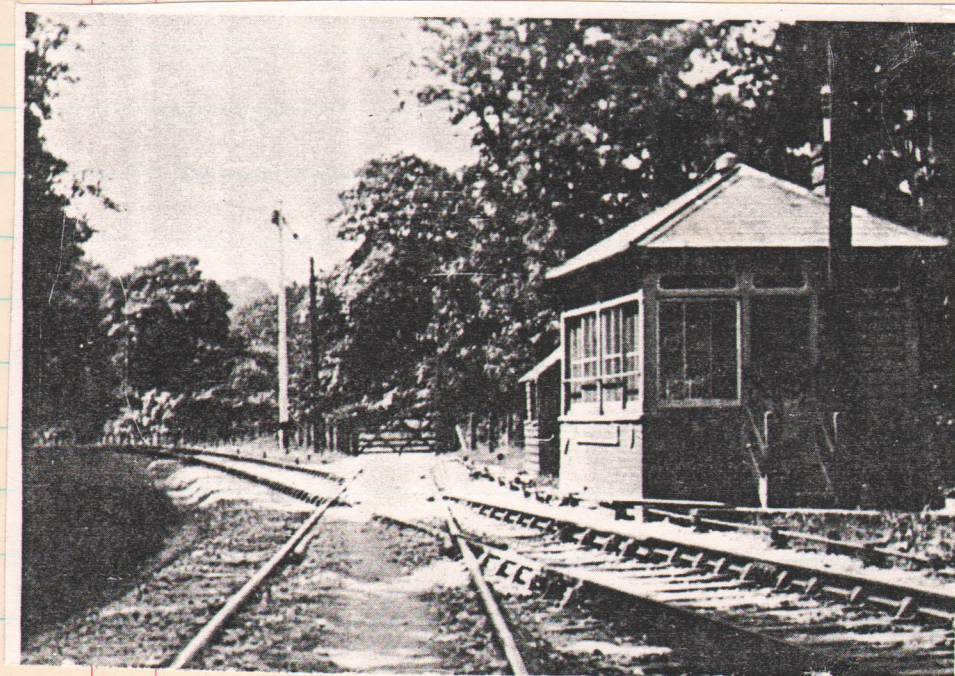
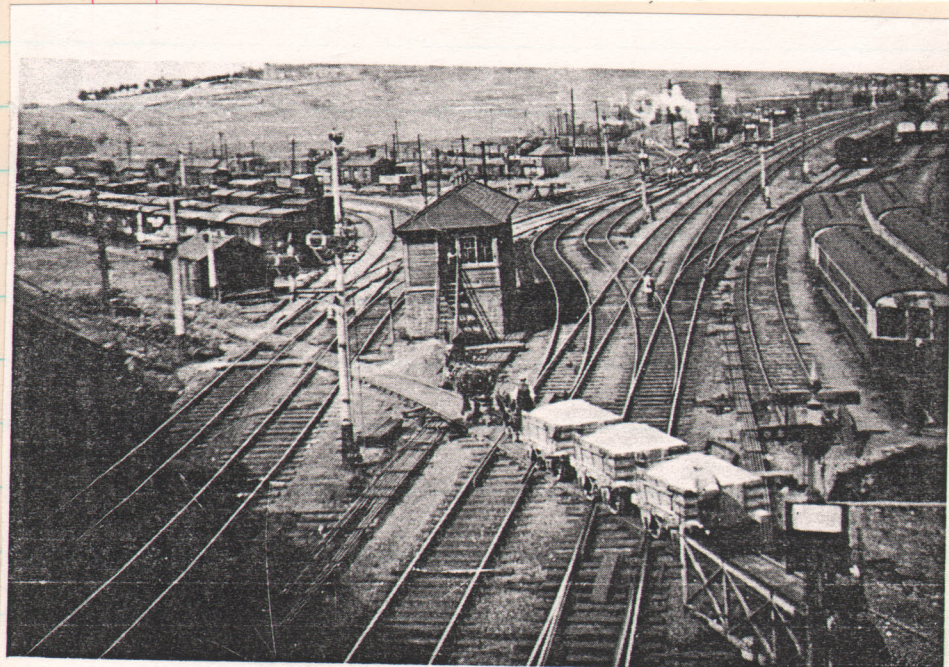




