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Hampshire Industrial Archaeology Society

Journal No. 23

(2015)



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Front cover picture:

The restored J-type War Department Thornycroft lorry at Twyford Waterworks in 2014. (Nigel Spender, Hampshire Cultural Trust)
[see page 7]

Back cover pictures:

Top: Gosport railway station buildings today. (Peter Keat)
[see page 13]

Middle left: Twyford Waterworks, the re-instated corrugated iron wall between boilers **2** and **3**, March 2015. (Martin Gregory, Twyford Waterworks Trust)
[see page 25]

Middle right: Bishop's Cove adit on Herm, Channel Islands. 26th August 2013 (Howard Sprenger)
[see page 17]

Bottom: A Welsh churn stand in Anglesey, (Tony Yoward)
[see page 22]

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Hampshire Industrial Archaeology Society

(formerly Southampton University Industrial Archaeology Group)

Journal No. 23, 2015

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Editorial

Welcome to Issue **23** of our *Journal* as we continue on our third decade. As usual, we have tried to include articles on a variety of subject areas in Industrial Archaeology in Hampshire.

Our first article describes the restoration of an Army lorry from the First World War. The restored Thornycroft lorry has appeared on many occasions commemorating the centenary of the outbreak of that war in 1914. Alan Down recounts the work done to put it on the road again. Peter Keat writes on the history of railways on the Gosport peninsula, none of which survive today. The Channel Islands are not usually thought of as an industrial area but copper, lead and silver were all mined there in the nineteenth century. Howard Sprenger takes us through the many abortive attempts to open up mines there, finishing with the Sark's Hope mine on Sark, which was the only one to have significant investment in pumping and winding plant. Daily milk deliveries to your door have been a feature of British towns and cities for well over a century as Tony Yoward relates in his article on the transport of milk from farm to customer. Dr. Edwin Course and members of SUIAG played an important part in the saving of Twyford Waterworks in the 1970s. Twyford Waterworks Trust has worked ceaselessly over the past twelve years to bring steam back to the boilers. Your Editor ends our *Journal* with an update on the progress of the 'Return to Steam' project.

Martin Gregory
June 2015

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Edited and produced by Martin Gregory

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The Contributors

Alan Down
I have been fortunate to be a volunteer at HCC Museum Service, (now Hampshire Cultural Trust), for nearly 25 years, during which I've been allowed to work on, and operate some of Hampshire's "best kept secrets", the wonderful transport collection of Thornycroft and Tasker vehicles. Many of these vehicles are now on permanent display in Milestones museum, Basingstoke, but many others are still in storage at Chilcomb awaiting their turn to undergo full restoration, most of which is carried out in the workshop at Chilcomb. I was originally trained as an aircraft engineer by BEA, later to become British Airways, and up until my retirerent, enjoyed the stark contrast between the high tech aircraft components and the beautiful old school engineering of these lovely old relics of Hampshire's industrial past.

Martin Gregory
Martin Gregory is a retired schoolmaster. His interest in the history of technology goes back over fifty years. He has researched and built model steam and Stirling engines for many years, and also works on the history of the sewing machine. He has been a member of HIAS and its predecessor for over forty years, has served as Secretary and Chairman, and is the present editor of the Journal.

Peter Keat
I am a Geordie by birth and moved to Portsmouth in 1946. I have been the Chairman of the Gosport Railway Society since its inception in the 1970s. As a local historian I have written five booklets on the Railways of Gosport and have also published a book on Queen Victoria's funeral. I run a weekly school reunion website which I have been writing every week for over 14 years. I am involved with church activities and am a Grand Councillor of the Guild of Servants of the Sanctuary.

Howard Sprenger
After training as a teacher at St. Luke's College, Exeter, Howard spent ten years teaching in Staffordshire and Hampshire before joining IBM as a technical author. He retired twenty six years later as a software development manager, and now teaches mathematics to adult students in Portsmouth. With his wife, he runs Kestrel Railway Books, and is the author of four railway books. He is a member of several industrial and railway societies and is the present Chairman of HIAS.

Tony Yoward
Tony Yoward grew up in Swindon and moved to Emsworth in 1952 to manage, and later own, the Pharmacy. He is now retired. He has always had an interest in Industrial Archaeology, especially canals, and has served on the AIA committee. In 1970, he moved into the converted Slipper Mill building and the interest in mills took off. He has published a 'Glossary of 3500 milling terms'. He has been Chairman of SUIAG, a member of the SPAB Mills Committee and was one of the founding trustees of the Mills Archive, a website for British Mills.

Acknowledgements

My thanks are due to all who have contributed to this edition of the *HIAS Journal*. Acknowledgements and thanks for the provision of illustrations are made as follows:

Martin Gregory, Twyford Waterworks Trust, (Figures 49 to 57, 59 to 61 & back cover); Pete Joseph, (Figure 36); Peter Keat, (Figures 12 to 27 & back cover); H. A. McEwen (Boiler Repairs) Ltd., (Figure 58); Nigel Spender, Hampshire Cultural Trust (front cover & Figures 1 to 11); Howard Sprenger, (Figures 28 to 35, 37 to 39 & back cover); Tony Yoward, (Figures 40 to 48 & back cover).

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The Restoration of a Thornycroft “J” type lorry

Alan Down

With the World War 1 centenary year approaching, it was decided that the Thornycroft army "J" type lorry owned by Hampshire County Council (HCC) museum service (now Hampshire Cultural Trust) was in need of some tender loving care if it was going to meet all the obligations planned for it.

In an age which was largely horse drawn or steam powered, this vehicle was very advanced for its time. The engine had four cylinders and ran on petrol, with spark ignition. It had twin camshafts and roller cam followers. The engine bearings were pressure lubricated from an oil pump which collected its lubricant from a sump and reused it. The cylinder heads and barrels were water cooled with a circulating pump driven by a fan belt at the front of the engine. The engine drove its four speed gearbox through a large cone clutch mounted on the rear face of the flywheel, which in turn drove the worm reduction back axle, with differential, via a propeller shaft. Most of these features would not be unusual on modern vehicles today.



Figure 1. “Passing through Albert”, an illustration from the pamphlet “Thornycroft lorries in the Great War”. Albert was a town in northern France near the front line.

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The lorry had been delivered to The War Department in 1916 and, from the Thornycroft factory records, we determined that it was originally fitted with a large anti-aircraft gun mounted directly onto its chassis rails. There were three variants of the “J” type lorry made by Thornycroft. The vast majority were open back design, in which form the subject vehicle now runs. Some were hastily supplied with the anti-aircraft gun to counter the new threat from warplanes, and a small number were supplied as mobile workshops. These had a large dynamo, belt driven from the flywheel rim, which generated electricity for motors which drove the lathe, pillar drill, and forge, all of which were mounted on the lorry chassis. We do not know where our lorry saw service but, again from the factory records, we know it returned to Thornycroft's in 1920 to have the gun removed, extensive repairs, and a new body fitted before returning to military service.

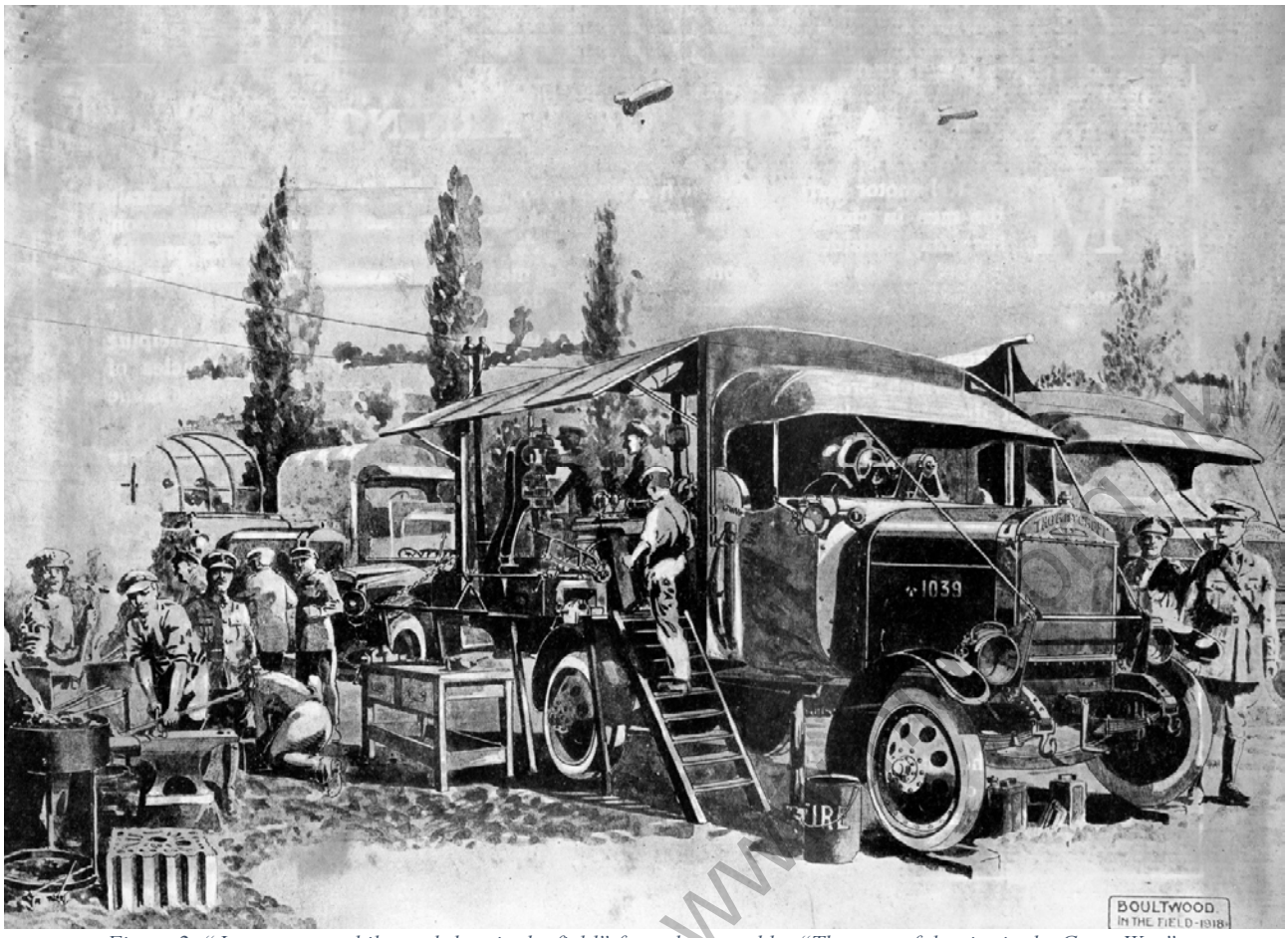


Figure 2. "J-type as a mobile workshop in the field" from the pamphlet "Thornycroft lorries in the Great War".

Five thousand "J" type lorries were supplied by Thornycroft to the War Office. It was the most successful petrol-engined lorry in the war. After the war Thornycroft sought to capitalise on their success and issued a pamphlet entitled "Thornycroft motor lorries in the Great War", extoling the virtues of the "J" type. Inside the back cover is attached 'A Word of Warning' citing excessive speed as a great sin. 'Major-General Sir W. G. B. Boyce, K.C.B., D.S.O., who was in charge of the Mechanical Transport operation throughout the war, laid it down that excessive speed was one of the worst offences a driver could commit. On the first occasion a man was caught he was severely dealt with, and, on the second occasion, he was courtmartialled.'