In 1792 the Stover Canal was opened from Ventiford, at Teigngrace, to the navigable River Teign at Newton Abbot. It was built by James Templar of Stover House, to carry away ball clay mined in the area. In 1820 the Haytor Granite Tramway was built from the upper end of the canal to granite quarries at Haytor, on the eastern side of Dartmoor. This tramway was remarkable in that granite was used to form the rails—in effect a stone plateway, the gauge being approximately 4ft. 3ins. between the vertical faces of the blocks. This photograph, of a junction, is on the upper section of the line near the quarries. [Peter Holmes]



The individual blocks of granite can be seen in this close-up of a point on the Haytor Tramway; the running surface and the vertical flange were cut with care, but the remainder of each block was only roughly hewn to shape. Several of these points, leading to quarries, can be found by following the course westwards across Haytor Down from the site of the former level crossing with the road from Haytor to Manaton. [Peter Holmes]



LEE MOOR
TRAMWAY
4'6"

Top: 1931
Crabtree?
Main Road
LRGP

Centre
1950
Laira, Sand
for concrete works
GWR main line
towards Plymouth
(D. A. Thompson)

Bottom
Crossing Lancelston
Branch near
Plym Bridge
(Marsh Mills left)
LRGP

The 150th anniversary of the opening of the London & Southampton Railway occurs in 1988. Public trains first ran from Nine Elms to Woking on 12th May, 1838, from Southampton (Northam Road) to Winchester on 10th June, 1839, Basingstoke being reached in 1839. The intervening stretch through Micheldever (then Andover Road) was not opened until May 1840.

The earliest rails ordered were Vignoles flat bottom section in cast iron, laid on stone blocks. With the appointment of Joseph Locke as Engineer in 1837 (replacing Francis Giles) wholesale relaying appeared to take place even before the opening! Locke had been Engineer to the Grand Junction Railway (Birmingham to Warrington) which had adopted Stephenson's 'parallel' rail in chairs on sleepers or stone blocks. Locke also introduced oak keys, said to be his own invention. The rails were now 63 and 75 lb. double headed wrought iron. Chairs were quite miniature, weighing about 20 lb., but 26 lb. under end-on, but wedged, joints. Within a few years joint plates with through bolts became the fashion, but not without some resistance from the L.S.W. gangers who viewed nuts and threads with suspicion! Many of these joint plates survive to fix buffer beams to upright rails on old stops.

Sleeper spacing was up to 3' 6" for rail lengths of only 15' 0", but the 21' 0" (wrought iron) rail was more universal by the 1850s. Although wooden sleepers, many only "half-rounds", were laid, stone blocks existed well into the 1840s. It is known that the Woking to Guildford branch had them, but none have come to light (some now found at Winchester - Ed.) It is understood they were 1' 6" square with two holes on the diagonal.

Early switches were cast iron, again very short in length and matched, it would seem, by cast iron crossings. About this period shaping tools became available, and rail planing into switches and point splicing may date from the 1840s. Ballasting was invariably with gravel on the L.S.W.R. and liberally spread all over and nearly up to the rail heads. An early source was at Walton-on-Thames.

ACE News 1987.

Listed Grade II

Bournemouth Station

Christchurch Tank Traps and Pill Box

Dorchester West (not Up Platform building)

• Poundbury Tunnel (London end)

• Alington Road (Dorchester - Wareham Road)

Micheldever

Mortimer

St Denys Main station building, incl Ticket hall

Salisbury - Fisherton Station

Southampton Terminus

" South Western House.

Swaythling

Wareham Station (incl. Shelter on Up Plat)
& lampstandards

" Coolds Shed (Sandford Lane)

" River Bridge (Mill)

Weymouth 102 Nothe Parade (?)

Woolston Main Station (incl. ticket hall)

Foreham Porchester Rd and Quay St
Viaducts.

Cosport Station NOT LISTED