Vehicle 14201 had been acquired by HCC museum service twenty five years ago and, although largely complete, due to the rather poor running of the engine, it had spent most of its time as a static exhibit in Milestones Museum. It was delivered to the HCC workshop at Chilcomb, Winchester, just before Christmas 2013.

The engine had very low oil pressure, a weak spark, smoked heavily, and leaked water profusely. The gearbox, clutch and back axle all worked fine so, apart from oil changes, were left alone, but it was decided to strip the engine to investigate it further.

The magneto was sent away for rewinding and re-magnetising as a first step, due to the long lead time to repair this component.



Figure 3. The lorry arrives at Chilcomb workshops in December 2013 for a start to be made on restoration.

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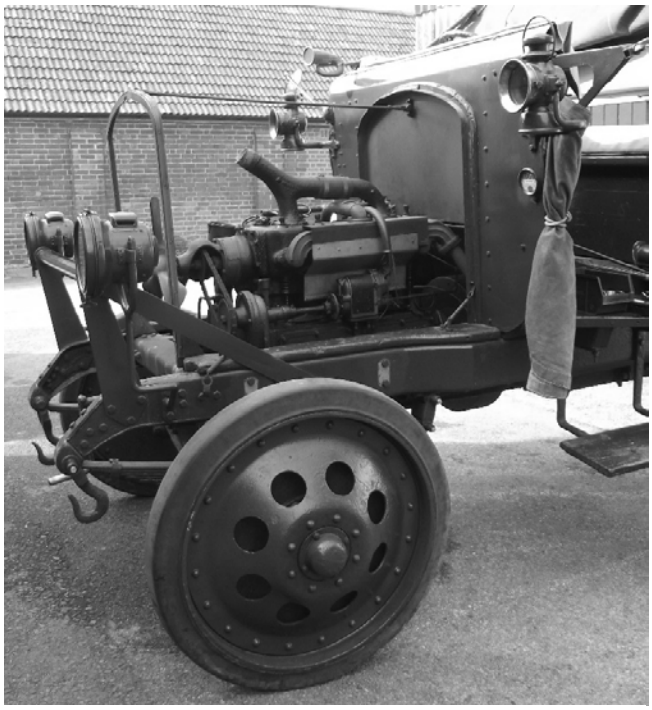


Figure 4. A start is made on dismantling.

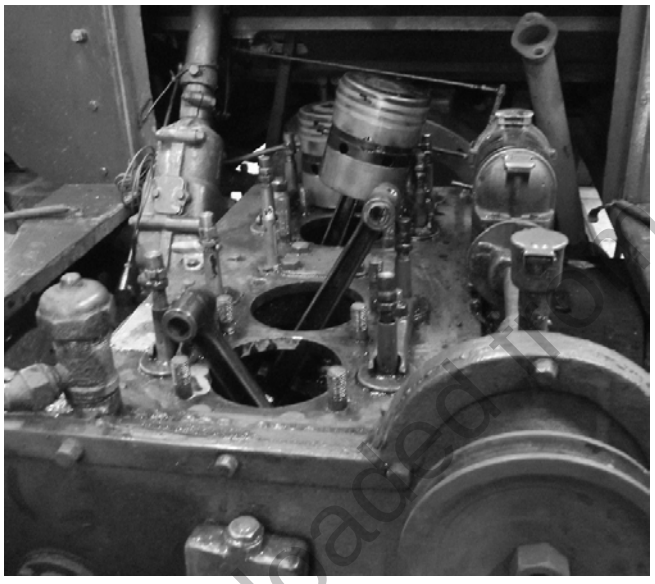


Figure 6. Dismantled down to the crankcase

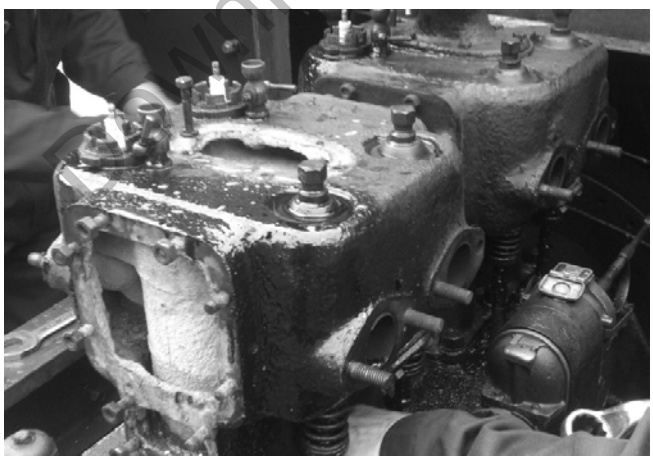


Figure 5. The two pairs of cylinder castings.

The crankshaft bearings, much to our pleasant surprise, were all in good order, despite the low oil pressure, so were left alone. There was an amazing amount of glutinous sludge in the bottom of the crankcase, which had to be physically lifted out, as it would not drain from the large drain plug. How the engine had managed to keep running is a mystery. The low oil pressure was traced to excessive end float in the oil pump, which was easily cured by re-machining the end cover.

The cylinders, which are integral with the cylinder heads, are cast as two pairs, and are very intricate castings. They had suffered frost damage at some point in time, and had been crudely repaired by brazing which had not properly wetted the cast iron, and so leaked. The bores were in good order as were the pistons, but the piston rings were very worn. The valve-stems were badly worn, as were the guides which are integral with the head and not replaceable.

"Off the shelf" spare parts for a vehicle this age are not available, so new piston rings had to be specially made, eventually carried out by a company in New Zealand. The valve-stems were bored slightly oversize to eliminate their ovality, and then we had new valves made for us with corresponding oversize stems by a company in Surrey, which was more used to making valves for racing engines. Some of the cam follower rollers had worn through their case hardening, so we machined new rollers and case hardened them. The tappet adjusters had also worn through their case hardened face, so new ones had to be made and also case hardened. The exposed valve springs were badly corroded and had lost most of their flexibility, so new springs were installed.

The cylinder blocks posed quite a problem, as they were extremely thin walled in places and very hard and brittle. Any localised heating, such as when trying to replace corroded studs, only resulted in more cracking. This ruled out further repairs by either welding or brazing. The decision was made to repair the multiple leaks with epoxy cement. This entailed grinding most of the old repairs off, shot blasting to give a good "key" for the cement, and then gently warming the castings to cure the epoxy. The result has been very successful, with no further damage to these irreplaceable components. The water pump was another source of leaks; its shaft was badly worn and scored, so a new one was machined to match the old. The pump housing had to be bushed to accept the new shaft, after which it was packed with a modern PTFE based packing to seal it.

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The engine was reassembled, filled with water, and although a touch stiff to turn over, probably due to the new piston rings, started up and ran well. We spent time chasing all the leaks out of it and, for the first time since it has been a part of the museum collection, it can hold its water!

The engine is hand started and, despite its 5500 cm^3 capacity, due to its modest compression ratio, is fairly easy to swing over. The ignition must be retarded before starting to prevent painful "kickbacks" through the starting handle. There is no choke or enriching device on the rather crude updraught carburettor; instead each cylinder is primed with neat petrol through a priming tap screwed into each cylinder head. Providing this is done, the engine usually starts easily, and quickly settles into a gentle, slow idle, courtesy of a very long stroke and heavy flywheel.

Driving the vehicle is not too difficult, the pedals are arranged differently to modern vehicles; the accelerator pedal is in the centre, with the clutch pedal on the left and the brake pedal on the right. The brake pedal is only a transmission brake. The main braking force (which is modest at best) is provided by rear drum brakes operated by a large hand-brake lever on the driver's right (similar to the brake on a horse-drawn wagon). The steering is heavy at very low speed, despite the narrow solid tyres, but lightens up appreciably at higher speeds. The gear box has no synchromesh and the gear wheels are big and heavy, so changing gear requires long pauses on up changes, and pronounced double de-clutching on down changes. No matter how used to the gear box you think you are getting, it will reward your gear changing every now and then with a sickening crunch! The engine is very forgiving, its long stroke design and large heavy flywheel endow it with almost bottomless torque; you have to be very ham-fisted to stall it. Despite its low speed, the engine has a prodigious thirst. It averages between two and three miles to the gallon, giving a range of just over a hundred miles from its huge petrol tank mounted right in the front of the cab.

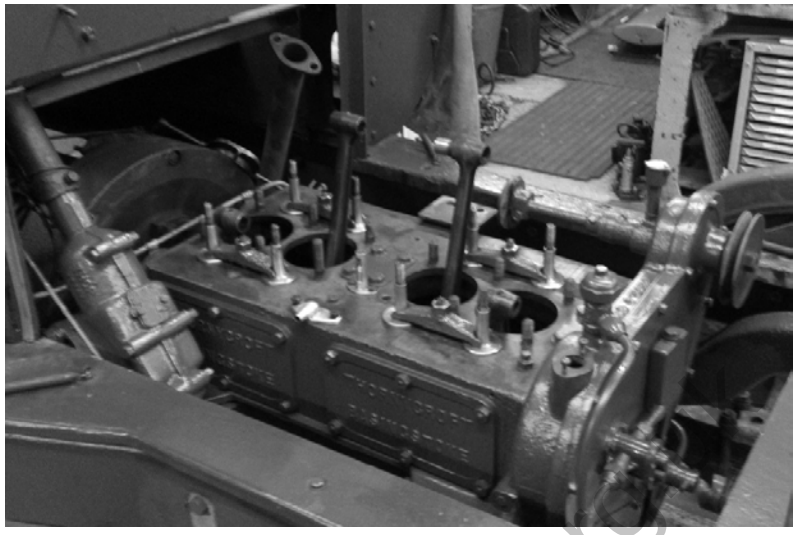


Figure 7. The rebuild of the engine starts.

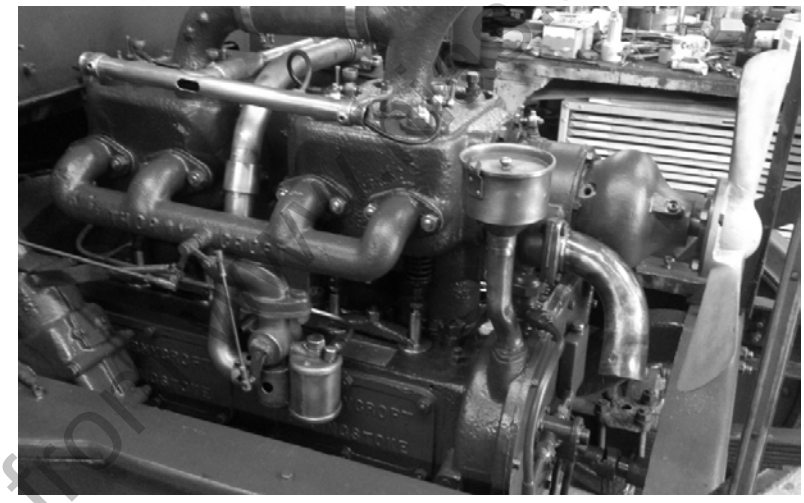


Figure 8. The rebuilt engine is now complete.



Figure 9. The propeller shaft and rear axle assembly

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Figure 10. The restored J-type lorry on display at a Twyford Waterworks Open Day in 2014.

The lorry was displayed at various locations during the summer of 2014. We drove it from Winchester to The Great Dorset Steam Fair, where it was a central exhibit in their WW1 exhibition. That was its longest drive, and very enjoyable. It appeared at The Romsey Show where it was displayed with The Bovington Tank Museum replica WW1 tank. Although we enjoy driving it on warm sunny days, it must not be forgotten that this was a war machine, and it is sobering to remember the many young soldiers who will have made their final journey in it.



Figure 11. Another photograph of the restored lorry at Twyford Waterworks

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The Railways of Gosport

Peter Keat

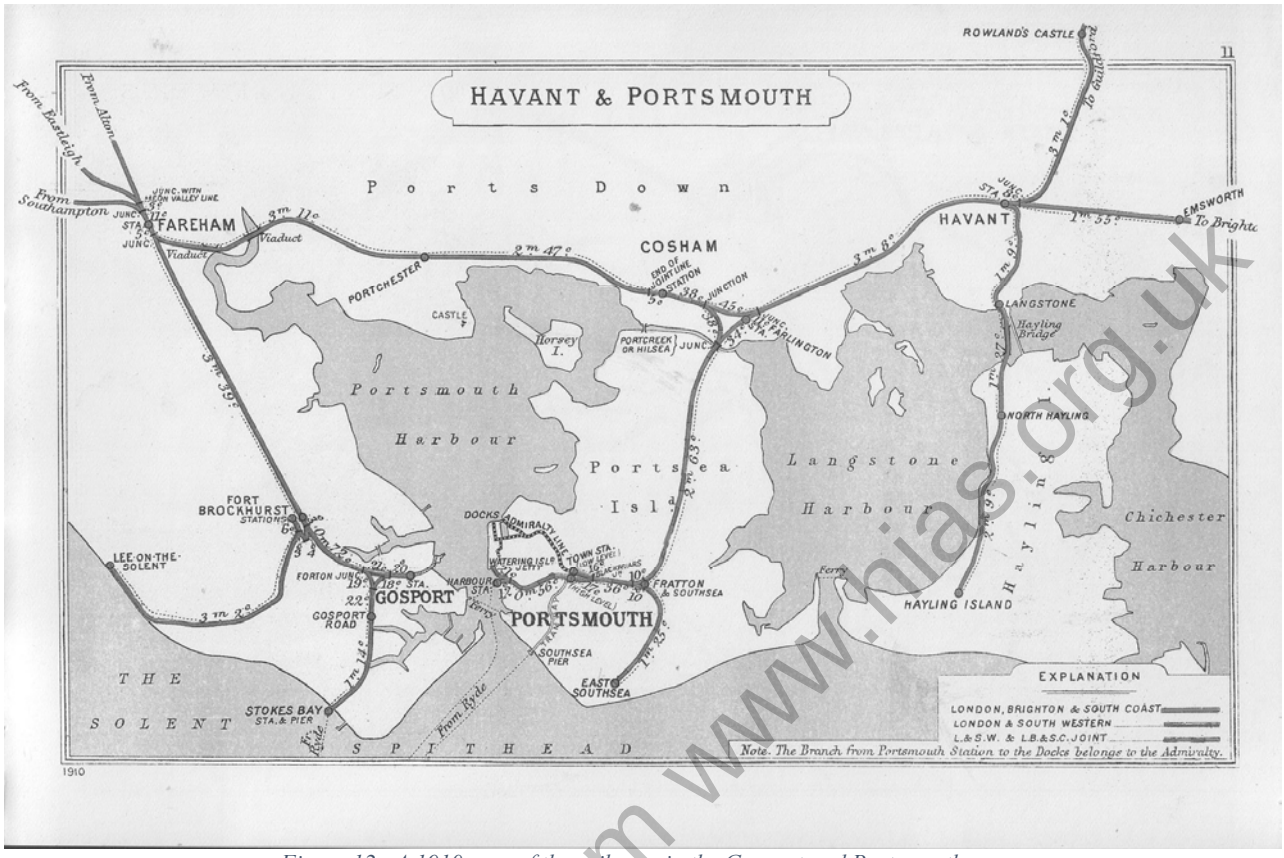


Figure 12. A 1910 map of the railways in the Gosport and Portsmouth area

The decision to locate a railway and various stations on the Gosport peninsular lies mainly in the intense rivalry between the towns of Portsmouth and Southampton. The passing of the London & Southampton Railway Company's Act of 1834 also set up the Portsmouth Satellite Railway Company, with its proposal to construct a mainline to Portsmouth branching off from the London & Southampton main line at Bishopstoke (now Eastleigh). The residents of Portsmouth at that time objected most strongly to any company that had the name Southampton in its title and so the Portsmouth City Council of the time would not allow the construction of a line into Portsmouth. All of this before the days of football rivalry! Another complication was that, because of the Portsmouth's military fortifications, the line would have to stop north of the earthworks which formed the Hilsea lines, therefore preventing the railway from reaching onto Portsea Island itself.



Figure 13. The original Gosport railway station of 1841

By the time of Portsmouth City Council's decision, work had already started on the line from the Southampton end under an Act of 1839. This line, built by Thomas Brassey as Contractor and Joseph Locke as Engineer, had already reached Fareham. After the Portsmouth objections were lodged, the plan was changed to build the line to Gosport instead and, in this way, give access to Portsmouth via a cross-harbour ferry link. By this time the London and Southampton Railway had already changed its name to the London and South Western Railway so part of Portsmouth's argument about the Southampton connection no longer held water.

There were also defence difficulties in Gosport but here the ramparts were close to the town centre so the Commanding Officer's refusal to let his walls be breached was strategically of little importance. However, the terminus station that was constructed was near enough to service the Royal Clarence Yard, the Royal Navy's victualing yard. The military insisted that the height of the station building did not interfere with the field of

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fire from the town ramparts. The site on which the station was built was formerly an orchard, market garden and fields owned by a local landowner Mr Isaac Legg.

The line from Fareham into Gosport had very little in the way of engineering works on it but the section through the South Downs just north of Fareham was a very different matter. The completed line was to open on 26th July 1841 but a landslip caused by unstable land conditions in a tunnel north of Fareham caused a delay and the line was eventually opened on 29th November 1841. The first train was hauled from Nine Elms to Gosport by locomotive No. 17 *Queen*, which was new that year. The inaugural train consisted of four First Class carriages and took $3^{1}/_{2}$ hours to complete the journey. However, the line was closed again only four days later because of another land slip in the tunnel north of Fareham which, after remedial work, reopened again on 7th February 1842. The only way that the contractors could solve this problem of the collapse of the tunnel was to excavate the land slip out and create two separate tunnels, one much shorter than the other. In fact these two tunnels are still in daily use today, some 170 years later.

This was the start of the railways on the Gosport peninsula which in its heyday had nine working stations, four branch lines (Lee-on-the-Solent, Stokes Bay, Royal Clarence Yard and the Royal Naval Armaments Depot Frater) one commercial miniature railway with its own station, a narrow gauge wind and manual powered beach railway, plus a manually operated narrow gauge target railway on the Browndown army ranges. This is not counting the temporary track on the Stokes Bay line which was put in to extract ballast (most of the ballast for the construction of the Meon Valley line was drawn from here) and the light narrow gauge railways which were frequently moved around the estate building sites in town after the second world war and were often manned by prisoners of war until they were repatriated.



Figure 14. Gosport railway station buildings derelict in the 1950s



Figure 15. The end of the line. Gosport railway station in the 1950s

The construction costs of the line from Bishopstoke were £404 271; over £12 000 more than the original estimate. The Gosport station building itself was designed by William (later Sir William) Tite the celebrated architect of the Royal Exchange in London. The station design is of an Italianate classic tradition, which was very popular at that time, and was finished with Tuscan columns with Corinthian capitals. It was built by Mr O. Nicholson at a cost of £10 980. To make a comparison, the original Fareham station only cost £l392. On a modern note it is very pleasing that in the last few months a new block of apartments in Gosport has been named Tite Court so keeping the name in the public's mind. After many years of neglect and dereliction the station has now been renovated in a very sympathetic manner. It is now a suite of offices with various types of housing incorporated within the station complex (see Figures 25 & 26).

During the early years, fast trains to London were limited by law to twenty miles per hour. The single fare to London was 22/- (£1.10p) on the fast service but there was also a slow third class stopping service with open carriages which cost only 8/6 ($42^{1}/_{2}$p). Mixed trains of first and second class carriages were also run and charged at the rate of 21/- (£1.05p) First Class and 15/- (75p) Second Class.

The line was unfortunate enough to suffer from early vandalism when, in 1842, two juveniles received sentences of imprisonment from the Gosport Magistrates, one being sentenced to one month and the other of three months. Their crime? Throwing stones at trains.

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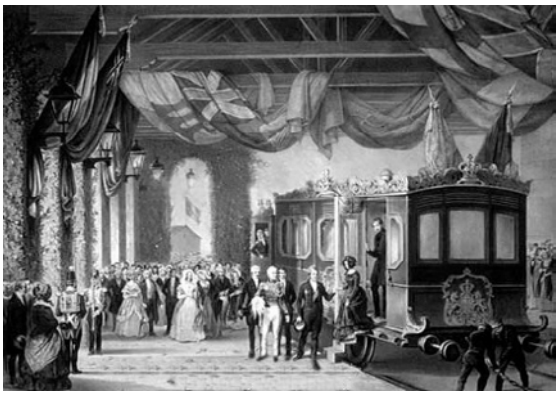


Figure 16. Queen Victoria and King Louis-Phillipe of France at Gosport station, 1843.

The Royal connection with Gosport railway station began on 8th October 1843 when Prince Albert came by train to greet His Majesty Louis-Phillipe, King of France. The first recorded visit to Gosport station by Queen Victoria came six days later when she accompanied the King on his return to France.

Travelling down the line.

Travelling down the line from Fareham, the first junction that was encountered was the branch to the Royal Naval Armaments Depot at Frater and Priddy's Hard (the site of an horrendous explosion just off one of the armaments piers in the early 1950s). It was to here that armament supplies were either brought in, or dispatched to the Armed Services all over the country. The actual date of the laying of the first section of track within the Royal Navy Armaments depots of Gosport would appear to be before 1883. This can be deduced from an article in a May 1883 edition of the *Hampshire Telegraph* which describes the use of a narrow gauge railway for the movement of armaments into the magazines. At this time it would appear that all the magazines were connected and serviced by this railway, One must assume that these lines were built before this article was published, probably about forty years earlier when the Royal Naval Laboratories were established in Priddy's Hard, As the production of munitions was established, a method of transporting the shells and explosives between the shell filling rooms and the magazines had to be found. It is logical to assume that the rail system was first started between around 1850.

It appears that there was not one, but two narrow gauge systems in the Yard at the turn of the last century. We learn from a departmental report of 1904 that two manually operated narrow gauge railways were in use in the yard; one of 1'6" (0.38 m) gauge the other of 2'6" (0.76 m) gauge, To reduce the risk of sparks, the rails of the smaller gauge line were made of a type of copper alloy and the wheels of the wagons, all 70-80 of them, were treated in the same way. The whole system was single track except for shunting sidings, for collection and deliveries. To date there is no information on any form of motive power on the line apart from human muscle power, this was not the case on the 2'6" gauge system. The 2'6" gauge eventually superseded the narrower one; this broader gauge system used some 25-30 wagons, their larger size meaning that not so many were required as on the narrower system.

In 1929 two battery rail locomotives were purchased from Greenwood and Batley and they proved to be so successful that, over the next year, six more were bought. All these locomotives worked until the system closed in I960, These locomotives were equipped with flameproof motors, controllers and switchgear but they were still not allowed, to work into the explosives stores and workshops where manual power still remained supreme. These locomotives weighed only 56 cwt (2800 kg) and cost £690 when new, and this included delivery. The battery locomotives were replaced in 1960 by road tractor units and when this transfer was complete the whole system was closed,

The standard gauge system worked right up to 1990 from its first beginnings in 1912. During the early years, after the railway first came to Gosport, the Depot would collect its armaments stores from Gosport station using a horse and cart. However when it was realised what an advantage a direct rail connection could be, the Admiralty approached the London and South Western Railway with a view to laying in an approach siding from the Gosport main line into the depot at Frater. This was in 1910. The projected cost of this extension was £638 and the Admiralty would also be liable for 10% of the expenditure on the line for the next 25 years. The terms were agreeable to their Lordships and work on the extension began in early 1911. The official Board of Trade Inspection was conducted on 20th January 1912. Access to the Frater connection was only via the main line at a point near Oakdene Woods. Here the extension curved off to the east, crossed the Gosport to Fareham road [A32] and on into the depot. The original layout of the system is unknown and there have been so many changes and alterations over the years that it almost impossible to be certain where the original line lay. The only certain thing is that the network extended outside the confines of the Frater depot when a single line was laid to the magazine depot at Priddy's Hard.

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The standard gauge line was always locomotive worked and the first of these were built by Andrew Barclay & Co. and over the years Barclay's supplied no fewer than nine locomotives, the first being "*Bedenham N^{o} 1*". It was an 0-4-0 fire-less locomotive. The series of fire-less engines, supplied to the yard, worked on a charged reservoir pressure of 160 psi (1.1 MPa) with the steam being provided by one of the boiler houses on site. During an average working day the reservoirs would be charged first thing in the morning with enough steam to last until lunch time when they would be charged again, this being enough to complete the working day. The livery of these locomotives was light green with lined panels and vermilion buffers.

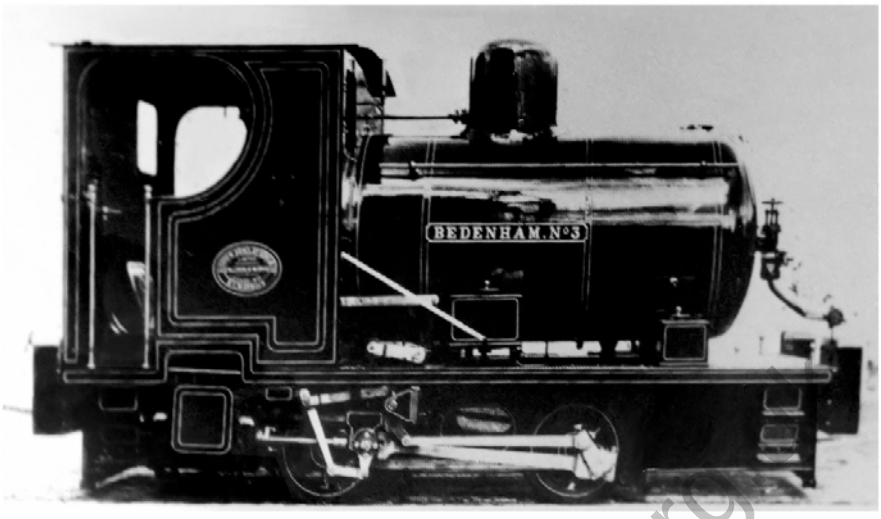


Figure 17. "Bedenham N^{o} 3", one of nine fire-less locomotives at the Frater depot.

The first actual station on the line from Fareham was Fort Brockhurst. This was as old as the line and was the junction to the independent Lee-on-the-Solent Railway. The access to the Lee line was via a double shunt from the up main line.

The Lee-on-the-Solent Railway

Over 120 years ago, Sir John Robinson had a vision of the fishing and farming village of Lee-on-the-Solent becoming one of the South's major seaside resorts. To this end he planned vast changes which included improving the transport system in the area. A pier was planned to improve the access by water, new roads were laid out in a clear grid pattern and a new railway was planned to connect Lee-on-the-Solent with the Gosport to Fareham line at Fort Brockhurst with stations at Fort Gomer, Browndown and Elmore Halt along the line.



Figure 18. "Lady Portsmouth" locomotive and train at Fort Brockhurst.

In 1894 the branch was opened to Lee-on-the-Solent. The line was never a success and never paid a dividend to its shareholders, but it lasted until 1931 when passenger traffic was withdrawn. In 1935, the last freight train ran.

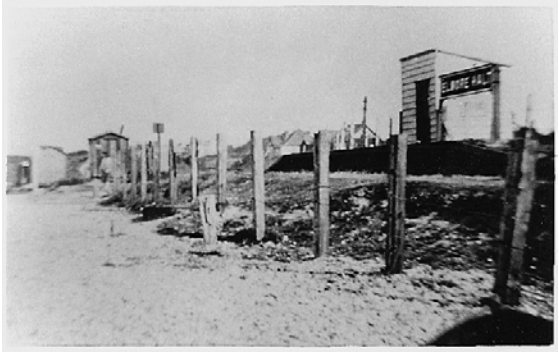


Figure 19. Elmore Halt on the Lee-on-the-Solent Railway

Both the Stokes Bay Line which branched off further into town, and the Lee-on-the-Solent Railways were originally built by independent

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Figure 20. Lee-on-the-Solent beach. The railway ended at the buildings on the extreme right of the picture

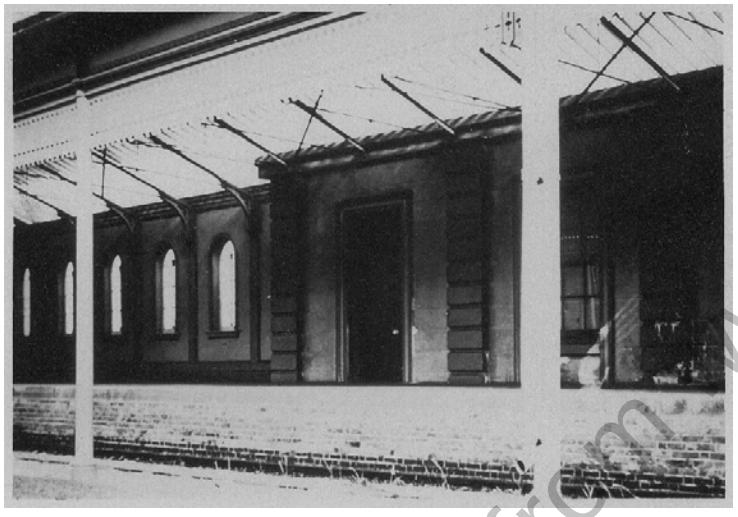


Figure 21. The Royal Victoria Station in the Royal Clarence Yard

Companies but were eventually taken over and operated by the larger London & South Western Railway Company which owned the Gosport Line.

Royal Clarence Yard

In 1846, the renovation of Osborne House at Cowes on the Isle of Wight was completed for the use of Queen Victoria and her growing family. Perhaps recalling her previous trip to Gosport, the Queen requested that the ramparts be opened (a request that the Commanding Officer of the Garrison readily agreed to) and a 600 yard extension was laid into the Royal Clarence Yard where a special station, the Royal Victoria Station, was built. Part of this station stands to this day. It is popularly believed locally that the Queen travelled to the Island via Stokes Bay Pier but historically there is no record of this. It appears to be a local myth.

Queen Victoria's Funeral

Queen Victoria died on 22nd January 1901 at Osborne House. The funeral plans involved bringing her body across the Solent on 1st February, to lie in state overnight behind the Guard House of St George's Barracks.

The following day many crowned heads of Europe and from around the World, along with their escorts and the Gentlemen Ushers, boarded the state funeral train at the Royal Victoria Station in Clarence Yard. The official party accompanied the body of the Queen from Gosport to London Victoria, then across London to Paddington and thence onwards to Windsor and to Frogmore for her interment. It was a unique and very important occasion not only in the history of the Gosport branch, but also of the town of Gosport itself.[1]



Figure 22. Lees Lane crossing signal box on the line to Stokes Bay

Stokes Bay

In 1863 a branch line was opened, via a connecting triangle on the main line about half a mile from the main Gosport Station, to Stokes Bay. On arrival at the railway-owned Stokes Bay Pier the line ran out to the pier head and joined up with a ferry link to Ryde on the Isle of Wight. There was only one station along this branch, called Gosport Road station.

The ferries on this service ceased to run in the Spring of 1914 and the rail link was withdrawn on 30th October 1915. The pier remained for many years after closure and was used for some time by the Admiralty as a torpedo testing station.

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Figure 23. Stokes Bay pier. The railway is still in situ but probably out of use.



Figure 24. Stokes Bay pier. The railway has gone but the pier is still in use by the Admiralty.

Gosport Station

The railway station was very busy in the middle of the nineteenth century, particularly with the carriage of coal and other freight. However the opening of a direct service from London to Portsmouth in 1847 began to have a large impact on passenger traffic to "Portsmouth's station in Gosport", as it was known in Portsmouth, but never by that name on the Gosport side of the water.



Figure 25. Gosport station today. The terminal building is centre left with the site of the platforms on the right.



Figure 26. Gosport station today. The platform side of the terminal building and the platform area. The track was in the lower paved area.

Railway Services in Wartime

As the pace of war increased in late 1914 so the traffic through the station revived as Gosport's role as Victualler to the Navy increased. There was a great influx of supplies to and from the Royal Clarence Yard. Large numbers of troop movements and, as the war dragged on, the transportation of wounded en route to Haslar. After the First Word War rail traffic began to decrease again and in 1934 the twin track to Fareham was singled. In an attempt at economy in 1937, unsuccessful experiments were made with a rubber-tyred, petrol-engined, rail bus which was developed by the French Michelin Tyre Company.

With the coming of the Second World War the station again saw much military activity; including supplies, hospital trains and trains carrying prisoners of war on their way to the local internment camp. On the night of 10th March 1941 the station received a direct incendiary hit from an aerial attack, the main damage being to the roof which caught light and collapsed. The end of the hostilities in 1945 once again reduced Gosport Station's role and long before Dr. Beeching's famous axe, the line was threatened with closure. Finally on

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6th June 1953, scheduled passenger services from Gosport ceased, although freight working remained until 30th January 1969 when all rail traffic to Gosport station ceased.

Figure 27. A Maunsell N-class 2-6-0 with an enthusiasts' special at Gosport after closure.

Notes:

1. Further details of the funeral of Queen Victoria and her interment may be found in Keat, Peter J., *Goodbye Victoria, the last Queen Empress*, Oakwood Press.
2. The following is a brief survey of what I believe has survived but additional information would be welcome.

   Browndown. Closed 1930, concrete platform survived until 1961 when it was demolished for a new road.

   Elmore Halt. Some evidence remained at least until 1960. (Pictures of the demolition are in the Gosport Railway Society archives.)

   Fort Brockhurst. Closed 1953, platforms and building survive. (Pictures of the demolition are in the Gosport Railway Society archives.)

   Gosport. Closed to passengers 1953. Closed to goods traffic 1969. Platforms and war damaged buildings have now been reused and adapted. Nothing remains of the goods facilities

   Gosport Road Station. Closed 1915. Obliterated; the platform surface is still in place below the basement level of the telephone exchange.

   Lee-on-the-Solent line. Closed to passengers in 1930. Closed to goods traffic 1935. Building remains at Lee-on-the-Solent.

   Privett (later Fort Gomer). Closed 1930, concrete platform survived until 1961 when demolished for new road. (Pictures of the demolition are in the Gosport Railway Society archives.)

   Stokes Bay. The railway closed in 1915. Final demolition of the pier, after many attempts, over 50 years later.

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